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Asia Pacific: Perspectives is a peer-reviewed journal published once a year in May. It welcomes submissions from all fields of the social sciences and the humanities with relevance to the Asia Pacific region.* In keeping with the Jesuit traditions of the University of San Francisco, *Asia Pacific: Perspectives* commits itself to the highest standards of learning and scholarship.

Our task is to inform public opinion by a broad hospitality to divergent views and ideas that promote cross-cultural understanding, tolerance, and the dissemination of knowledge unreservedly. Papers adopting a comparative, interdisciplinary approach will be especially welcome. **Graduate students are strongly encouraged to submit their work for consideration.**

* 'Asia Pacific region' as used here includes East Asia, Southeast Asia, South Asia, Oceania, and the Russian Far East.

Zebra Crossings: Perspectives on Pedestrian Safety in China

by Yu Qingling, Zhang Qiao, Wang Min, and Yan Jun, M.A. candidates

Abstract

Regulations pertaining to pedestrian safety and the enforcement of these regulations in China are far from satisfactory even if they have played an important role in protecting pedestrians in the past. With China's entry into the World Trade Organization and Beijing's hosting of the 2008 Olympics, the country can expect more visitors; it is normal that the foreign guests want to be safe when crossing the street. The large peasant population, some 800 million people, also deserve safety as do all citizens of China including the elderly, the disabled, and the very young. The authors, having consulted sources in the US and Japan, offer three suggestions that are based on the general goal of traffic harmony more than on the notion of rights per se. The suggestions to achieve traffic harmony include expanding laws concerning pedestrian safety, providing more facilities, and improving pedestrian and driver awareness.

Introduction

What are zebra crossings? They may be a name for crosswalks, but they have another meaning to some people. Please do not think it is a joke if someone answers that they are a place where one can die with the government paying for the funeral. Sadly, it is our understanding that there are those who hold this idea—at least in parts of India. Near Kottayam in India, people believe that if they die in a zebra crossing, the government will pick up the tab for their funerals (Roy, 1997). It turns out that there are no zebra crossings in Kottayam, but some people from Kottayam, visiting Cockin, a two-hour drive away, have seen from a car or bus window these stripes in the street, meant to be places for pedestrians to cross, and apparently they have heard about the government paying for the funerals of victims of fatal accidents.

The story may be an extreme, but people do get killed in zebra crossings in all parts of the world, including China. Our investigation shows that the current traffic situation in many cities of China is far from a satisfying one. With China's rapid economic development, the number of motorized vehicles has increased tremendously over the past few years. However, road construction and the development and implementation of regulations and sanctions for violators are lagging. Statistics suggested that by the end of 2000, the number of motorized vehicles in the country would reach over sixty million. The rapid increase in the number of vehicles has challenged the existing system of antiquated roads, resulting in high accident rates in many areas; some of these accidents occur in urban zebra crossings. In 2000, there were about 617,000 road accidents, killing 94,000 people and injuring 420,000. These figures are up 46 percent, respectively, from the previous year (Wu, 2002). Then what follows is the problem between drivers and pedestrians, since a significant number of the 94,000 people killed were in zebra crossings.

In many cities of the world, a place that can well reflect traffic civilization and education is the zebra crossing. It would seem that a basic requirement for drivers is to give pedestrians going across roads priority. It would also seem that a basic requirement for pedestrians is to use zebra crossings when crossing roads. In China, however, neither motorists nor pedestrians tend to observe these conventions. Many foreigners share the opinion that it is dangerous to cross roads in China. In their countries, it would be a most natural thing for drivers to give way to pedestrians on roads, not just at zebra crossings. In China, drivers tend to ignore pedestrians; they seem to have no the idea of what it means to respect pedestrians' rights by giving them priority. With pedestrians, there is a similar negligence; many foreigners wonder why pedestrians in China go across roads, sometimes even against a red light as if they do not see it.

