

## The legal position of a pedestrian under the provisions of Polish law and the law of the Islamic Republic of Iran

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### SUMMARY

This publication compares the provisions to guarantee pedestrian safety on the basis of the regulations in force in Polish law and the law in force in the Islamic Republic of Iran. A pedestrian's error in a traffic environment can cost him or her life. The dynamics of movement and the types of errors made by pedestrians vary, and statistics show that the discipline of these road users is at a low level both in Poland and in Iran. Pedestrians, as the least protected road users, most often suffer injuries resulting in death in a collision with a vehicle. Their behaviour – often under the influence of alcohol or drugs – may also pose a threat to oneself and others.

**Keywords** pedestrian, safety, traffic, road accidents

Although Poland and the Islamic Republic of Iran differ, among others, in terms of political system, cultural and linguistic differences, it is possible to find similarities in terms of the needs to ensure the safety of the least protected road users, especially as for the largest urban centres of both countries a common problem is the high volume of traffic.

The provisions regulating the rights and obligations of Polish road traffic participants are contained in the Polish Road Traffic Act of 20 June 1997, which consists of 6 sections. Pedestrian traffic is governed by the provisions of Section III, Chapter 2, Articles 11 to 15 of the Act. The traffic safety rules resulting from the

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regulations define the conditions for safe traffic and constitute the specification of general precautionary principles in the field of land, water and air traffic. In relation to the general precautionary principles, they are more stringent, which is associated with greater danger posed by land, water or air traffic; this movement is inherently dangerous<sup>1</sup>. They include warranty standards, the observance of which excludes or significantly reduces the dangers in the traffic<sup>2</sup>. They are formulated in a generalized manner, independent of the individual properties of a traffic participant and are oriented towards the features of participants required for safe participation in this traffic; each participant of the traffic has the same obligations in the same situation<sup>3</sup>. According to Jerzy Wicher, the extensive road traffic regulations are the result of the enormous development of the automotive industry and the need to increase the level of road safety<sup>4</sup>. We should agree with this author, especially when it comes to the issue of detailed regulation of the functioning of people using electric scooters in road traffic.

As for Iranian traffic regulations, this country is bound by Muslim criminal law (Shariah) in Chapter 29 of Book Five of the Islamic Criminal Code of 1996 and the traffic rules of the Road Code of 2005. In the latter the legal act regulates the rights and obligations for both drivers and pedestrians. Pedestrian behaviour is regulated by only one article.

The Polish Road Traffic Act recognizes a pedestrian as a person who is outside the vehicle on the road and does not perform any works or activities provided for by separate regulations. First of all, it is a fully-fledged participant of the traffic, who, in accordance with Art. 3 sec. 1 of the Polish Road Traffic Act is obliged to exercise caution or, when required by law, to be particularly careful, to avoid any action that could endanger the safety or order of road traffic, to hinder this traffic, or to disturb peace or public order in connection with traffic, and to expose anyone to harm. An action also includes inaction. According to Art. 2 point 18 of the Polish Road Traffic Act, a pedestrian is also a person who drives, pushes and pulls a bicycle, moped, motorcycle, baby stroller, hand-held, a person in a wheelchair, a person under 10 who drives a bicycle under the supervision of an adult, as well as a person on a sled skis, ice skates, roller skates and inline skates, a skateboard, as well as a person using a personal transport device, i.e. an electric scooter. Although the latter is treated as a pedestrian by the regulations of the Polish Road Traffic Act, its motor activity differs significantly from the way and ability of pedestrians and

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<sup>1</sup> J. Kochanowski, *Crimes and traffic offences. Commentary*, Warsaw 1991, p. 179.

<sup>2</sup> A. Bachrach, *Crimes and petty offences in the new Polish law*, Warsaw 1974, p. 288.

<sup>3</sup> K. Buchała, *Crimes against safety in road transport*, Warsaw 1973, p. 142.

