

Queensland Guide to Traffic Management

**Part 6: Intersections, Interchanges and Crossings
Management (2020)**

July 2021

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About this document

Austrroads' *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* is concerned with traffic management at all types of intersections where road users must join or cross another stream of traffic.

This Part focuses on traffic management issues and treatments related to intersections, interchanges and crossings. It does not provide information on the geometric design of the treatment as this is provided in the Austrroads *Guide to Road Design* Parts 4, 4A, 4B and 4C. Guidance on the management of road sections which are not part of the intersection or interchange is provided in the Austrroads *Guide to Traffic Management Part 5: Link Management*.

Part 6 describes the appropriate use of, and design of, the various intersection types and the techniques that need to be applied if efficient and safe intersections are to be provided to the road user. All categories of road use – including cars, trucks, public transport, motorcycles, people riding bikes and people walking, including people who have disability or mobility difficulty, are addressed in the Guide.

How to use this document

The Department of Transport and Main Roads has agreed to adopt the standards published in Austrroads *Guides* as part of national harmonisation. The department seeks to avoid duplicating information addressed in national guidance and has developed documents instead that provide Queensland-specific advice while following the structure established in Austrroads *Guides*.

Queensland-specific advice includes practices which vary from national practice because of local environmental conditions (such as geography, soil types, climate); different funding practices; local research; local legislation requirements; and to expand instruction on particular issues.

As such, this Part of the *Queensland Guide to Traffic Management* (QGTM) takes precedence over the Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* except where the Austrroads *Guide* is accepted without changes.

This QGTM Part is designed to be read and applied together with Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*. Readers must have access to the Austrroads *Guide* to understand its application in Queensland.

This document:

- sets out how the Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* applies in Queensland
- has precedence over the Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* when applied in Queensland
- has the same section numbering and headings as the Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*.

The following table summarises the relationship between the Austrroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* and this document:

Applicability	Meaning
Accepted	The Austroads <i>Guide</i> section is accepted.
Accepted, with amendments	Part or all of the Austroads <i>Guide</i> section has been accepted with additions, deletions or differences.
New	There is no equivalent section in the Austroads <i>Guide</i> .
Not accepted	The Austroads <i>Guide</i> section is not accepted and does not apply in Queensland.

Definitions

The following general amended definitions apply when reading the Austroads *Guide to Traffic Management* Part 6: *Intersections, Interchanges and Crossings Management*.

Reference to...	Means
AGTM Part 6	<p>Austroads <i>Guide to Traffic Management</i> Part 6: <i>Intersections, Interchanges and Crossings Management</i>, as amended by this document; for example, a reference to AGTM Part 6 means the reader must refer to the Austroads <i>Guide to Traffic Management</i> Part 6: <i>Intersections, Interchanges and Crossings Management</i>, and the <i>Queensland Guide to Traffic Management</i> Part 6: <i>Intersections, Interchanges and Crossings</i> (QGTM Part 6).</p> <p>Throughout AGTM Part 6, references are made to other Parts of the AGTM (for example, when reading AGTM Part 6, the reader may be referred to AGTM Part 3 for further information.)</p> <p>In such cases, the reader must refer to the equivalent Part within the QGTM first. Check the applicability of the equivalent QGTM Part before referring to the referenced AGTM Part.</p> <p>Similarly, references may be made to other Austroads Guides (for example, when reading AGTM Part 6, the reader may be referred to the <i>Guide to Road Safety</i> Part 3: <i>Speed Limits and Speed Management</i>.</p> <p>In such cases, the reader must refer to the equivalent Queensland Guide first where such exists. Check the applicability of the equivalent Queensland Guide before referring to the referenced Austroads Guide Part.</p>
TRUM	The <i>Traffic and Road Use Management</i> manual preceded this <i>Queensland Guide to Traffic Management</i> and was withdrawn on publication of the corresponding QGTM.
MUTCD	<i>Manual of Uniform Traffic Control Devices</i>
TORUM	<i>Transport Operations (Road Use Management) Act 1995</i>

References

- www.legislation.qld.gov.au

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	1.2	Intended User	Accepted	
	1.3	How to Use	Accepted	
	1.4	Scope	Accepted	
	1.5	Out of Scope	Accepted	
	1.6	Notation on referencing errors, <i>Austroads Guide to Traffic Management Part 6 2020</i>	New	TPubs
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	2.2	Traffic Management Objectives	Accepted with amendments	VRU
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	3.2	Types of Intersections		
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	3.2.2	<i>Basic Turn Treatments (Type BA)</i>	Accepted	
	3.2.3	<i>Auxiliary Lane Turn Treatments (Type AU)</i>	Accepted	
	3.2.4	<i>Channelised Turn Treatments (Type CH)</i>	Accepted with amendments	VRU
	3.2.5	<i>Intersection Treatments – Rural Divided Roads</i>	Accepted	
	3.2.6	<i>Intersection Treatments – Urban Divided Roads</i>	Accepted	
	3.2.7	<i>Staggered T-intersections</i>	Accepted	
	3.2.8	<i>Seagull Treatments</i>	Accepted	
	3.2.9	<i>Wide Meridian Treatments</i>	Accepted	
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	3.2.11	<i>Left turn treatment selection</i>	New	VRU
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	3.3.2	<i>Selection Process</i>	Accepted	
	3.3.3	<i>Assessment of Intersection Control Options</i>	Accepted with amendments	TEP
	3.3.4	<i>Intersection Type Selection – Key Traffic Management Considerations</i>	Accepted	

