

Intersection – Signalised Pedestrian crossings



Fact sheet #3 of 13



Safety standard

Pedestrian crossings shall be provided on all approaches at signalised intersections. Pedestrian protection shall also be provided.

Safety countermeasure

Pedestrian crossings on all approaches of a signalised intersection provide opportunities for pedestrians to cross safely and discourage unsafe crossing movements. Currently, not all approaches of signalised intersections in Queensland have formal pedestrian crossings. This can result in people making unprotected crossings, which increases the likelihood of a pedestrian-vehicle crash at the intersection.

Pedestrian crossing phases

Pedestrian and bicycle rider surveys and counts should help determine appropriate intersection cycle times. This will encourage cycle times to be appropriate for the situation. For example, ensuring shorter cycle times in high-pedestrian activity areas.

Pedestrian crossing protection

Pedestrian crossing protection shall be provided by removing or reducing vehicle conflicts with pedestrians. This can be achieved by applying an exclusive pedestrian phase, such as scramble crossings, or an exclusive pedestrian component at the start of the phase before left or right-turning vehicles are allowed to start. The length of time of the exclusive pedestrian period depends on the age and mobility of pedestrians using the crossing, the number of pedestrians and vehicles and the importance of each in the road (i.e., the classification of the location in the movement and place framework). The length of the exclusive pedestrian period should be set in line with guidance given in the Queensland Guide to Traffic Management.

Safety outcome

These pedestrian safety countermeasures are estimated to reduce pedestrian-vehicle crashes at intersections by 40%. Pedestrian crossing protection may result in small traffic delays but can provide significant safety benefits at signalised intersections by:

- Reducing conflicts between pedestrians and vehicles
- Increasing the likelihood of motorists giving way to pedestrians
- Enhancing safety for pedestrians who may be slower to enter the intersection.

When designing a pedestrian protection the following best practice guidance materials should be adhered to:

- Queensland Guide to Traffic Management Part 9 Smart Pedestrian Crossings Section 1
- Manual of Uniform Traffic Control Devices Part 10
- Queensland Guide to Traffic Management Part 9 Section 5.6
- Austroads Guide to Traffic Management Part 9 Commentary 13

This fact sheet is designed to assist the implementation of 13 safety standards for new and upgraded infrastructure on Queensland's state-controlled roads, as per the department's *Road Safety Policy* (2018, Appendix A). While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.



1348

**fatal and serious
injury crashes**

involved

pedestrians

at intersections
from 2011 to 2020.



**Queensland
Government**