<sup>4</sup> J. Wicher, *Motor vehicles. Car and road safety*, Warsaw 2002,2004, p. 22.

cyclists to move. Moving a scooter does it effortlessly, and the technical parameters of the device allow it to achieve a much higher speed than the speed of a pedestrian or even a cyclist. In my opinion, a person using an electric scooter should not be treated as an “ordinary” pedestrian. Due to the possibility of achieving a speed higher than 5 km/h<sup>5</sup> it should be treated like a runner. Currently, there are no relevant regulations directly relating to the obligations and rights of the driver of a scooter as a vehicle. Despite the undefined status of such road users, it should be remembered that such a person treated as a pedestrian is a full participant in traffic and is bound by the traffic safety rules specified, for example, in Art. 3 and 4 of the Polish Road Traffic Act.

At the same time, it should be noted that the manufacturers of personal transport devices recommend the use of safety rules while driving in the user manual. One of them that the user of the electric scooter should implement is the rule that prohibits driving such equipment in a zone with high pedestrian traffic.

To use the electric scooter, it is necessary to install an application on a smartphone, where all data on the routes and speeds covered by the user of such a device are saved. According to the factory technical parameters, the electric scooter can reach speeds of up to 25 km/h. It is possible to modify the operating parameters of the device. Within 5-15 minutes, you can modify the software on the site and increase its maximum speed up to 32 km/h.

Interestingly, pedestrians who can *de facto* move on the road exclude cattle drover. The Act treats such a person as the driver, to whom the provisions of Art. 45 of the Polish Road Traffic Act apply. When walking on the pavement, a pedestrian should occupy the right part of it, cross the road in designated areas, and while on the road, it should carefully observe what is happening around it, control the situation on the road on which a pedestrian is moving. A pedestrian complying with the provisions of Art. 11 sec. 1 of the Polish Road Traffic Act should use the pavement or pedestrian path, and in the absence of any – the shoulder. If there is no shoulder or temporarily unable to use it, a pedestrian may use the road, provided that it takes the place as close as possible to its edge and gives way to an oncoming vehicle. Sec. 2 of the above-mentioned article states that pedestrians walking on the shoulder or the road are obliged to walk on the left side of the road.

On 21 January 2021, the Sejm of the Republic of Poland adopted an amendment to the Road Traffic Act, pursuant to which, inter alia, changes to improve pedestrian safety. The amended regulations will come into force on 1 June 2021. The place on the road marked with the vertical and horizontal P-10 sign D-6 “pedestrian

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<sup>5</sup> Average walking speed of an average healthy person.

crossing” obliges the pedestrian and driver to specific behaviours. Apart from the information about the presence of a crossing, this sign obliges the driver to reduce the speed if there is a pedestrian within the crossing. This means that if the driver notices an approaching pedestrian, let alone standing in front of the crossing, it should reduce the speed while waiting for the possibility of a pedestrian entry. The driver’s primary responsibility is to give way to a pedestrian actually on the crossing. The protection of this least protected road user begins when it enters the road, it does not cover the pedestrian crossing area, i.e. the pavement. This will continue until 1 June 2021.

In my opinion, the causes of road accidents involving pedestrians are the behaviour of both drivers and pedestrians. When analysing the course of a road incident in a situation where pedestrians and the driver are involved, the behaviour of both road users should be carefully assessed. It is extremely rare for the behaviour of only one participant to be the cause of the event. Just as it is often difficult to indicate one main reason for its occurrence.

When it comes to drivers, their incorrect behaviour concerns the speed not being adapted to the prevailing road conditions, especially in built-up areas, in the vicinity of pedestrian crossings, it can even be said that aggressive behaviour towards pedestrians is observed more and more often. Meanwhile, according to Art. 19 sec. 1 and 2 of the Polish Road Traffic Act, the driver is obliged to drive at a speed ensuring control of the vehicle, taking into account the conditions in which the movement takes place, in particular: the topography, road condition and visibility, the condition and load of the vehicle, weather conditions and traffic. The vehicle driver is obliged to:

- 1) driving at a speed that does not hinder the travel of other drivers;
- 2) braking in a way that does not endanger traffic safety or obstruct it.