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	3.5.3	<i>Environmental Considerations</i>	Accepted	
	3.5.4	<i>Road Lighting</i>	Accepted	
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	4.4.4	<i>Pedestrians</i>	Accepted with amendments	VRU
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Section		Title	Queensland application	Dept contact*
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Commentary 4	Additional Guidance on Service Lanes		Accepted	
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Commentary 14	Research Findings on Cyclist Crashes at Roundabouts		Accepted	
Commentary 15	Geometric Features of Roundabouts and Crashes		Accepted with amendments	VRU
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Commentary 25	Closure of Railway Level Crossings		Accepted	
Commentary 26	Linking of Intersection and Railway Signals		Accepted	

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- TEP: Traffic Engineering Practice, Traffic Engineering Technology & Systems, Engineering and Technology, Transport and Main Roads TrafficEngineering.Support@tmr.qld.gov.au.
- TPubs: Technical Publications & Systems email mr.techdocs@tmr.qld.gov.au.
- VRU: Vulnerable Road Users, Traffic Engineering Technology & Systems, Engineering and Technology, Transport and Main Roads email Cycle&PedTech@tmr.qld.gov.au.

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1 Introduction

1.6 Notation on referencing errors, Austroads Guide to Traffic Management Part 6 2020

New

The 2020 issue of Austroads *Guide to Traffic Management* Part 6 has referencing errors; for example Section 4.6.2 *Metering in advance of roundabouts* paragraph 2 refers to Figure 3.9 to illustrate metered roundabouts, where the relevant figure is Figure 4.9 in the 2020 issue.

The Department of Transport and Main Roads has notified Austroads of this matter and been advised it will be corrected in a future issue of Austroads *Guide to Traffic Management* Part 6. Transport and Main Roads invites users of the Guide to contact Austroads for clarification as required in the interim.

The following Queensland exceptions to the Austroads Guide does not make further note of this matter. Users of the Queensland *Guide to Traffic Management* are invited to contact Transport and Main Roads Engineering and Technology via tmr.techdocs@tmr.qld.gov.au if clarification on referencing by this Guide is required.

2 Safety and Transport Management Objectives

2.2 Traffic Management Objectives

Difference

Table 2.1 *Objectives for intersections and crossings*, replace

Maximise driver comfort.

with

Maximise comfort for all users.

3 Selection of intersection type

3.2 Types of Intersections

3.2.4 Channelised Turn Treatments (Type CH)

Addition

Urban channelised (CH) turn treatments

CHL left-turn slip lanes should not be provided in urban areas. Where people walking and riding bikes are expected to cross a slip lane in an urban area, a wombat crossing or signalised crossing (preferably a two-aspect signal implemented as per Transport and Main Roads [Traffic and Road Use Management \(TRUM\) manual Volume 1](#) Part 9) shall be provided.

Left-in / left-out (LILLO) turn treatments

A left-in /left-out turn treatment is preferred in urban areas, preferably incorporating raised priority crossings on side streets to promote accessibility and safe system outcomes while minimising intersection land requirements, Refer Transport and Main Roads guideline [Raised priority crossings for pedestrians and cycle paths](#).

Refuges or channelization on side streets can increase swept path, property requirements and PUP impacts.

3.2.11 Left turn treatment selection

New

When selecting the appropriate treatment to accommodate the left-turn movement of vehicles at intersection, conflict with active transport movements needs to be considered. The following order of hierarchy should be followed when selecting an appropriate treatment, making sure site constraints are taken into consideration. The secondary list is the crossing control, in order of preference, that is recommended for the slip lane. When crossing a non-slip lane, the same treatment style related to the intersection is required for the crossing, which should be provided on all legs of the intersection:

Left turn treatment type:

- A. Auxiliary left-turn only lane on approach to crossings at raised intersection.
- B. Basic left-turn only lane on approach to crossings at raised intersection.
- C. Auxiliary shared through and left-turn lane on approach to crossings at raised intersection.
- D. High entry angle slip lane on approach to crossings at raised intersection[^].
- E. Non-high entry angle slip lane on approach to crossings at raised intersection[^].
- F. Auxiliary left-turn only lane on approach to crossings at intersection.
- G. Basic left-turn only lane on approach to crossings at intersection.
- H. Auxiliary shared through and left-turn lane on approach to crossings at intersection.
- I. High entry angle slip lane on approach to crossings at intersection[^].
- J. Non-high entry angle slip lane on approach to crossings at intersection[^].