China is a large country with a huge population, and as a result, China's traffic is characterized by a large number of pedestrians on roads. How to address the traffic problem concerning pedestrians is a key development issue our country must face. Fortunately there is growing interest by policy makers to ensure pedestrian safety. Underlying this policy interest is the notion that pedestrians have the right to cross the street without being hit by motor vehicles. We have decided to delve deeper into this public concern from our collective perspective as Chinese women, one of whom has a background in urban planning and all of whom are concerned about the safety of our fellow citizens and visitors to our country. Some may tend to place our discussion in the context of pedestrian rights; it is possible to say that there is a growing awareness of the need to protect pedestrians. But we suggest that the paper is not so much about rights as it is about achieving traffic harmony. Pedestrian rights are valid in the sense that they play a role in obtaining the desired traffic harmony. The issue is a general one, but it is acknowledged more at the level of government in terms of regulations than by the ordinary people who only seek to be able to cross the road without being killed. That is our wish as well, that our countrymen and countrywomen and our foreign guests may safely move about on foot as cars move about on wheels; we seek a balance that would bring about traffic harmony.

Investigation

We look at the problem of pedestrian safety by examining traffic regulations, traffic facilities, and people's awareness.

Traffic regulations

Since the establishment of the People's Republic of China in 1949, the government has formulated a series of rules and regulations to tackle the nation's road traffic and guarantee the safety of pedestrians. The Regulations for the Administration of the Road and Traffic of the People's Republic of China issued by the State Council in 1988 is the most recent document. It was formulated on the policy fundamentals of its predecessors. The laws regulate activities of pedestrians as well as movements of vehicles. In this set of regulations, there are altogether eight codes concerned with the safety of pedestrians. These codes represent rules for drivers and

pedestrians to follow for the purpose of safeguarding pedestrians. After being put into effect, these regulations have played an important role in reducing injuries to and deaths of pedestrians and have effectively ensured the smooth flow of traffic.

Using statistics available to us, we observed that during the period from 1987 to 1993, the pedestrian death rate in traffic accidents remained at a relatively low level, accounting for eight to nine percent of the total number of the deaths due to traffic accidents. But as society develops, we anticipate that weaknesses in regulations regarding pedestrians will emerge. Firstly, there are only two codes, Code 63 and Code 64, directly regulating pedestrian action. What they stipulate is very general (see Appendix). For example, Code 63 says only that when a pedestrian passes through a crosswalk without a traffic sign, he or she must pay attention to passing vehicles and not run across. But it does not say what a pedestrian should do if the traffic is very busy; it does not address what the pedestrian should do if he or she cannot find a chance to cross the road. Most of us have had the experience of standing on one side of a road intending to cross it but not finding the opportunity to do so. What we end up doing in such circumstances is, with all our courage, cross the road weaving through the fast-moving cars as we worry about our safety.

Secondly, there are too few regulations confining drivers' actions; most of the regulations place limits on pedestrian action. Only Code 41 confines driver action for the sake of pedestrian safety. It stipulates that when there is a pedestrian crossing sign allowing pedestrians to pass, the driver is required to stop the vehicle or slow it down and let pedestrians cross the road. When passing a crosswalk without a traffic sign, the driver is required to exercise caution to avoid hitting pedestrians. There are no rules requiring drivers to guarantee the safety of pedestrians who cross a road without a crosswalk or who walk along a road without a sidewalk. The only existing code then has some problems. It says that when passing a crosswalk without a traffic signal, the driver must carefully avoid hitting pedestrians. This code is only weakly enforced; in our daily life we often see cars speeding across crosswalks. Pedestrians must take care when they step into a crosswalk. Even when they enter the crosswalk, it seems so dangerous for them to maneuver through the cars racing by.

Thirdly, there are no clearly stipulated sanctions for the drivers or pedestrians who violate the regulations. Drivers and pedestrians do not know how they will be punished if they do not follow regulations. The department that executes the regulations cannot find a consistent standard to use against violators. That brings serious difficulties for the implementation of the regulations.

Fourthly, because this set of regulations was formulated in accordance with the situation of cities, there is no regulation to guarantee the safety of pedestrians in rural areas. It ignores the fact that China, with a rural population of more than 800 million people, is an agricultural country. Farmers constitute the majority of Chinese people. With the developing economy, more and more roads are being built in rural areas. Most of these roads do not have sidewalks or overpasses. The countryside, in fact, is the place that has the

highest occurrence of traffic accidents. To safeguard pedestrians in rural areas is becoming more and more urgent in China.

