

CHAPTER VI

CLOSING

This chapter contains the conclusions obtained from the mitigation of pedestrian accidents in Padang City with a theory of planned behavior approach and suggestions for further research.

6.1 Conclusion

The conclusions that can be obtained from research on accident prevention measures for pedestrians in Padang City using the TPB approach are:

1. Unsafe actions performed by pedestrians when crossing in Padang City have two risk values, namely high risk in crossing off the mark on the zebra crossing (UA1) and moderate risk in crossover by running (UA3) and start crossing suddenly without paying attention to traffic conditions (UA4). Therefore, mitigation is prioritized to reduce high risk, namely UA1 and UA2.
2. Mitigation priorities that can be done on crossing off the mark on the zebra crossing (UA1) are adding road blockades on roads that are often traversed by pedestrians without a zebra crossing mark, and applying sanctions for pedestrians who cross outside the zebra crossing. Mitigation centers on reducing the perceived behavioral control factor.
3. The mitigation priorities that can be done on crossing behind the vehicle (UA2) are to provide an explanation of why crossing behind the vehicle is dangerous, provide an accident scenario if crossing behind the vehicle, and provide an understanding of the blind spot area on the road section. Mitigation is centered on reducing the attitude toward behavior factor.
4. The mitigation priorities that can be done on crossover by running (UA3) are provide an understanding of the dangers of misperception of vehicle speed due to crossing while running and provide socialization of the dangers

of running in road spaces carried out in schools, especially elementary schools.

5. The mitigation priorities that can be done on start crossing suddenly without paying attention to traffic conditions (UA4) are increase pedestrians' awareness that there is no safe situation when in the road space so that pedestrians will continue to be vigilant and pay attention to traffic conditions when doing activities, especially when crossing.
6. The mitigation priorities that can be done on each unsafe condition or crossing facility are to maintain the facility, evaluate the facility periodically and pedestrians can also report to the authorities if there are crossing facilities that are not functioning properly.

6.2 Suggestion

Suggestions that can be given based on the results of research on accident prevention measures for pedestrians in Padang City with the TPB approach are:

1. This research refers to the Theory Planned of Behavior (TPB) which focuses on pedestrian unsafe actions, it is hoped that future research will use a different approach.
2. The mitigation obtained is only based on 3 factors in TPB so further testing of the mitigation obtained is needed.
3. Mitigation design can be further developed by applying the proposed concept to the design of crossing facilities.