The driver is primarily obliged to follow the principle of safe speed, which should guarantee it a safe stop before a fixed or stationary obstacle. The value of the safe speed should not be equated with the value of the maximum allowable speed or the value of the design speed. If the road or weather conditions do not allow it in the built-up area, the value of the safe speed may be set at 30 or even 10 km / h. It depends on the specific situation. A pedestrian crossing is the right place for the special respect of pedestrians’ rights, and therefore the driver, while driving a vehicle, has an absolute obligation to determine whether pedestrians are moving on the road. When the driver notices a pedestrian on the road, it is obliged to constantly observe the pedestrian traffic as a special precaution. In the event of showing incorrect pedestrian traffic, the driver is obliged to react by stopping the vehicle as part of its obligation to exercise particular caution. When approaching a particularly dangerous place, which is a pedestrian crossing (additionally, e.g.

frequented by children, additionally marked with a vertical sign A-17), the driver should observe particular caution, apart from the requirement of increased concentration of attention consisting in early determination of the facts and adjustment of speed to road conditions – take into account the possibility of a pedestrian changing conditions to those requiring an immediate reaction in the form of stopping the vehicle. The point is that the driver should integrate into the scope of observation the possibility of approaching this crossing for pedestrians who may not exactly correlate their position in relation to the road with the distance and speed of the vehicle approaching the crossing.

According to Art. 26 of the Polish Road Traffic Act, the driver of the vehicle, approaching the pedestrian crossing, is obliged to exercise particular caution and give way to the pedestrian on the crossing. The pedestrian crossing area is a particularly protected place, where pedestrians should feel safe when crossing the road – pedestrians of all ages and psychomotor skills. I am thinking mainly of the elderly and the disabled. On the other hand, a pedestrian entering a pedestrian crossing is not exempt from the obligation of caution, on the contrary – it should keep its qualified form. It often happens that pedestrians forget their obligations, especially when the traffic at the crossing is controlled by traffic lights. It should be remembered that the green signal for pedestrians displayed on the signalling device is not a traffic order, each time before entering the road, you should confirm for yourself whether the vehicles stop in order to give way to pedestrians. Practice shows a different tendency in pedestrian behaviour: approaching the road from the shoulder, priority and observation. Very often pedestrians, despite the fact that there is a designated crossing for pedestrians within at a distance of several meters, do not use it by crossing the road in a place of their choice “taking shortcuts”. Meanwhile, crossing the road beyond the pedestrian crossing is allowed when the distance from the crossing exceeds 100 m. However, if the crossing is located at a distance of less than 100 m from the designated crossing, crossroads is also allowed at this crossroads. Crossing the road beyond the designated crossing is allowed only on condition that it does not cause a threat to safety or obstruct vehicle traffic. The pedestrian is obliged to give way to vehicles and take the shortest route to the other side of the road, perpendicular to the axis of the road.

The roadway is not the natural environment for pedestrians and pedestrians can use it only when there is no shoulder to walk on, but each time a vehicle is approaching it should give way to it. A pedestrian is obliged to move on the left side of the road when moving on the road or the shoulder. It seems obvious, but pedestrians have a problem with it. Moving on the right side, they consciously deprive themselves of the possibility of assessing the traffic situation and effectively reacting to a potential threat from an incorrectly behaving driver. Pedestrians

can use the cycle path, but again on condition that they give way to bicycles. The only place where pedestrians can freely use the entire width of the road and there is no obligation to walk on the pavement (shoulder), to move in the column is the residential area, i.e. the area where special traffic rules apply and marked with D-40 signs “residence zone” and D-41 “end of the residential area”. In such a place, the maximum speed limit is 20 km / h, and a child up to 7 years old can use the road without the care of an elderly person. The situation of pedestrians in the traffic zone marked with the sign D-52 “traffic zone” and D-53 “end of the traffic zone” is completely different. Pedestrians in such a place cannot feel privileged, just as drivers are obliged to follow the general rules of the road when using the internal road.