[^]Crossing treatment type for slip lanes:

- 1. Raised pedestrian crossing (zebra controlled) – wombat crossing.
- 2. Raised priority crossing (give-way controlled) – numbat crossing.
- 3. Two-aspect traffic signals (as per [TRUM Volume 1](#) Part 9)
- 4. Pedestrian crossing (zebra).
- 5. Unmarked*.

* Potential for disability discrimination claims. Only appropriate where no pedestrian desire lines exist and would not be expected to exist in the future.

Note: If motor vehicle movements other than left turns are permitted at the intersection and the movements interact with the crossing desire line (for example, right turns), then they should also be considered in selection of appropriate intersection form and crossing treatments.

3.3 Intersection selection

3.3.3 Assessment of Intersection Control Options

Addition

Table 3.5: *Intersection Control Options and Considerations, Type of Control: Traffic Signals*, add the following bullet point:

- Not used where the speed limit is greater than 80 km/h.

3.3.6 Warrants for BA, AU and CH turn treatments

Addition

Warrants for BA, AU and CH turn treatments

Refer to Transport and Main Roads' [Road Planning and Design Manual Edition 2 Volume 3 Part 4A: Unsignalised and Signalised Intersections](#).

3.3.8 Left turn treatment considerations

New

Refer to Transport and Main Roads' [Road Planning and Design Manual Edition 2 Volume 3 Part 4: Intersections and Crossings – General](#).

4 Roundabouts

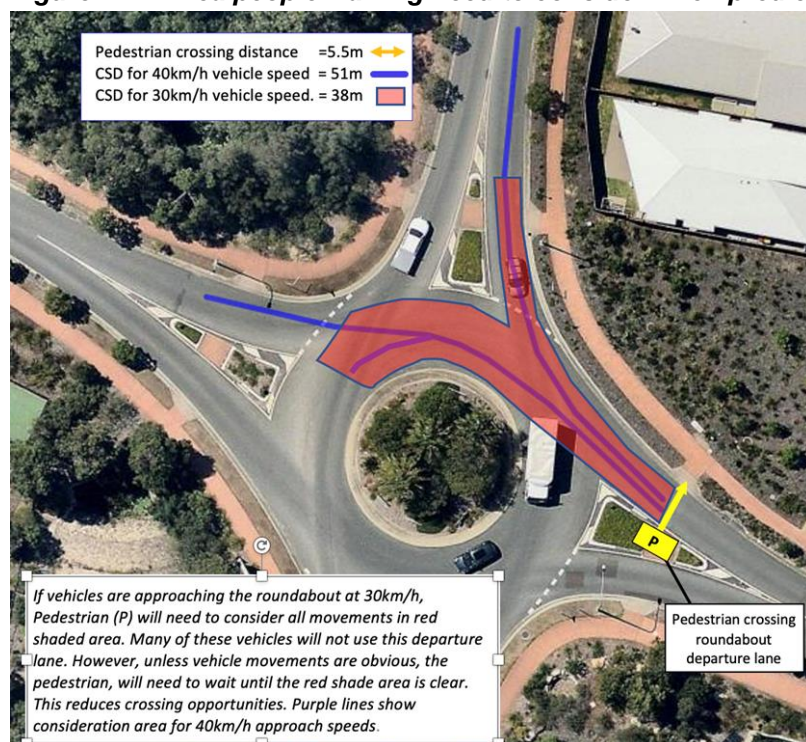
4.1 General

Addition

Roundabouts are likely to present significant obstacles to safe movements of people walking and riding bikes where any of the following conditions are met:

- vehicle speeds exceed 30 km/h on the roundabout or at crossing locations
- users find it difficult to predict a safe gap in traffic because of vehicle volumes, sight lines or geometry that requires them to consider vehicle movements from multiple directions (see Figure 4.1), and
- the roundabout has multiple circulating traffic lanes, and/or at least one multi-lane approach / departure.

Figure 4.1 – Area people walking need to consider when predicting a safe gap in traffic



These roundabout conditions affect all people walking and riding bikes but have a greater impact on more vulnerable users including children, older people and people with a disability or impairment. Specific problems for people walking and riding bikes at roundabouts include:

- children, older people and people with a disability require additional time to identify gaps in traffic and may also require a longer gap to accommodate longer crossing time
- people with vision impairments and walking cannot detect a safe gap because of background noise
- at exit lanes, users need to consider traffic approaching from several locations including the exit lane, entry lane / lanes and the circulatory carriageway: the higher workload makes gaps more difficult to establish and crashes more likely
- at multi-lane roundabouts, users must consider traffic approaching from multiple streams, and locations in complex and higher-speed environments, to avoid crashes that are likely to result in serious injuries or fatalities, and
- where vehicle speeds are higher than 30 km/h, crashes involving people walking or riding bikes and motor vehicles are likely to result in severe injuries.