Lastly, this set of regulations shows no concerns for disabled people; it does not provide any special measures to ensure their safety. We all know that the blind, the deaf, and those in wheelchairs, have great difficulty crossing roads. They should be afforded special attention.

Besides these five weaknesses, what we notice is that this set of regulations was issued by the State Council instead of the People's Congress, so it was not a set of laws. It does not have the legal power of a law (in China, only the People's Congress has the right to issue a set of laws). Because of the rapid extension of roads and the increase of the number of vehicles, the guarantee of the safety of pedestrians is becoming more and more important and urgent. The rules that guarantee pedestrian safety must be written into laws. In this way pedestrian safety can receive more attention and be better assured. We see that there is intent to guarantee pedestrian safety in China, but the regulations are far from perfect. There is much room for improvement.

Traffic Facilities

In this part, Chongqing, one of the four municipalities controlled directly by the central government, is picked out as a typical example.

The application of urban planning theory plays a key role in resolving traffic problems. In terms of commercial streets, to set up a system that separates automobiles from pedestrians--mostly shoppers--is an effective measure to ensure pedestrian safety. Many commercial malls of modern style have emerged in many cities in China.

However, as to traffic facilities, the situation is not always so comfortable. In some points just before a turn in the road, there is not a single warning sign, the absence of which is dangerous for drivers, pedal cyclists, and pedestrians. Many pedestrians still walk in traffic lanes though they are supposed to walk on the sidewalk. They have to do so because the sidewalk is too narrow to accommodate many people. In addition, what worsens the situation is that there is no sidewalk at all on some streets of old cities. When zebra crossings exist, they often need repainting. In others places where people on foot frequently need to cross the road, there are no apparent zebra crossings. Much work remains to deal effectively with traffic problems besides putting urban planning theory into practice and improving traffic regulations and facilities.

Public Awareness

"The pedestrian always has the right-of-way. That is, drivers must yield to pedestrians," David Young, an American civil engineer, told us. Traffic rules of China also include such regulations to secure pedestrian safety. In China, as in other countries, one must study traffic rules from a booklet and take a test to obtain a driver's license. Drivers are expected to know the regulations well. But do they really respect these regulations? Some drivers do very well in driving and abiding by the regulations. However, there are

also others who totally ignore the regulations. In some streets without traffic officers, there are scenes of pedestrians waiting helplessly to cross the road. At one end or the middle of a road, there may be a zebra crossing, without traffic signals, that automobiles speed past. Of all the reasons for injury road accidents, motorist error accounts for most of the proportion (Wang, 1995), as shown in Table 1.

Table 1. Proportions of Reasons for Road Accident by User Type: 1987 to 1993

Year	Term	Sum	Drivers	Pedal cyclists	Pedestrians	Others
1987	Deaths	46141	28971	6414	5310	5446
	%	100	62.8	13.9	11.5	11.8
1988	Deaths	54683	34078	7821	6360	6424
	%	100	62.3	14.3	11.6	11.8
1989	Deaths	50183	31229	7158	5910	5886
	%	100	62.2	14.3	11.8	11.7
1990	Deaths	49305	31110	6575	5863	5757
	%	100	63.1	13.3	11.9	11.7
1991	Deaths	53117	33417	6591	6353	6756
	%	100	63	12.4	12	12.6
1992	Deaths	58319	38089	6678	6459	7093
	%	100	65.3	11.4	11.1	12.2
1993	Deaths	63646	43151	6098	6418	7979
	%	100	67.8	9.6	10	12.6

Although the proportion of peasant deaths in all road traffic accident deaths fell by 10.6 percent from 54.9 percent in 1987 to 44.3 percent in 1993, those in the countryside are the ones most vulnerable to traffic accidents (Wang, 1995).

