

# VISION ZERO IN THE BALTIC SEA REGION

## The Right of Way at Pedestrian Crossings in European Countries

Julius Uhlmann  
Johanes Vogel



# About us



Research Associates at the Chair of Transport System Planning

Teaching and research in the field of traffic safety (and others)

Julius Uhlmann

Transportation Engineering (Dipl.-Ing.)  
(Dresden/Riga)

Current Ph.D. project on traffic safety and  
traffic behaviour on pedestrian crossings



Johannes Vogel

Geography (B.Sc.)  
Environmental Engineering (M.Sc.)  
(Dresden/Weimar/Prague)

Lecturer in Road Safety Audit training courses

# Structure

1. Motivation and Context
2. Methodology
3. General Provisions
4. Results
  - i. National Regulation
  - ii. Traffic Safety
5. Discussion and Conclusion
6. Outlook

# 1. Motivation and Context

- Pedestrian crossings exist worldwide
- Only form of crossing where the pedestrian always has the right of way (at least according to the Vienna Convention)
- Own experience shows that the behaviour at pedestrian crossings varies between different countries and so does the traffic safety
- **Does the pedestrian really always has the right of way?**

## 2. Methodology

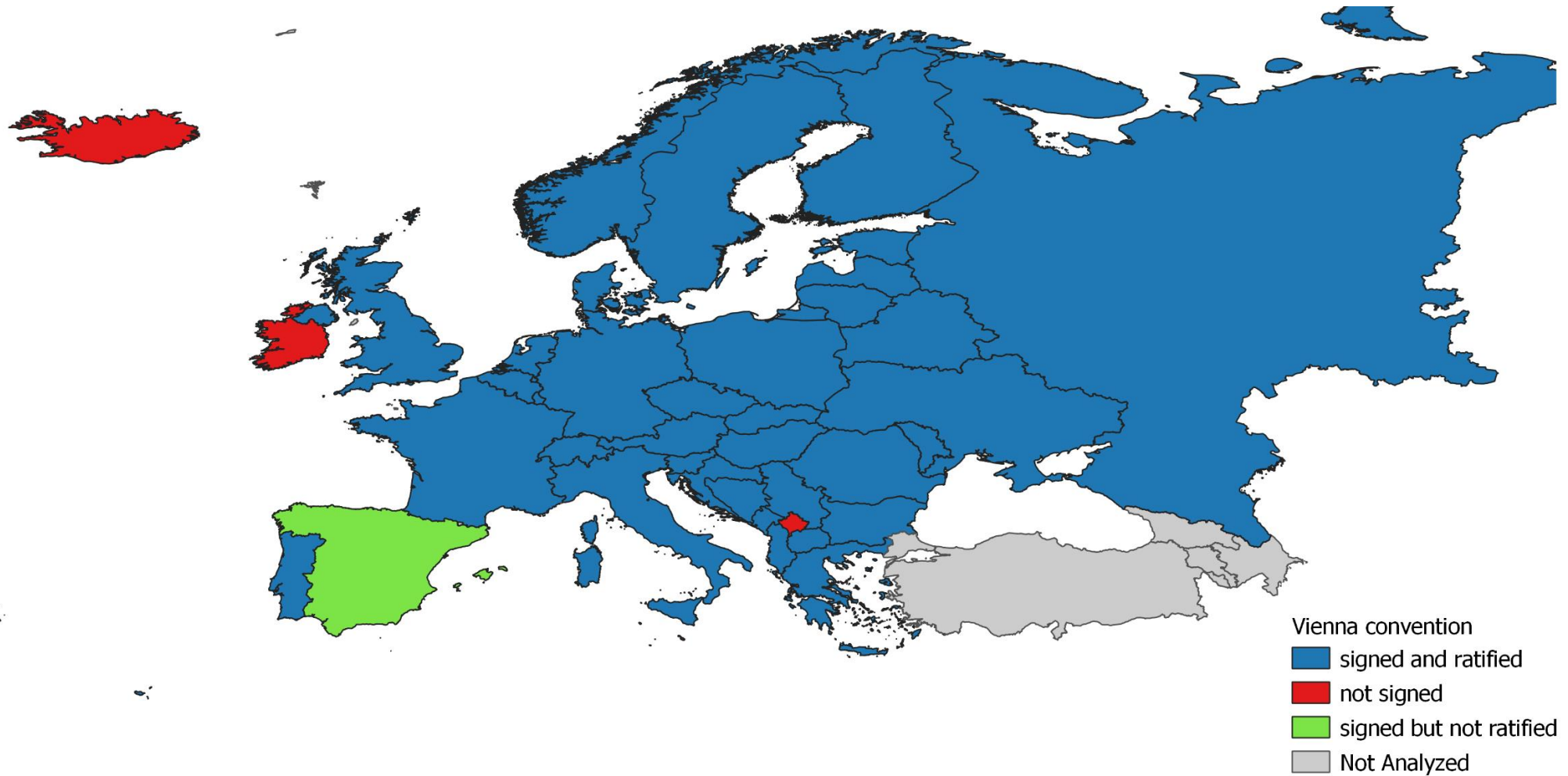
- Analysis of supranational regulation and the road traffic regulations of 35 European Countries
- Research question: Which conditions for the right of way of pedestrians at pedestrian crossings are mentioned?
- Data collection between January and May 2020
  