Vehicle speeds and vehicle volumes are important variables affecting accessibility for people riding bikes and walking at roundabouts. Urban roundabouts should include 'Primary' or 'Transformational' Safe System treatments to reduce both the likelihood and consequences of crashes involving people walking and riding bikes and all other road users.

Critical impact speeds for crashes involving people walking and riding bikes are defined in Austroads' [*Guide to Traffic Management*](#) Part 13 as 20 km/h. Designing crossings to support maximum comfortable vehicle speeds of 30 km/h significantly reduces the likelihood of serious or fatal crashes to these users. It also provides a very high level of protection to vehicle occupants involved in adjacent direction crashes (30 km/h critical impact speed) and rear end crashes (55 km/h critical impact speed).

Preferred treatments at urban roundabouts

Urban roundabouts should be designed with single-lane approaches and departures, splitter islands and raised crossings that give priority to people walking and riding bikes on all approaches, unless higher-order crossings that remove conflicts altogether (grade separation) are provided. Crossings that give priority to people walking and riding bikes include a raised pedestrian (zebra) crossing ('wombat' crossing) with or without a separated cycle track.

These crossings facilitate movements of people walking and riding bikes and help to slow motorists to improve the overall safety performance of the roundabout and reduce risk associated with all crash types. Wombat crossings have evidence-based safety benefits for people walking and riding bikes. Roundabouts have evidence-based safety benefits for vehicle occupants. Combining the two treatments allows risks to all users to be carefully managed at intersections.

Raised crossings that give priority to people walking and riding bikes should be provided on all approaches of roundabouts in urban areas, where all the following conditions are met:

- the upper 15 km/h pace speed at the raised crossing can be reduced to not exceed 30 km/h
- heavy vehicle volumes and type are appropriate for the site context, such as low to moderate heavy vehicle volumes
- the roundabout has a central island diameter up to 40 m

- the crossings are not expected to cause extensive queuing through multi-lane upstream intersections where the posted speed is greater than 50 km/h (see Austroads [Guide to Road Design](#) Part 4, Commentary 10), and
- there is likely to be some demand from people walking now or in the future

Examples of these roundabouts are provided in Sections 4.4-2 and 4.4-4 of the Department of Transport and Main Roads [Road Planning and Design Manual](#) (RPDM) Part 4B provides further design guidance on crossings treatment design and location.

Locations where raised crossings that give priority to people walking or riding bikes may not be appropriate include:

- multi-lane roundabouts
- roundabouts with posted speeds greater than 50 km/h at crossing points
- larger roundabouts (central island diameter greater than 40 m)
- roundabouts with high heavy vehicle volumes, and
- road train routes.

If considering using raised crossings for these situations, they should be treated as a pilot project with the necessary documentation and mitigation strategies in place.

At these locations, the following alternative treatments for people walking or riding bikes should be provided:

- grade separated pedestrian and cyclist crossings
- signalised crossings on the roundabout
- replacement of the roundabout with traffic signals
- fully signalised the roundabout, and/or
- locating pedestrian crossings further away from the roundabout.

4.4 Road Space Allocation and Lane Management

4.4.1 General

Addition

Left-turn slip lanes or bypass lanes should be avoided in urban areas, refer Section 3.2.11.

4.4.2 Cyclists

Difference

Replace Figures 4.5 and 4.6 in Austroads *Guide to Traffic Management* Part 6 with Figure 4.4.2.

Figure 4.4.2 – Visualisation



Replace section with:

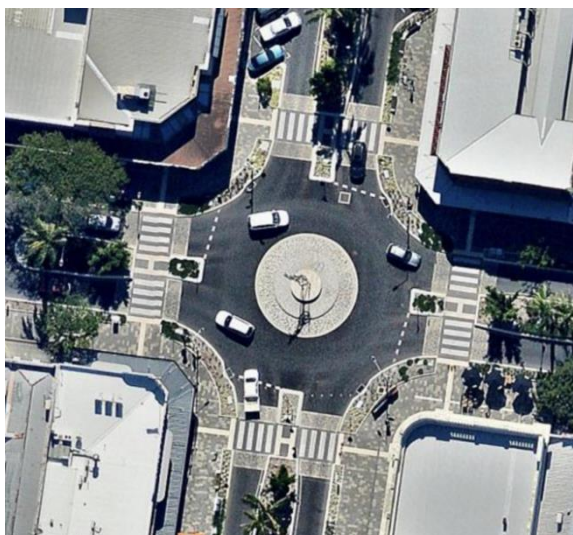
Refer to Transport and Main Roads Guideline [Providing for people walking and riding bikes at roundabouts](#) for further guidance.

4.4.4 Pedestrians

Difference

Replace Figure 4.7 in Austroads *Guide to Traffic Management* Part 6 with Figure 4.4.4.

Figure 4.4.4 – Example treatment at roundabout for people walking



Wood Street and Victoria Street, Mackay – installed 2015

Replace section with

Refer to Transport and Main Roads Guideline [Providing for people walking and riding bikes at roundabouts](#) for further guidance.