The driver of the vehicle while driving – especially in built-up areas – is obliged to closely observe not only the foreground, but also the terrain of both sideways. In built-up areas, a responsible person can and should expect pedestrian traffic and be prepared for their reactions. Without interrupting the journey, the driver must be prepared to be able to counteract the abstract danger immediately. It is impossible to define traffic situations which the driver should recognize as those from which the principle of limited confidence applies. Every traffic situation is dynamic and is constantly changing. The behaviour of road users must be based on anticipation and the ability to imagine what is going to happen, which I believe applies to both drivers and pedestrians. The assessment of whether the driver has violated and to what extent the principle of limited trust should be made taking into account the specific road situation, especially whether one traffic participant had a sufficient signal that the other traffic participant – pedestrians – may behave incorrectly. It often happens that it is pedestrians who initiate the accident situation by entering or suddenly running onto the road directly under an oncoming vehicle. In this case, the pedestrian’s behaviour should be assessed as an excess that the driver could not have foreseen or effectively prevented. The assessment of whether the pedestrian’s behaviour against the traffic situation is like an intrusion must be supported by a comprehensive analysis of the traces revealed and secured at the scene, on the vehicle, and a detailed analysis of the scope and type of injuries found in the pedestrian.

Careful and considerate driving consists in undertaking by the driver all those activities that, according to an objective assessment, are necessary to ensure optimal traffic safety in a given situation and refraining from activities that, according to this assessment, could reduce this safety<sup>6</sup>. This position is taken by the

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<sup>6</sup> Resolution of the 7 judges of the Supreme Court of 28 February, 1975, V KZP 2/74 (OSNKW 1975, No. 3-4, item 33).

jurisprudence, and practice shows that the level of culture in road traffic is lower and lower, and *quasi*- games are held on Polish roads. In the coexistence of road users, some are not helped by road signs because many ignore them and not because there are too many signs. The attention of drivers and pedestrians is not focused on what is happening on the road and in its immediate vicinity, i.e. on the roadside, but on phone calls (also video chats using popular WhatsApp applications), writing text messages or setting navigation. Meanwhile, the attention of the driver or pedestrian is a key factor affecting road safety<sup>7</sup>.

Particular care is taken, *inter alia*, in making sure it is safe to enter the pedestrian crossing, reduce the speed if necessary. In other words, the vehicle driver must be careful enough to brake or change the direction of traffic if continuing driving poses a threat to road traffic or forces another road user to undertake a different defensive manoeuvre – in the case of pedestrian acceleration of the pace. Particular care that is required of drivers of vehicles is, *inter alia*, making sure it is safe to enter the pedestrian crossing, reduce the speed if necessary. In other words, the vehicle driver must be careful enough to brake or change the direction of traffic if continuing driving poses a threat to road traffic or forces another road user to undertake a different defensive manoeuvre – in the case of pedestrian acceleration of pace. Forcing pedestrians to undertake defensive manoeuvres when they are on a pedestrian crossing is, in my opinion, forcing a specific behaviour, forcing the right of way by drivers.

Particular caution in the case of pedestrians should consist in increasing the attention and adapting the behaviour of a traffic participant to the conditions and situations changing on the road, to the extent that allows for a sufficiently quick response. When it comes to approaching the designated crossing, it only applies to drivers, while pedestrians are required to maintain a qualified form of caution when crossing the road or track.