Table 2. Proportions of Occupations of People Killed in Road Accidents: 1987 to 1993

Year	Term	Sum	Driver	Worker	Peasant	Student	Soldier	Others
1987	Deaths	46141	2637	8725	25322	3663	153	5641
	%	100	5.7	18.9	54.9	8	0.3	12.2
1988	Deaths	54683	3501	10044	29859	4397	151	6731
	%	100	6.4	18.4	54.6	8.1	0.3	12.2
1989	Deaths	50183	3181	9431	27169	3847	125	6930
	%	100	6.3	18.8	54.1	7.7	0.3	12.8
1990	Deaths	49305	3198	9354	26377	3543	155	6678
	%	100	6.5	19	53.5	7.2	0.3	13.5
1991	Deaths	53117	3642	9409	28920	3767	139	7240
	%	100	6.9	17.7	54.5	7.1	0.3	13.5
1992	Deaths	58319	4918	10645	29568	3904	194	9090
	%	100	8.4	18.3	50.7	6.7	0.3	15.6
1993	Deaths	63646	5881	11629	28194	4088	182	13672
	%	100	9.2	8.3	44.3	6.4	0.2	21.3

The number of deaths from road accidents is increasing. This is a result of the increasing number of automobiles combined with poor and inadequate roads. Public awareness of the traffic rules may be the most important factor.

For example, we interviewed twenty ordinary citizens of Chongqing on four major points. They included workers and teachers. The first question was “Are you familiar with or ignorant of all the traffic rules?” The results show that regarding the whole body of traffic rules, more than 80 percent of the interviewees claimed knowing something, while less than 20 percent of them indicated that they were ignorant on the subject. The second question was, “Do you know that slowing

the automobile at the sight of a pedestrian and showing respect for pedestrian safety are essential requirements of drivers?” About four-fifths of the interviewees answered negatively; they are not drivers, and we suggest that their not being drivers is one reason for their lack of awareness of these matters. Another one-fifth of the interviewees, the ones who are motorists, know that drivers are supposed to slow down for pedestrians. Some of them confess that, on most occasions, they neglect to slow down unless there is a traffic supervisor present. The third question was, “Do you know that you should walk on the zebra crossing when you cross the road? If you are a pedal cyclist, do you know that you should get off and walk cross the road?” All the interviewees are familiar with these regulations, but about half of them said that they did not always abide by them. The fourth and last question was, “Do you know how to decide when to walk at zebra crossings? How do you decide to go or to stop according to the direction of signal lights? As a pedestrian, are you careful to respect automobiles by not chasing after your companion or running fast?” All the interviewees were familiar with the rules and claimed that they had always strictly followed them. We found out that the awareness of traffic rules of the interviewees is almost on the same level regardless of their occupation or their educational background. A professional who is a specialist in some field may be as ignorant as an ordinary shopkeeper (see Table 2). That is not a pleasant result, and it can really indicate the reasons for those unpleasant scenes of pedestrians waiting in the middle of a zebra crossing for the speeding vehicles passing in some other cities of China and the statistics of injury mentioned above by Wang Jianyong. It sounds a severe warning that awareness of traffic rules, especially those concerning the priority and safety of pedestrians, should be widely publicized throughout our country. At the same time, more efforts should be made to improve awareness among peasants. More measures should be taken to regulate the behavior of drivers to get them to respect the priority and safety of pedestrians.

A chief traffic official said that, with regard to pedestrian safety, the actual situation is not optimistic; his view conforms with what we described above. What is important is that the government has already noticed the problem and has taken measures to better the traffic environment, such as changing traffic regulations into traffic laws--in China, laws are more formal and authoritative than regulations—with more details including pedestrian safety, the building of traffic facilities, and publicizing traffic rules to improve people’s awareness especially the awareness of those in countryside (Wu, 2002). After all, China is a populous country. We cannot depend mainly on traffic officers to maintain traffic order. “The safety of everyone is very important,” our US correspondent told us. Everyone should bear these words in mind and abide by traffic rules in daily life.

The Way Out

There is no denying that China’s traffic condition is not really well developed. Feasible measures should be taken to improve it. Special attention must be paid to pedestrian safety to guarantee a safe and congenial environment for the general

public. Opinions about how to improve pedestrian safety may vary from person to person. After careful study, the authors of this paper offer three general suggestions. They include expanding laws concerning pedestrian safety, providing more facilities, and improving pedestrian and driver awareness.

