

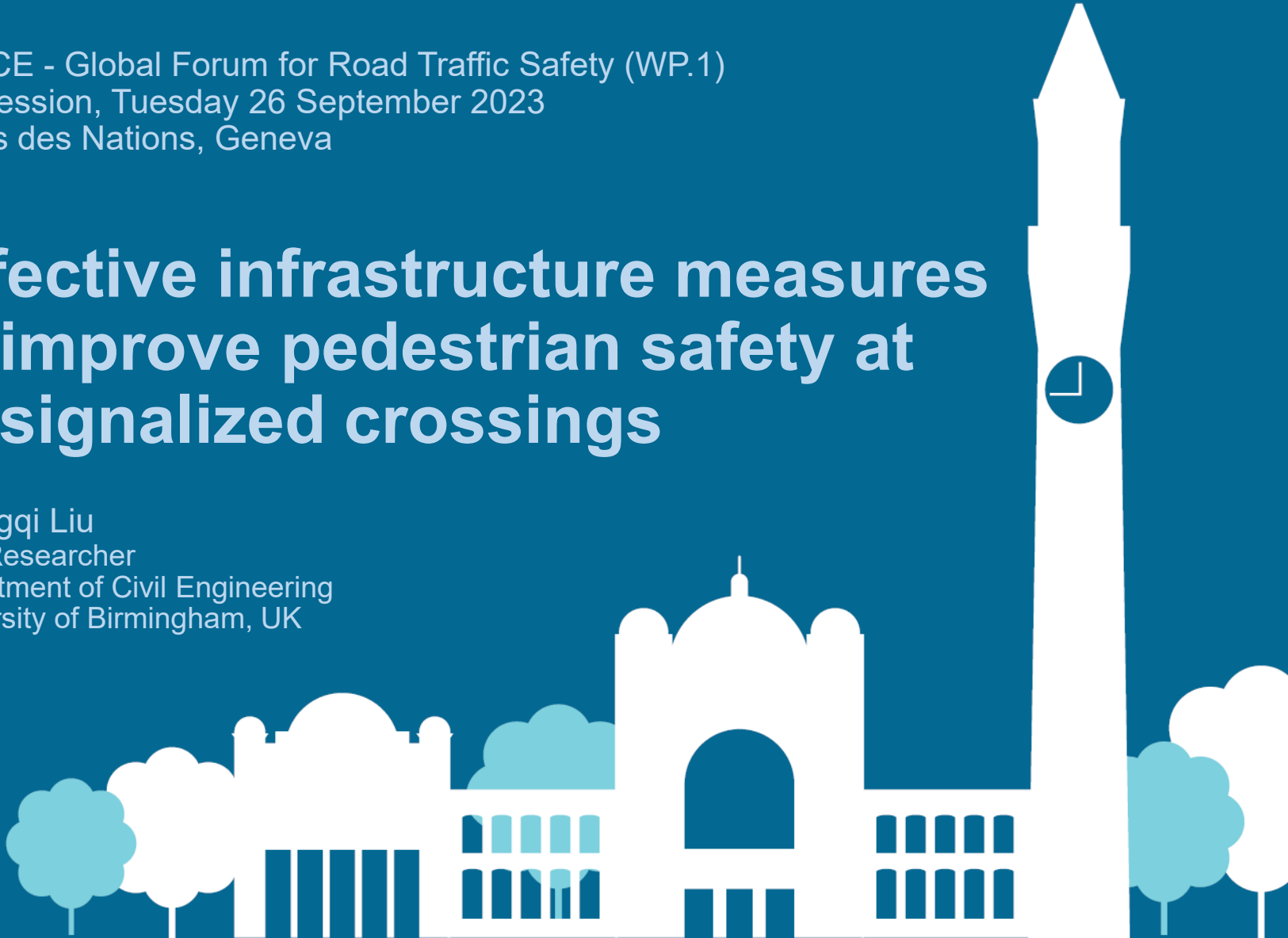


UNIVERSITY OF  
BIRMINGHAM

UNECE - Global Forum for Road Traffic Safety (WP.1)  
87t Session, Tuesday 26 September 2023  
Palais des Nations, Geneva

# Effective infrastructure measures to improve pedestrian safety at unsignalized crossings

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# Background



## Key facts

Violence is a high global burden disease and a leading cause of death and disability, with the burden of death and disability increasing steadily over the past few decades.