The special precautionary principle prohibits pedestrians from crossing the road:

1. in places of insufficient visibility, i.e. near the tops of hills and turns;
2. outside designated crossings for pedestrians, under the conditions specified in sec. 2, 5, 6, 7 and 8 of Art. 13 of the Polish Road Traffic Act;
3. by a road other than the shortest, that is, perpendicular to the edge of the road, but this restriction does not apply to pedestrian crossings that are marked on the road other than perpendicular to its edge.

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<sup>7</sup> More on this topic: E. Brożyna, *The human factor and road safety*, Buses 2017, no. 7-8, pp. 49 et seq.

The bans clearly dictated by safety considerations include:

1. running across the road;
2. climbing or running onto the road directly in front of an oncoming vehicle;
3. climbing or running onto the road from behind a public bus.

The second form – an order – obliges to enter the road in a permitted place:

1. after making sure that no vehicle is approaching;
2. calmly, without making sudden movements and crossing it with a sure and steady step – without accelerating, slowing down, or stopping unnecessarily.

As for pedestrians, they initiate road incidents by crossing the road in a prohibited place, forcing the right of way of drivers, also in the area of a pedestrian crossing, running across the road, leaving behind an obstacle, and incorrectly assessing the distance and speed of an approaching vehicle. There are more and more situations where pedestrians enter the road without prior correct assessment of the road situation while using a telephone or headphones with music on. Such actions certainly do not aid concentration, on the contrary, they weaken it, distract attention and extend the reaction time. Speaking of road traffic, pedestrians are forbidden to stop on the road, especially to lie down on it, which unfortunately happens to people under the influence of alcohol or psychoactive substances.

For both groups of road users, the consumption of alcohol and other substances similar to alcohol contributes to the occurrence of the incident. As for pedestrians, despite the introduction of provisions on the obligation to wear reflective elements in a visible way to other road users, unless they are on a pedestrianized road or on a pavement, compliance with these provisions still leaves much to be desired in this respect. Pedestrians do not care to be visible when walking in built-up areas, choosing clothing in non-selective colours, especially after dark in the autumn and winter period. In order for the driver to avoid contact with a moving obstacle, it should first notice it<sup>8</sup> so attaching one reflective element to backpacks by pedestrians does not fulfil the obligation under Art. 11 of the Polish Road Traffic Act. It is even a failure to do so. A reflective vest or a hand-held flashlight will be much more visible. Meanwhile, the improvement of pedestrian safety largely depends on them, whether they are in Poland or in the Islamic Republic of Iran.

In Poland and in the area of the Islamic Republic of Iran, traffic is right-handed. In addition, in Iran, as a Muslim country, alcohol consumption is prohibited, it is even punishable by death, which means that drunk driving is punished with all severity. The obligations and rights of road users both in Poland and Iran are regulated in separate legal acts – road safety laws. Both in Poland and Iran, road

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<sup>8</sup> See M.M. Żoźna, *Pedestrian – perpetrator or victim?* Police Review 2017, No. 2 (126), pp. 170-187.



architecture is adapted and modernized in order to not only improve traffic, but also to ensure the safety of its participants by using special footbridges located at a higher level than the road surface, the so-called collision-free passages. It is planned to introduce warning systems, special routes for people using mobile phones, pedestrian islands, and changes in the educational system. According to research conducted from May to October 2018 in the Iranian city of Urmia, women are more likely to obey traffic rules and are less likely to be hit. Men and lonely people obey traffic rules, displaying more violations and more aggression. Young people, lonely people, people with lower education, as well as cyclists and motorcyclists display more dangerous behaviour<sup>9</sup>.