5 Signalised Intersections

5.3 Road Space Allocation

5.3.2 Urban Arterial Road Signalised Intersection Approaches

Difference

Table 5.3 *Road user requirements for arterial road signalised approaches, User group: Pedestrians, Context: Road crossings, Guidelines: 2nd paragraph, replace:*

At T-intersections and intersections at freeway / motorway ramp terminals (e.g. diamond interchanges), crossings are sometimes not provided across the continuing road on the right hand side of the T. This practice eliminates conflict between pedestrians and traffic turning right from the stem of the T and improve the efficiency of this movement. However, pedestrians crossing the major road to the right of the stem will have to make two road crossings instead of one, thereby reducing their level of service and expose them to risks on both crossings. The designer will need to consider whether these disbenefits exceed the benefits of not providing a crossing on all arms. If they are provided, some form of pedestrian protection must be considered.

with

Signalised crossings shall be provided on all legs of signalised intersections. It is not illegal for pedestrians to cross on non-provided legs under Road Rule 232, it is safer to provide the signalised crossing.

Table 5.3 *Road user requirements for arterial road signalised approaches, User group: Pedestrians, Context: Road crossings, Guidelines: 3rd paragraph, replace:*

The provision of pedestrian crossings across left-turn roadways should also be considered. Adequate stopping sight distance should be provided to pedestrians, particularly to crossings of left-turn slip lanes where speeds are higher than locations with small corner radii. At larger turn radii, drivers may tend to focus on the driving task and potentially conflicting traffic rather than pedestrians. Where significant pedestrian flows occur, turning speed may have to be controlled through road geometry.

with

Left-turn slip lanes or bypass lanes should be avoided in urban areas, refer Section 3.2.11.

Table 5.3 *Road user requirements for arterial road signalised approaches, User group: Pedestrians, Context: Road crossings, Guidelines: 4th paragraph, replace:*

Marked foot crossings should be located to minimise the potential for jaywalking.

with

Crossings should be located as close to crossing desire lines as possible to maximise compliance.

Table 5.3 *Road user requirements for arterial road signalised approaches, User group: Pedestrians, Context: Storage areas while waiting, Guidelines: 1st bullet point, replace:*

- an adequate pedestrian storage area

with

- an adequate pedestrian storage area that protects people stored in the median from errant vehicles

Addition

Table 5.3 *Road user requirements for arterial road signalised approaches, User group: Motor vehicle drivers, Context: Turn lanes, Guidelines: replace section with:*

Space required for turning lanes at intersections should be based on capacity analysis to determine the:

- number of lanes required for each movement
- length of lane necessary to accommodate safe deceleration at times of low demand, and sufficient storage clear of the through lanes during peak periods
- length of turn lane required to enable access to turn lanes and leading right-turn phases when through traffic is queued
- auxiliary left turn lanes may be required where path users are assigned priority on side streets
- Left-turn slip lanes or bypass lanes should be avoided in urban areas, refer Section 3.2.11.

9 Pedestrian and cyclist crossings

9.1 Introduction

9.1.2 Basics of Crossings

Addition

Pedestrian crossing facility selection

Inadequate crossing facilities for people walking and riding bikes in urban areas create a multitude of problems worsening safety, sustainability, social interaction and community health. Often, this can lead to repercussions such as discrimination claims and other liabilities. As these facilities provide for the most vulnerable road users such as children and people with a disability, it is essential that decision making is based on rational, defensible mechanisms for the implementation, replacement and upgrade of crossing facilities.

Existing crossing facilities that do not conform with all technical requirements should not be removed without careful consideration. The desire line will still exist, and removal of the crossing may result in people crossing at even more substandard locations. The feasibility of modifying other road environment factors should be reviewed before considering the removal of a priority pedestrian crossing. The review may consider factors such as reducing speed environment, reducing the number of approach lanes or upgrading the crossing to signals.

Pedestrian crossing facility selection method

In the interests of national harmonisation, the Australasian pedestrian crossing facility selection tool ('the tool') is the preferred method for assessing crossing facility type on a known desire line.

Care must be taken to understand tool limitations and background assumptions when interpreting the output. The tool is an aid and does not replace professional planning or engineering judgement.

The tool and user guide can be accessed through the following link:

<http://www.austroroads.com.au/road-operations/network-operations/pedestrian-facility-selection-tool>

It is strongly recommended that the *Pedestrian Facility Selection Tool User Guide* ('the user guide') be read before using the tool. In-depth details on the development of the tool are contained in Austroroads report AP-R472-15 [Development of the Australasian Pedestrian Facility Selection tool](#).

Queensland-specific guidelines for using the Australasian pedestrian crossing facility selection tool

Tool limitations

The tool does not assess feasibility of pedestrian (zebra) crossings on slip lanes. Slip lanes should be avoided in urban areas, refer Section 3.2.11. Slip lanes without pedestrian (zebra) crossings have been a source of disability discrimination claims from people with vision impairments. As such, pedestrian (zebra) crossings on slip lanes are feasible where approach speed conforms with the Queensland [Manual of Uniform Traffic Control Devices](#) (MUTCD) Part 10 and Approach Sight Distance (ASD) is achieved (refer AGRD4A) – no other warrants are necessary.