Provide Traffic Laws to Protect Pedestrians

As previously stated, the most recent regulation for the administration of the road and traffic of People's Republic in China was issued in 1988 by the State Council. It regulates pedestrian and driver behavior. Facts show that it has worked out successfully, and we are encouraged to have recently learned from traffic officer Wu Laiwen of the plans for the State Traffic Department to present in the fall of 2002 a proposal for changing the current traffic regulation into law. But we still find that the set of regulations is not a pedestrian-oriented document. Our suggestion is that we may borrow some practices of merit from foreign countries. Necessary compliments and sanctions should be included. China always emphasizes punishment but neglects to compliment the good behavior of citizens. Ling Mu, a Japanese professor, tells us that to build up the confidence of general citizens and cultivate responsibility, his government gives certain compliments to those who always obey the traffic rules. Introduced in Japan is the Safe Driver (SD) Card. Cards with different colors may be given to drivers with different performance levels. If a motorist has had no incidents for ten years, he or she is entitled to a golden card. The motorist who has had no incidents in the past four to nine years is awarded a blue card. Ling Mu says that drivers in Japan have a sense of pride when they carry such a card; it is proof of their driving ability and responsibility. They can receive a discount at the gas station with the card. This encourages good driving habits (Ling Mu, 1999). As far as we know, the death rate from car incidents has decreased in Japan, and the adoption of SD cards has contributed to the decrease. We suggest that the Chinese government also adopt such a system. It may bring a satisfactory result.

As for punishment, one thing worth mentioning is that pedestrians should assume some responsibility for incidents in which they involved. It may lead to the balance of the respective responsibility of drivers and pedestrians.

Provide Basic Facilities

Since so many facilities are in poor condition, a number of facilities need to be constructed. Investing transportation funds in pedestrian facilities and safer streets should be a high priority. The Chinese government has begun to realize the importance of traffic conditions. The funds the government provides are still not enough to build basic facilities, especially in rural areas, such as flyovers and underpasses. Non-government investments are also encouraged. As long as every Chinese citizen realizes the essential meaning of pedestrian safety and makes contributions, improvements that we might call miracles—hyperbole intended—can happen.

Another fundamental step toward improving pedestrian safety is to collect more information about pedestrian facilities

and injuries, the effectiveness of pedestrian safety measures, and even how much is spent on pedestrian facilities. Some government records are incomplete, a situation that cripples the attempt to improve pedestrian safety.

Local government and citizens each have a key role to play, by identifying areas unsafe for walking. Doing so may contribute to a more complete solution of the traffic problems. After the funds and information have been collected, we need to direct money into pedestrian safety efforts by focusing on some of the most critical needs. They include providing signs at turns and placing traffic lights at intersections in downtown areas. Special attention should be given to commercial areas with large numbers of pedestrians. If financial support is limited, zebra crossings should at least be installed for pedestrian safety.

We should also pay attention to the reconstruction of old facilities. In our research, we found that many zebra crossings are worn out and are hardly recognizable. There are streetlights that have been broken for a long time without being repaired. We suggest that departments concerned with traffic safety repair them in a timely manner.

Consideration could be given to business zones. Due to the development of the economy, business zones of large scale are being constructed. We suggest that some business zones may be designed as vehicle free. Vehicle-free zones not only guarantee pedestrian safety, but they also stimulate business. During our research, we were told by many people that they like shopping in vehicle-free zones. They hope that more vehicle-free zones will be created to link cafés, pubs, historic buildings, scenic points, and pretty villages.

We must show our concern for the people with disabilities by providing them with a convenient and safe environment. Xiong Jiageng, a distinguished professor in Southwest Traffic University, pointed out that in some foreign countries there is an alarm accompanying red lights in the pedestrian crossing. The alarms can be identified by blind people. We suggest our government also adopt facilities of this kind. Electric eyes are coming into use in some large cities in China. They have proven to be an effective supervisor of drivers. Always set in the crossroad, they record all the vehicles that do not stop at red lights. A driver caught speeding pass red lights is surely to be punished. If more high technology aids are employed in cities, pedestrian safety will improve.

Improve Public Awareness

Improving public awareness of pedestrian safety can curb car accidents and reduce the number of casualties of pedestrians and drivers. The main means are using media to inform general public, and conducting appropriate education for special groups, including little children, aged people, and peasants.

The media have become important parts in the daily life of people. Television, radio, journals, newspapers, and the newly-emerged internet serve to provide people with important information. Since most Chinese have little awareness of the rules of pedestrian safety in the overall scheme of traffic safety, the media should be charged with raising consciousness of this matter. It turns out, however, that articles about

pedestrian safety are rarely seen in the *Journal of the Traffic University*. The focus of this publication is railway transportation. Similarly, there are few television programs concerning pedestrian safety. We offer the suggestion that experts should do more research about the use of the media to improve conditions for the general public.