The world has 1.2 billion people living in urban areas, with the number of people living in urban areas expected to increase to 2.5 billion by 2050.

More than 1 billion people live in low-income and middle-income countries, with the number of people living in low-income and middle-income countries expected to increase to 1.5 billion by 2050.

Violence and violence-related injuries are a leading cause of death and disability in low-income and middle-income countries, with the burden of death and disability increasing steadily over the past few decades.

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- Road traffic injuries are the leading cause of youth deaths
- Unsignalized crossings have high pedestrian accident rates
- Little research on the effectiveness of infrastructure measures for unsignalized crossings
- Unsignalized crossings are more required in Low-Middle Income Countries(LMICS)

Preventing injuries and violence: an overview



# Problem and Needs

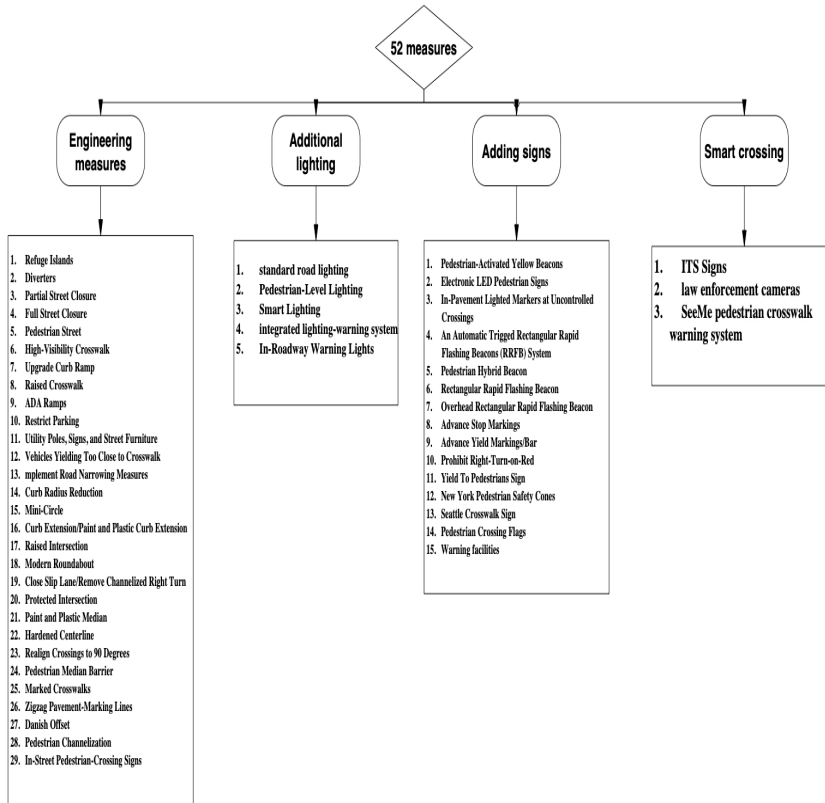
- Effectiveness of infrastructure measures at unsignalized crossings affecting pedestrian safety difficult to quantify
- A systematic review of infrastructure measures for unsignalized crossings
- Propose a methodology to quantify the effectiveness of unsignalized crossings infrastructure measures in affecting pedestrian safety in Low-Middle Income Countries(LMICS)



Danish offset



# Innovation and Challenges



Effective measures

- Systematic review identified infrastructure measures that effectively impact pedestrian safety at unsignalized crossings
- Examination of factors that specifically influence the effectiveness of pedestrian safety in Low-Middle Income Countries(LMICS)
- Identify unsignalized crossings for the right number of pedestrians, available crash data, and appropriate characteristics



# Outputs

- Appreciate measures to improve pedestrian safety at unsignalized crossings
- Collection of evidence that demonstrates the effectiveness of unsignalized crossing infrastructure measures
- Devise methods to quantify the effectiveness of unsignalized crossing infrastructure measures for Low-Middle Income Countries(LMICS)
- Propose ways to improve unsignalized crossings infrastructure measures based on quantitative results



# Impact

- Expanding Research on Improving Pedestrian Safety at Unsignalized Crossings
- Improvement of pedestrian safety by quantifying the effectiveness of infrastructure measures at unsignalized crossings
- New tool for the choice the future design of unsignalized crossings
- Protect the valuable road users(pedestrians) who suffer most in developing countries





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# THANK YOU

**Effective infrastructure measures to improve  
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