The tool does not assess feasibility of pedestrian (zebra) crossings at intersections. This can be a valid treatment at intersections when designed in accordance with Austroroads [Guide to Road Design](#) Part 4 or Transport and Main Roads' Guideline [Selection and design of cycle tracks](#). The facility needs to be flagged as mid-block in the tool to force an assessment.

The tool does not assess pedestrian (zebra) crossings on multi-lane roads; feasibility of shared zones (refer Queensland MUTCD Part 4 and Austroroads [Guide to Traffic Management Part 8](#)) or children's' crossings (refer Transport and Main Roads' [Traffic and Road Use Management manual \(TRUM\) Volume 2](#) Part 3).

The tool does not include an assessment of health benefits in the benefit cost ratio (BCR) calculation. By installing crossing facilities and making walking a competitive mode choice in urban environments, some health benefit may be realised. The Australian Transport Assessment and Planning Guidelines: M4 Active Travel (available at https://atap.gov.au/mode-specific-guidance/active-travel/files/m4_active_travel.pdf) state the 2013 monetary value to the economy of the health benefits of walking is \$2.77 per km.

Using the tool in Queensland

1. Beginning the assessment

It is strongly recommended all blank fields are filled out when using the tool. If the tool has been used previously, it is recommended that values are reset to the defaults. This is most easily done by clicking the 'Reset All' button in the save / load parameters section at the top right of the tool input form.

Default values given in the tool should be accepted unless noted following or site-specific reasons justify modification of the defaults. The reasons for using modified values should be recorded in project documentation.

2. Site information

Jurisdiction: should be set to Queensland.

3. Operational variables

Volumes of people walking for sites without existing provisions or with inadequate provisions for people walking should allow for suppressed demand. The amount of suppressed demand is highly site-specific. Any assumptions regarding allowances for suppressed demand should be clearly noted in the project documentation. Suppressed demand should be considered where:

- a) people walking currently experience considerable difficulty crossing (LOS is D or worse)
- b) attractors or trip generators of people walking such as schools, shops or train stations are in close proximity to the proposed crossing point, or
- c) on-street parking is being rationalised and crossing desire lines are expected to focus due to more crossings from side streets.

Where no current crossing facility exists, pedestrians crossing within 50 m of the proposed location should be included in the volume input of people walking. People riding bikes can legitimately use pedestrian crossings in Queensland and, if present, should be added to the non-sensitive volume of people walking. This requires site-specific judgement; as a road crossing connecting off-road paths will be used by bicycle riders. On-road riders may use pedestrian refuges to benefit from a protected right turn.

4. Crash information

If there are no recorded crashes at the site, then select the crash 'Model' option.

Years of crash history: Number of years for which crash history is known. Typically three to five years, a longer crash history may be appropriate if the infrastructure has been unchanged during that time period.

Number of injury crashes involving people walking: Crashes involving people walking within 50 m of the proposed crossing site are typically included.

Crashes unrelated to crossing manoeuvres should not be counted, such as run off road crashes involving people walking on the footpath.

5. Model parameters

Evaluation days per annum: 250 is appropriate for a rural road that has little weekend / public holiday traffic. For urban roads that are used continuously, adopt 365.25.

Project lifetime: Depends on the likely useful life of the treatment, considering location and potential for growth. An assessment period of five years that results in a positive BCR may make a strong case for a short-term safety intervention. For longer assessment periods, whole-of-life maintenance costs may need to be considered in the construction cost estimate.

Discount rate: The 7% default is appropriate. If sensitivity analysis is required, the [Australian Transport Assessment and Planning \(ATAP\) guidelines](#) suggest using range between 4% and 10%.

6. Feasible facilities

Construction cost: Should be an estimate to implement the crossing including all ancillary costs (for example, drainage, utility relocation, property acquisition, and so on). First pass option assessment costings do not need to be highly detailed. Once a facility is selected, the cost field should be revised with a detailed estimate for greater certainty in the BCR estimate.

Outputs

7. Facility assessment

Any option with a BCR >1 does not automatically warrant the installation of a pedestrian facility. Likewise, the option with the greatest BCR may not be the most appropriate facility to implement at the site being assessed. A network operation plan (refer Austroads [Guide to Traffic Management](#) Part 4) applicable to the site can guide which output factors should take precedence in facility evaluation and selection. Engineering code of ethics should be considered when judging if small vehicle delays should be traded off against safety in benefit-cost calculations.

The options under consideration should be reviewed to ensure that:

- a) required sight distances are adequate
- b) adequate space is available to install a compliant facility (for example, the minimum refuge cut-through width is 2.4 m to ensure Tactile Ground Surface Indicators (TGSIs) are compliant), and
- c) effects of the crossing facility on the road network are acceptable; for example, queuing of vehicles onto a motorway should not be tolerated, however, minor queues in other situations may be appropriate and potentially assist crossing safety by reducing approach speed.