The radio should by no means be neglected. There are more than 800 million peasants in China. Some of them are living in remote areas in which television is a luxury. The radio functions as the main tool to keep them informed. So we suggest that editors of radio programs include traffic safety and arrange some programs that appeal to our peasant population.

While the traditional media are still the most relevant, the internet begins to catch more attention from people, especially the youth. We hope that officers of traffic science will share their knowledge of traffic safety and reach young people through the internet. There should be wide use of the internet in their routine work with the inclusion of traffic knowledge, including pedestrian safety.

More than informing the general public is needed to promote pedestrian safety. Some special groups are to be emphasized. They are children, old people, and peasants. Children are pure and easily shaped, hence the important role of schoolteachers and parents. During our investigation, we found that children's education about traffic rules is still lacking. Children can fluently recite sentences of traffic rules, but they are puzzled about their use in daily life. We think teachers should lead children in making more practical observations. In this way children can put what they learned in books into practice. Parents are also a molding factor of children's minds. Unfortunately, we observed that some parents force their children to obey traffic rules, but they themselves seldom obey rules in daily life. Traffic policemen on the streets have been known to reprimand parents with children in their arms. There is no doubt that the tender hearts of the children are sometimes polluted by bad examples. Parents should be more responsible and self-disciplined. Only in this way, can children's conception of traffic rules be well cultivated.

Frankly speaking, some senior citizens are confused by traffic lights and traffic rules. Some of them know nothing about crossing roads. To inform them is the best way to protect them from being hurt by cars. Since a lot of Old People's Clubs are well developed in China, the elderly can help each other. That is to say, some well-educated senior citizens can be chosen as leaders and encourage others by sharing their own opinions and talking about their own experience. Seniors may be able to work out ways of avoiding traffic problems.

There are millions of peasants in China. Most of them live in remote rural areas. Many are seeking jobs in cities. They have little formal education. They seldom know the traffic rules, let alone the rules concerning pedestrian safety. Education programs should also target them and be conducted to improve their awareness of pedestrian issues. In rural areas, college students are undoubtedly the main ones in charge of the education of peasants. In recent years, the government

has conducted a movement called "college students go to rural areas during holidays." The students bring to backward rural areas not only agricultural knowledge but also new technology which may benefit peasants. The knowledge they deliver is welcomed by peasants. The college students need to adjust their focus and deliver more information about traffic rules. By taking advantage of their ability, they can impart knowledge by telling stories of traffic incidents and their life experiences by drawing pictures about traffic rules. Then peasants may at least get some general knowledge of traffic rules.

Some peasants seeking their fortune in cities cause many problems due to their ignorance about traffic rules. Traffic policemen are in the best position to solve these problems. Punishment is definitely not the best way to improve the behavior of the newcomers to the city. We think traffic policemen should call for the help of the general public. Companies with large numbers of workers who come from rural areas and the neighborhood unit in charge of the residents can help. Peasants can be organized to attend classes designed for workers who come from rural areas. Some delicate and instructive compact discs can be dedicated to them. In this way, peasants who once knew little about traffic rules may have access to this kind of knowledge.

Last but not least, everybody should keep in mind that we must be self-disciplined and cultivate good habits. The promotion of awareness of pedestrian safety needs the help of every member of society for strength.

Conclusion

We all know that in the year 2000 China attracted the world's attention because of two important events. One is its entry into the World Trade Organization. With the entry, China's society is sure to be affected in many ways. China will need to improve its traffic situation. Because China is gradually being integrated into the world economy, more and more people will come to China for doing business. If China cannot provide foreign business men and women with a good traffic situation, they may not like to stay in China, invest in China, or conduct their business dealings in China. "Repair roads first, get rich next" is a popular saying in China.

