

INTERNATIONAL  
FEDERATION OF  
PEDESTRIANS

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Minister Infrastruktury  
Andrzej Adamczyk  
ul. Chalubinskiego 4/6  
00-928 Warszawa  
Poland

9 of July 2019

**Subject: Request to change the Polish law granting more protections to pedestrians and implementing new rules and regulations to reduce the speed of motor vehicles in urban areas, especially approaching unsignalized zebra crosswalks**

Dear Minister Adamczyk,

It was called to our attention that in Poland motorised traffic only have to yield to Pedestrians after they have started to cross a Zebra Crossing.

The **Vienna Convention** establishes in its ARTICLE 21 Behaviour of drivers towards pedestrians 2. (b) that *"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."* Poland is one of the Contracting Parties to the Vienna Convention on Road Traffic from November 8, 1968, having signed its ratification on August 23 1984.


In 2015 Poland had the second worst pedestrian fatality rate in the European Union. In the years 2007-2012, 9101 pedestrians were killed and 71328 injured on Polish roads. Almost 30% of pedestrian injury crashes took place at unsignalized zebra crosswalks. Especially at risk are older people - almost 73% of pedestrians killed were 55 years or older (1). Every third road crash in Poland involves a pedestrian as a participant or, most of the time, a casualty. In 50 km/h areas (test points in towns and villages) nearly 40% of drivers exceed the speed limit and in non-built-up areas with a speed limit of 70 km/h, nearly 30% of drivers go over the prescribed speed limit, a clear indication of the need to apply speed management solutions and enforcement (2). Still according to Marcin Budzynski et al., in certain cases, **the driver increases the speed of approach to the crossing when a pedestrian is waiting to cross.**

Meanwhile, the report by the *Instytut Transportu Samochodowego (ITS) "Badania zachowań pieszych i relacji pieszy-kierowca"*, made public this week, concluded that:

- 85% of drivers do not reduce their speed approaching the zebras, in the urban areas
- 90% of drivers do not reduce their speed approaching the zebras, outside the urban areas

In most European countries, pedestrians have priority at zebra crossings **even when they are about to use it** - complying with the text of the Vienna Convention. Therefore we would like to request to change the Polish law granting more protections to pedestrians and implementing **new rules and regulations to reduce the speed of motor vehicles in urban areas, especially approaching unsignalized zebra crosswalks.**

Sincerely yours,



**Geert van Waeg**  
**President**  
**International Federation of Pedestrians**  
**Sint Lambertusstraat 133**  
**1200 Brussels / Belgium**  
**+32 475 66 20 87**  
**www.pedestrians-int.org**

Cc:

**Minister Spraw Wewnętrznych i Administracji**  
Elzbieta Witek  
ul. Stefana Batorego 5  
02-591 Warszawa  
Poland

**Prezes Najwyższej Izby Kontroli**  
Krzysztof Kwiatkowski  
ul. Filtrowa 57  
00-950 Warszawa  
Poland

**Komendant Główny Policji**  
gen. insp. dr Jarosław Szymczyk  
ul. Puławska 148/150  
02-624 Warszawa  
Poland

**Prezes Federacji Piesza Polska**  
Robert Buciak  
Stowarzyszenie Zielone Mazowsze  
ul. Koszykowa 67 lok. 21  
00-667 Warszawa  
Poland

**Rzecznik Praw Obywatelskich**  
dr hab. Adam Bodnar  
Al. Solidarności 77  
00-090 Warszawa  
Poland

- (1) Olszewski, Piotr & Szagała, Piotr & Wolański, Maciej & Zielinska, Anna. (2015). Pedestrian fatality risk in accidents at unsignalized zebra crosswalks in Poland. *Accident Analysis & Prevention*. 84. 83-91.
- (2) Marcin Budzynski et al 2017 IOP Conf. Ser.: Mater. Sci. Eng. 245 042064