Alternative crossings less than 200 m apart may reduce the need for a new crossing; however, this is highly context-sensitive. Demand for crossings less than 50 m apart may indicate the road's status in the network hierarchy needs review to determine whether access functions for people walking should be prioritised over the traffic carrying function.

It is strongly recommended that the Notes field be filled out detailing the decision whether a facility is viable, the proposed facility type, assumptions, data sources, impacts and other information relevant to the assessment. Completed assessments should be printed and stored in a document management system in case decisions are questioned in the future.

9.2 Mid-block crossings

9.2.1 General Considerations for All Road Users

Difference

Replace Table 9.1 *Benefits of treatments – general crossing facilities* and Table 9.2 *Benefits of treatments – traffic controlled (time separation) facilities* with the following.

Table 9.2.1(1) – Benefits of treatments: general crossing facilities

Objectives and priority	Application	Treatment	Benefits and considerations ¹
<p>To increase the safety of people walking and riding bikes by the use of physical aids within the roadway so as to:</p> <ul style="list-style-type: none"> • reduce conflict between vehicles and both people walking and riding bikes • simplify the decisions which drivers, people walking and riding bikes have to make. <p>Motorist has priority; non-motorised traffic must select an appropriate gap.</p>	<p>There are moderate volumes of crossing traffic. Pronounced desire line or cycle path route². There is difficulty crossing full width of road in one stage due to:</p> <ul style="list-style-type: none"> • long delays or unsafe gap selection • long crossing length or multiple lanes • high vehicle flows or speed • insufficient sight distance to enable a crossing length of both directions of traffic. <p>Need exists to cater for people with disability or mobility difficulty.</p> <p>Pedestrian or cyclist priority crossings are not expected by motorists.</p> <p>There are poor crossing options at other locations, or best location to cross is unclear.</p> <p>There are crossings at numerous locations along short section of road.</p>	Refuge island or median	<ul style="list-style-type: none"> • Improves accessibility for people walking and riding bikes. • Users cross one direction of traffic at a time making gap selection easier. • Provides physical separation from vehicles.
		Kerb extension	<ul style="list-style-type: none"> • Can safely store multiple users at part crossing distance. • Provides an alternative to refuge if people feel unsafe standing in middle of road. • Reduces crossing distance and exposure time. • Can reduce parking restrictions (refer Queensland MUTCD Part 10). • Shall not create a squeeze point for people riding bikes.
		Road narrowing	<ul style="list-style-type: none"> • Can be used frequently along a length of road. • Merge to single lane where feasible.
		On-street parking	<ul style="list-style-type: none"> • Parking controls may be necessary to ensure adequate sight distance to people walking and riding bikes. • Many crashes involving people walking are related to people accessing a vehicle parked on-street. Parking off-road or on side streets can assist to direct people walking to safe crossing locations. • Parking controls are low cost and can improve both traffic flow and safety. Allocation of kerbside space to people riding bikes improves safety for all users. • Indenting parking provides streetscape opportunities that can contribute to speed control.

Objectives and priority	Application	Treatment	Benefits and considerations ¹
		Staggered pedestrian crossing	<ul style="list-style-type: none"> Consider staggered pedestrian crossing arrangements on multilane roads as this can provide for more effective two-way traffic signal coordination and provide the opportunity to double cycle the pedestrian crossing. There is no evidence to support the theory that staggered refuges are safer than straight refuges. Compliance of people walking appears to reduce the longer the stagger distance. Queensland research has found an average pedestrian crossing signal compliance of: <ul style="list-style-type: none"> 84% for a single stage crossing. 69% compliance for the first leg of a two-stage crossing and 48% compliance for the second leg.
		Fence	<ul style="list-style-type: none"> Intended to redirect people walking or riding bikes to a crossing point not located on the desire line, locating crossings on desire lines preferred over fencing. If anti-climb and well-maintained, may redirect people walking and riding bikes to a safe crossing point. Review appropriateness of posted speed and movement and place aspects before considering fencing. Can result in unintended safety issues if they create convoluted routes away from desire lines resulting in people crossing informally or being trapped when crossing from the opposite kerb. Can limit access to parked vehicles. Potential roadside hazard for motorcyclists. Only consider where LOS for people walking is D or worse and all attempts to improve LOS and cater for desire lines of people walking have proved infeasible. Consider aesthetics and urban design implications of fencing design and location. Can be a target for vandalism. Median corrals may increase the chance of stored path users becoming involved in an errant vehicle crash. Must be designed to maintain inter-visibility between path users and drivers. Refer to TRUM Volume 1, Part 5

Objectives and priority	Application	Treatment	Benefits and considerations ¹
		Holding rail	<ul style="list-style-type: none"> Consider at sites with a high number of elderly or people with a mobility disability (refer Figure 9.2.1). Potential roadside hazard for motorcyclists
		Speed control device	<ul style="list-style-type: none"> Speed platform, speed cushions or LATM to manage speed in the vicinity of crossing points. Supporting (or alternative to) reduction in posted speed limit. Improves driver compliance in give way situations and reduces crash severity (rear end and path user related). If located on a crossing desire line, shall designate priority to people crossing, refer Austroads Guide to Traffic Management Part 8.