- Matching with the road traffic death rates for 14 countries, which were obtained in a previous project

# 3. General Provisions

Article 21, Section 2, Paragraph b of the Vienna Convention on Road Traffic states:

*“If vehicular traffic is not regulated at that crossing by traffic light signals or by an authorized official, drivers shall approach the crossing only at a speed low enough not to endanger pedestrians using, or about to use, it; if necessary, they shall stop to allow such pedestrians to cross.”*

# 3. General Provisions



# 4.1 Results - National Legislation

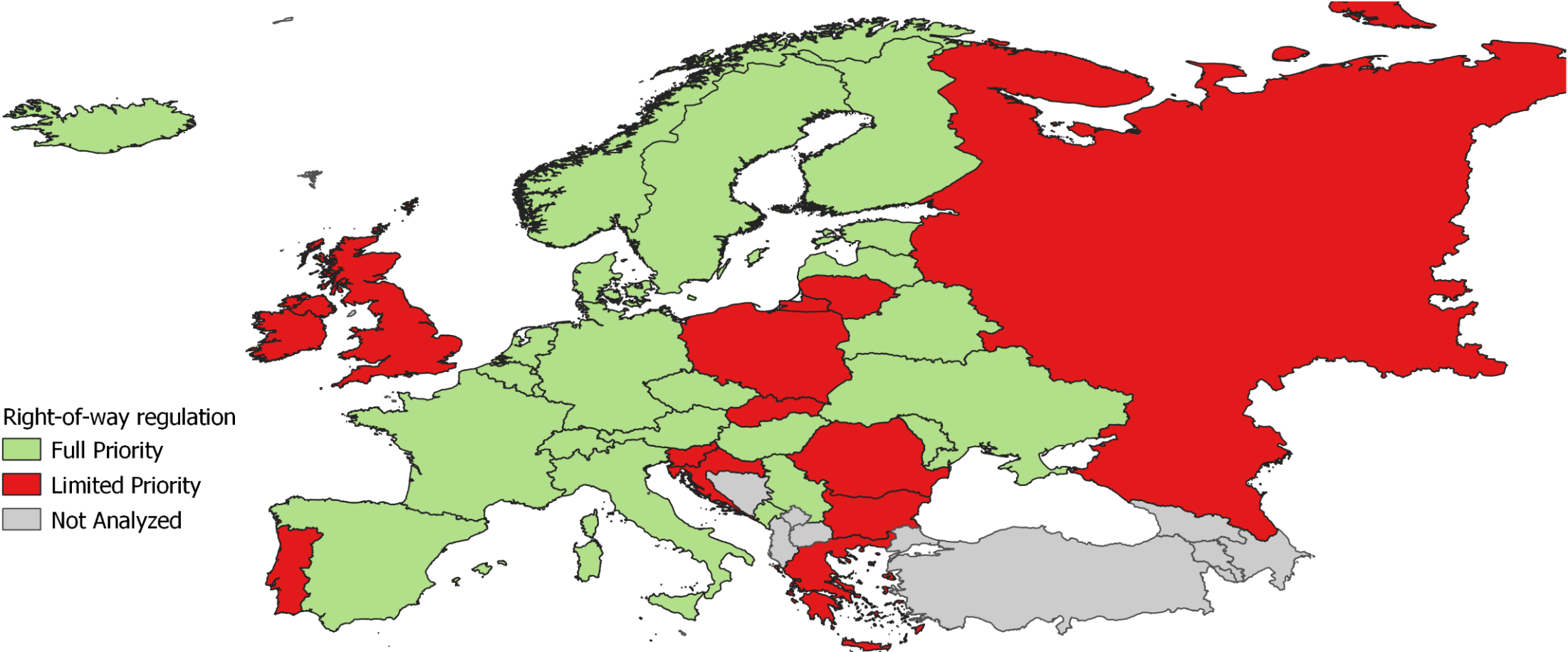
- European Countries can be separated in two groups:

Full priority: The pedestrians have full priority at the pedestrian crossing regardless of whether they are already crossing or just waiting