As it turns out, according to research published in 2015, sleepiness was the main cause of accidents in Iran<sup>10</sup>. Iran is one of the countries with the highest road accident rates, especially when it comes to pedestrians. Road accidents in Iran are the third cause of death for citizens after coronary heart disease and stroke<sup>11</sup>. The number of road accident victims in Iran continues to grow. Most accidents occur during peak traffic hours. As for Poland, although the number of accidents is decreasing year by year, in 2019, next to Romania and Bulgaria, Poland was the most dangerous country in the European Union in terms of the number of road accidents<sup>12</sup>. According to research published by the Road Office of the Police Headquarters, in 2019 30,288 accidents were reported, in which 2,909 people were killed and 35,477 injured<sup>13</sup>. Although the number of accidents is decreasing, the number of deaths caused by them continues to increase. Hitting a pedestrian is the second cause of accidents in Poland. Only side vehicle collisions are more common. According to preliminary studies published by the Polish Road Safety

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<sup>9</sup> F. Bakhtari Aghdam, H. Sadeghi Bazargani, P. Sabakhsh, T. Pashaie, *Pedestrians in Iran: Determinants of Unsafe Traffic behaviours of Pedestrians* [https://www.researchgate.net/publication/347461249\\_Pedestrians\\_in\\_Iran\\_Determinants\\_of\\_Unsafe\\_Traffic\\_behaviours\\_of\\_Pedestrians](https://www.researchgate.net/publication/347461249_Pedestrians_in_Iran_Determinants_of_Unsafe_Traffic_behaviours_of_Pedestrians) [access: 11 February 2021].

<sup>10</sup> K Sedeghniaat-Haghighi, Z. Yazdi, M. Moradnia, A. Esmaili, *Traffic crash accidents in Tehran, Iran: Its relation with circadian rhythm of sleepiness*, Chinese Journal of Traumatology V. 18, issue 1 Feb. 2015, p. 13-17. <https://www.sciencedirect.com/science/article/pii/S10081275515000097> [access: 11 February 2021].

<sup>11</sup> M. Meskarpour Amiri, M. Bahadori, A. Mehrabi-Tavana, *The Dilemma of Road Traffic Accidents in Iran*, International Journal of Medical Reviews 2017, 4 (3), pp. 91-92, [http://www.ijmedrev.com/article\\_61616\\_d85a0bbadd5761d91b0ac98f692f1309.pdf](http://www.ijmedrev.com/article_61616_d85a0bbadd5761d91b0ac98f692f1309.pdf) [access: 11 February 2021].

<sup>12</sup> <https://www.europarl.europa.eu/news/pl/headlines/society/20190410STO36615/statystyka-smiertelnosci-na-drogach-w-ue-infografika> [access: 11 February 2021].

<sup>13</sup> <https://statystyka.policja.pl/st/ruch-drogowy/76562,wypadki-drogowe-raporty-rodnie.html> [access: February 11, 2021].

Observatory, in 2020 there were 23,359 accidents in Poland, in which 2,473 people lost their lives, 23,197 people were injured<sup>14</sup>.

On 16 April 2019, the EU Parliament voted in favour of introducing new legislation to reduce the number of accidents introducing a number of safety features such as intelligent speed adaptation, driver alert systems and emergency braking<sup>15</sup>.

Pursuant to Art. 714 Book Five of the Criminal Code of the Islamic Republic of Iran of 22 May 1996, if negligence, recklessness or violation of state regulations or the inability to drive a vehicle by a driver in land, water or air traffic or a motor vehicle operator causes manslaughter, the perpetrator will be sentenced to 6 months imprisonment plus payment *diyya*<sup>16</sup>. If requested by the relatives of the victim.

According to Art. 118 of the Highway Code, drivers of all vehicles are required to use the right lane to drive or pass in traffic, in addition to overtaking the vehicle in front and in the event that the right side of the road is blocked for any reason and there is no right of way when turning left. According to Art. 126 of the Highway Code, on roads where the speed of vehicles is regulated by special signs and plates, there is no need to introduce additional regulations, in other cases, the speed of vehicles is determined depending on the location, and so in cities and built-up areas on the first degree motorways speed 70 km/h and 125 km/h maximum, on highways 100 km / h maximum. According to Art. 130 of the Highway Code, drivers must move slowly and at an appropriate speed when passing crowded streets and narrow or crowded pedestrian crossings or in situations where visibility is limited to a distance of less than 50 m, and in the event of a potential accident or causing hazards and inconvenience to pedestrians should further reduce the speed of the vehicle or stop it altogether.

