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**SERIOUS ROAD TRAFFIC ACCIDENTS IN THE CITY OF MANILA
FOR TRAFFIC SAFETY PLANNING**

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Abstract:

The City of Manila is characterized by a rapid growth of motorization. One implication of this phenomenon is the increase in the number of traffic accidents. There is a need, therefore to examine accidents so that any safety measure can be based on sound, sensible, and most practical analysis.

This study identified several components that contribute to the increasing number of serious accidents in the City of Manila. It also identified locations where serious accidents were concentrated. Additionally, to come up with best remedial measures, this study reviewed the existing methodologies on accident analysis. After presenting recommendations to improve road safety, this study reformulated accident analysis procedures for future reference.

To identify contributing factors to the increasing number of serious accidents, this study tested severity of nighttime against daytime accidents. This also tested the common belief that most accidents happen during Mondays. It also examined and tested the hypothesis that the proportion of accidents involving trucks is higher than any other type of vehicle. Left-turning movements inside the intersection were assumed to be the most critical maneuver. Finally, this study took a closer look at pedestrians who are involved in the most serious traffic accidents.

The following are the major findings of this study:

- (a) The proportion of fatal nighttime accidents is higher than the proportion of fatal daytime accidents. A significant number of these accidents involve pedestrians;
- (b) The belief that the most serious traffic accidents happen during Mondays is not true;
- (c) The proportion of accident to vehicle composition is highest for trucks. Public utility vehicles like jeepneys and buses rank second and third respectively;
- (d) A significant number of pedestrians involved in serious accidents disregarded traffic rules;
- (e) Left-turning maneuvers is most dangerous only on few intersections;
- (f) Annual city-wide analysis of accidents alone cannot produce specific recommendations for traffic improvements. Although general recommendations can be derived from accident analysis based from accident patterns, a more specific traffic survey must be conducted to specify remedial measures; and
- (g) There is a need to adopt different accident analysis and standards, such as the one presented in this study, that may fit local condition and warrants.