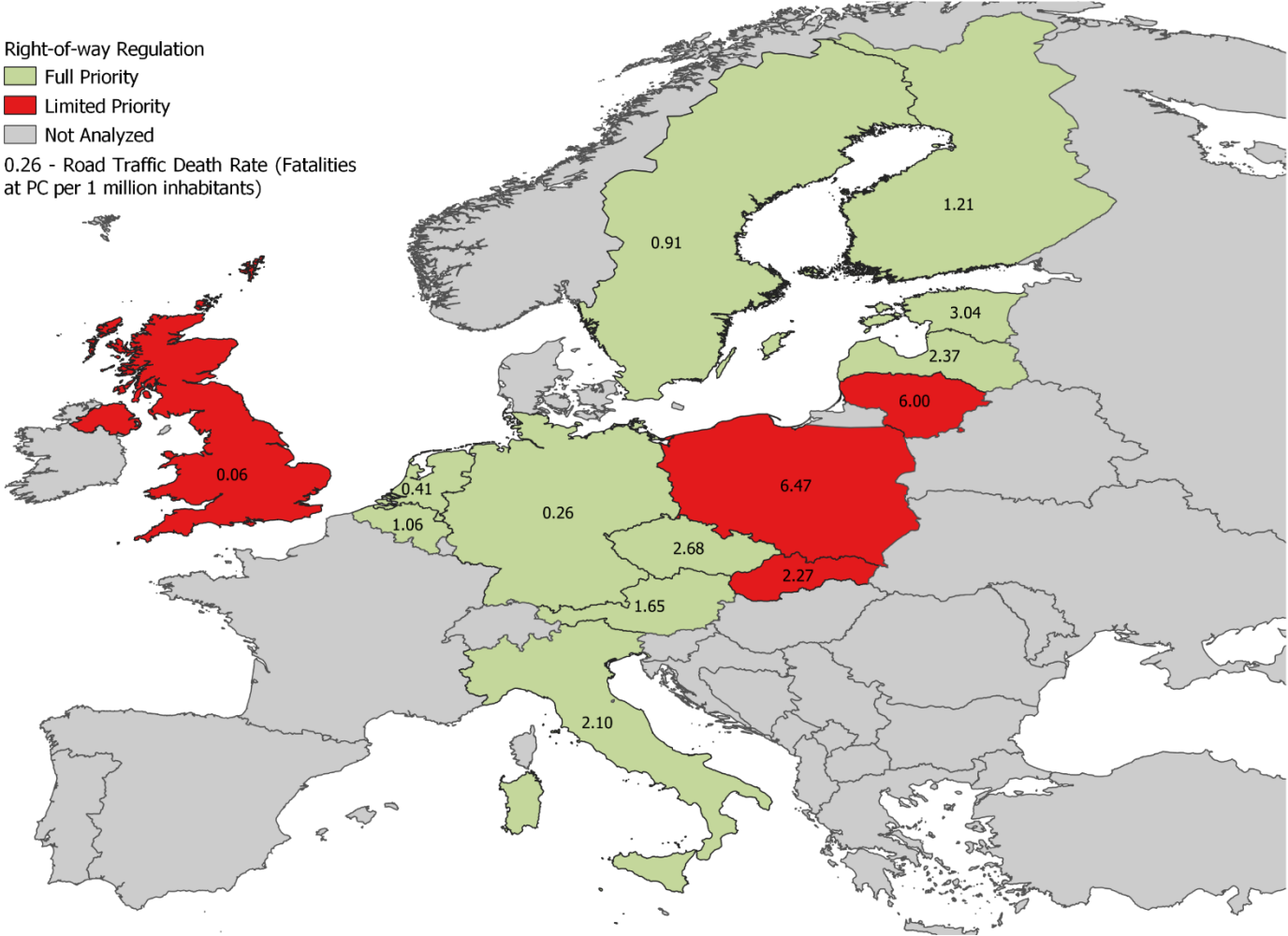
Limited priority: pedestrians have priority only when they are already crossing the road



# 4.1 Results - National Legislation



# 4.2 Results - Traffic Safety



## 5. Discussion and Conclusion

- The rules in the Vienna Convention clearly stipulate the pedestrians' general priority at pedestrian crossings, BUT: implementation varies
- A limited priority to the pedestrians can create a feeling of uncertainty as well for pedestrians as for motorists
- Full priority for the pedestrians means more comfort for them, harmonization in Europe and a clear and easy understandable rule; but it should be defined, when somebody is «about to use» a crossing
- A major influence on traffic safety remains debatable.
- It is presumed, that the right of way regulation is one of many influence factors.

# 6. Outlook

- Next steps needed:
  - Comparison of national design guidelines
  - In-depth analysis of accidents
  - Observation of behaviour of traffic participants



**Thank you for your attention.  
Paldies par uzmanību!**

julius.uhlmann@uni-weimar.de  
+49 3643 584457  
IG: @european.zebra

johannes.vogel@uni-weimar.de  
+49 3643 584826