On the basis of art. 215 of the Islamic Highway Code number H 29169 T 20873 of 08/04/1384 Szamsi [29/06/2005 AD] pedestrians are required to:

- A. not using the road wherever there are pavements
- B. where there are no pavements, they should move as far as possible to the left in the direction opposite to the direction of travel of cars
- C. in places where the roadway is wide, they should use only pedestrian crossings, bridges and underpasses

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<sup>14</sup> <https://www.Observatoriumbrd.pl/resource/107400c4-3a30-43aa-ac49-d6d3669265e0:JCR> [access: 11 February 2021].

<sup>15</sup> <https://www.europarl.europa.eu/news/pl/headlines/society/20190410STO36615/statystyka-smiertelnosci-na-drogach-w-ue-infografika> [access: 11 February 2021].

<sup>16</sup> Under Islamic law, financial compensation is paid to the victim or the victim's heirs for death or bodily injury for bloodshed.

- D. they should refrain from running, jumping or suddenly entering the road and pay attention to traffic on it
- E. they should not cross the barriers separating highways and expressways, and they should not pass between trees and shrubs separating street lanes and the shoulder
- H. on highways and main streets, they are forbidden to pass in places other than those designated.

Highway areas in Iran are secured, separated by energy-consuming barriers and metal fences, so that pedestrians cannot cross the expressway and thus do not fall victim to accidents.

Pedestrians who intend to cross safely and in accordance with road traffic regulations to the other side of the motorway should use the special footbridges located above the road. Such architectural road infrastructure solutions are introduced in Iran to ensure the safety of the least protected road users. Road traffic, despite the existing regulations and the threat of penalties, is chaotic, incomparable to the realities of road traffic in European countries.

Returning to Poland, the question is whether the legislator, by introducing the amendment to the Road Traffic Act, has made a „Children’s Day” for road users. It will turn out when preparing the accident statistics for the next year. However, in my opinion, although in most cases speed is a key parameter when it comes to their occurrence, course and consequences, it should not be forgotten that a pedestrian is a fully-fledged, though the least protected road user, whose irrational, risky behaviour may lead to a collision where he or she is killed or injured. Secondly, in my opinion, another amendment to the regulations and imposing new obligations on drivers, the requirements of introducing more and more modern vehicles equipped with pedestrian protection systems to the automotive market will not improve their situation if they themselves do not fully respect road traffic regulations that have been in force for many years, in Poland and in the Islamic Republic of Iran.

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## Pozycja prawna pieszego na podstawie przepisów prawa polskiego i prawa Islamskiej Republiki Iranu

### STRESZCZENIE

Niniejsza publikacja stanowi komparatystyczne porównanie problematyki przepisów mających gwarantować bezpieczeństwo pieszych na podstawie regulacji obowiązujących w prawie polskim oraz prawie obowiązującym na terenie Islamskiej Republiki Iranu. Błąd pieszego w środowisku ruchu może kosztować życie jego lub innych osób. Dynamika poruszania się oraz rodzaje błędów popełnianych przez pieszych są różnorakie, a jak pokazują statystyki, dyscyplina tych użytkowników dróg znajduje się na niskim poziomie zarówno w Polsce, jak i w Iranie. Piesi jako najslabiej chronieni uczestnicy ruchu najczęściej w zderzeniu z pojazdem odnośną obrażenia ciała skutkujące śmiercią. Swoim zachowaniem – niejednokrotnie pod wpływem alkoholu lub środków uderzających – mogą również spowodować zagrożenie dla siebie i innych.

**Słowa kluczowe:** pieszy, bezpieczeństwo, ruch drogowy, wypadki drogowe