

PEDESTRIAN SAFETY STUDY OF SCHOOLCHILDREN

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ABSTRACT

As the number of the vehicles increases throughout the country, the exposure of the people to traffic crashes also increases. Pedestrian accidents are a leading cause of serious injury and death among children in developed countries. We must consider that pedestrian safety to be very important. The significance of child pedestrian injury issue should not be underestimated. Studies have shown that school-age pedestrians are the group at greatest risk of being involved in pedestrian-related accidents. The schoolchildren are vulnerable when negotiating traffic as they go to and from school each day. The government is committed to promote social inclusion and equality of opportunity in Malaysia. Part of this commitment is that every school children, whatever his or her social or economic background, has the best possible start in life.

This study highlights the effectiveness of the facilities provided near schools area and walking pattern among schoolchildren, as well as providing the relevant traffic accident statistics.

TABLE OF CONTENTS

CHAPTER	PAGE
Acknowledgement	i
Abstract	ii
Table of Content	iii
List of Figures	vi
List of Tables	viii
List of Appendices	ix
1 INTRODUCTION	
1.1 Introduction	1
1.2 Objectives	3
1.3 Scope of Study	3
1.4 Problem Statement	4
1.5 Significant of the Study	4
2 LITERATURE REVIEW	
2.1 Introduction	5
2.2 Road Elements	7
2.2.1 Medians	7
2.2.2 Corner Islands	9
2.2.3 Mid-block Crossing	10
2.2.4 Turning Radius	11
2.2.5 Barriers to Pedestrian Access	11
2.3 Pedestrian Facilities	13
2.3.1 Pedestrians Traffic Signal and Timing	13
2.3.2 Upcoming Changes to School Zones and Speed Limits	15
2.3.3 Pedestrian Crosswalks	15
2.4 Crossing Times	20
2.5 Factors Associated to Road Accidents Involving Pedestrian	22
2.5.1 Children's Behaviour Factors	22

CHAPTER 1

INTRODUCTION

1.1 Introduction

Roads are particularly hazardous environment for children, in part because urban design typically privileges the needs of adult commuters over those of other roads users. Howarth et al (1974) described a framework in which measures of exposure were defined and related to the accident statistics to obtain estimates of absolute levels of risk for different categories of pedestrian in different traffic situations. The measures of exposure obtained are presented in relation to the accompaniment of children on their journey, the type of area in which they live and time of the day. Risk was assessed by relating exposure measures both to the national and local accident statistics. The analysis provides estimates of the risk to children of different ages and sex in their normal pattern of road crossing and in crossing of different traffic densities. This indicates that the accident statistics alone considerably underestimate the degree of risk to children.

This study is related to the pedestrian safety study of schoolchildren of age 13 to 17 years old in Shah Alam, Selangor. It involved the selected secondary schools in Shah Alam which categorized according to a certain criteria which is type of dwelling unit. The chosen secondary schools are Sekolah Menengah Sultan Salahuddin Abdul Aziz Shah for category 1, Sekolah Menengah Seksyen 24 for category 2 and Sekolah Menengah Sri Muda for category 3. Category 1 describes the type of dwelling unit which are