The second major event of the year 2000 was Beijing's winning the bid for the Olympic Games in 2008. Greatly inspired by this, China is determined to hold the best Olympic Games in history and, in order to fulfill this goal, Chinese people all around the nation are doing their best to help their government. They know well that convenient transportation and traffic safety are critical to China's successfully hosting the Olympics. The whole nation, gradually realizing the importance of traffic safety, is seeking traffic harmony, and all of society is acting now though there is much to be improved. China is continuing its efforts to improve pedestrian safety and reduce accident rates by all means, such as improving traffic regulations and upgrading road quality. We are of the full conviction that with the people's support and special attention from policy makers, pedestrian safety in China will be improved, and a good future is reserved for China. As for the question we put forth at the beginning of this paper—

what are zebra crossings?—we hope that, in China, or in any part of the world for that matter, no one will again answer that they are places to die so that the government will pay for the funeral.

APPENDIX

English version of traffic codes concerned with the safety of pedestrians in the Regulations for the Administration of the Road and Traffic of the People's Republic of China. (issued by the State Council on the 9th of May in 1988)

Chapter 1. General Rules

Code 7. Vehicles and pedestrians must use their own lanes. When a vehicle has to be driven in a pedestrian lane, it must yield to the pedestrians who are walking in it. And when a pedestrian walks on a road, he or she must yield to the vehicle driven on it.

Code 10. Traffic lights

- a. When the green light is on, vehicles and pedestrians are permitted to pass. But the vehicles that make turns are required not obstruct the vehicles that go straight, and pedestrians are permitted to pass.
- b. When the yellow light is on, vehicles and pedestrians are not permitted to pass, but the vehicles that have passed the stopping line and the pedestrians who have entered crosswalks can continue.
- c. When the red light is on, vehicles and pedestrians are not permitted to pass.
- d. When the green arrow-shaped light is on, vehicles are permitted to go in the direction the arrow points.
- e. When the yellow light is twinkling, vehicles and pedestrians can pass on the premise of ensuring the safety of themselves.

Code 12. The Traffic Light for Crosswalks

- a. When the green light is on, pedestrians are permitted to pass.
- b. When the green light is twinkling, pedestrians are not permitted to enter the crosswalk, but the pedestrians who have entered crosswalks can continue to walk.
- c. When the red light is on, pedestrians are not permitted to enter crosswalks.

Chapter 6. The Driving of Vehicles

Code 41. When a vehicle passes a crosswalk, and the traffic light permits pedestrians to enter the crosswalk, the driver must stop the vehicle or slow it down. When a motorist drives a vehicle past a crosswalk without the control of traffic lights, he or she is required to take care to avoid hitting the pedestrians who are walking in the crosswalk.

Chapter 7. Pedestrians and Passengers

Code 63. Pedestrians must obey the following rules:

- a. Pedestrians must walk on sidewalks, and if there is no sidewalk, they must walk on the roadside.
- b. Pedestrians must use a crosswalk to cross a road. And when they use crosswalks under the control of traffic lights, they must follow the direction of the traffic lights. When they use crosswalks without the control of traffic lights, they must pay attention to moving vehicles and not run or chase. When there is no crosswalk, pedestrians must cross the road straight, and not cross the road suddenly in vehicle traffic. If there are overpasses or pedestrian tunnels, pedestrians must use them to cross the road.
- c. Pedestrians are forbidden to cross or sit on the railings of roads, sidewalks, or openings of railways.
- d. Pedestrians are forbidden to jump aboard, chase, or stop moving vehicles, or hit moving vehicles with any object.

Code 64. When people walk on sidewalks in groups, there can be no more than two people in a row. Children's must proceed on sidewalks.

Adult groups can walk close to the right side of roads.

When crossing a road in a group, people must cross the road quickly in a crosswalk, and, if there is no crosswalk, they must proceed straight across. If necessary, a large group may find their crossing the road interrupted for a while.

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Pedestrian crossings (zebra crossings). Drivers must slow down and stop when a pedestrian steps onto a marked crossing. Drivers must give way to any pedestrian on the crossing. Crossings with poor visibility have zigzag white lines painted on the road to warn drivers. Some drivers may not stop for pedestrians, so wait until all vehicles have stopped before you start to cross. Raised pedestrian crossings. Raised pedestrian crossings are located where there are high levels of pedestrian activity. They are raised to increase visibility for approaching drivers and slow down traffic. The signals for pedestrians at pelican crossings are the same as those at normal mid-block pedestrian signals.