¹ See Part 4 of the *Guide to Road Design*, AS 1742.9, AS 1742.10, NZTA (2009) and NZTA (2008b).

² A desire line is the route naturally taken by people walking or riding bikes, determined from a worn surface or observation.

Table 9.2.1(2) – Benefits of treatments: traffic controlled (time separation) facilities

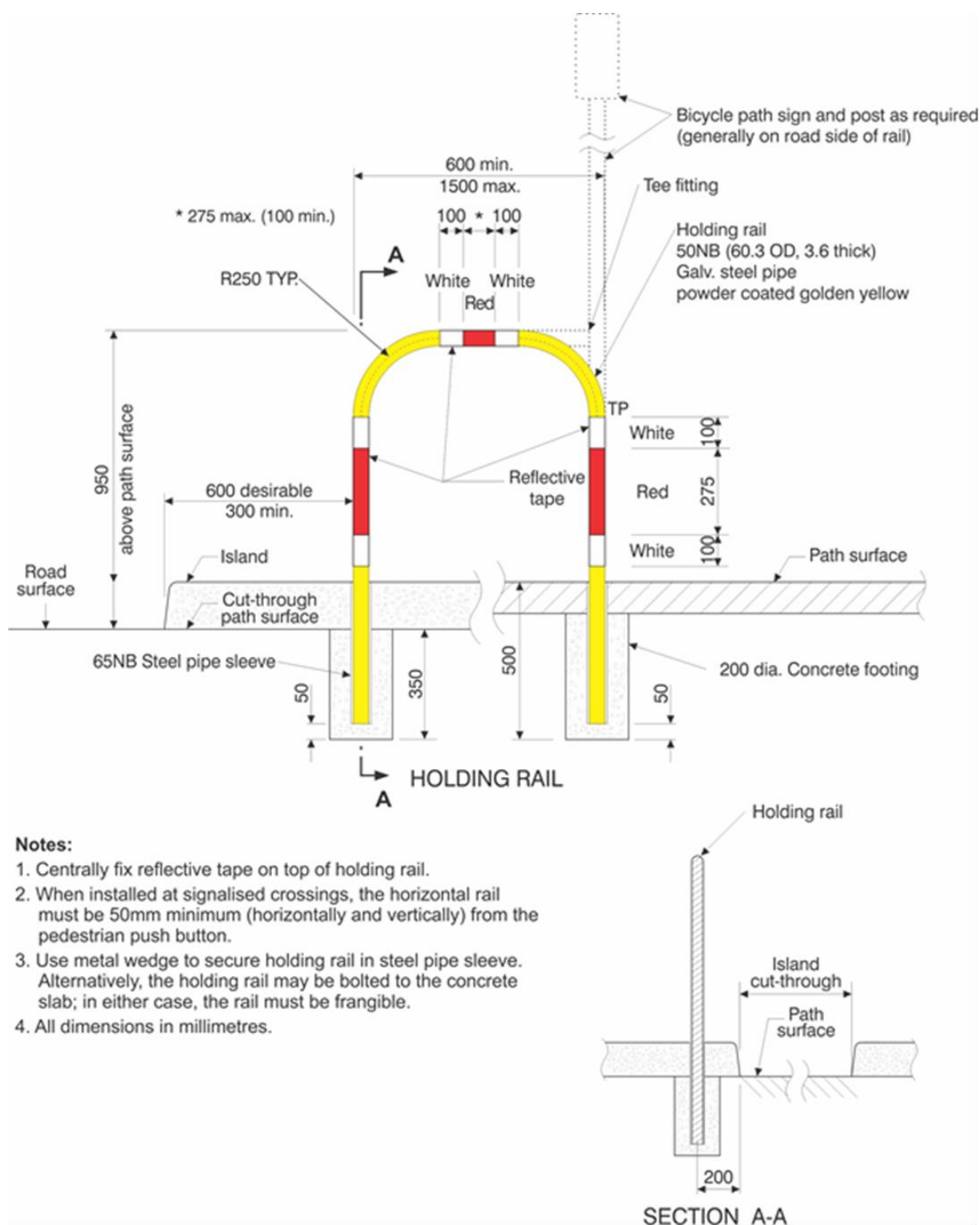
Objectives and priority	Application	Treatment	Benefits and considerations ¹
<p>To minimise conflict between path users crossing the road and vehicles travelling along the road.</p> <p>This is done by allotting appropriate time periods for use of a section of road by people walking and riding bikes crossing the road, and also for vehicles travelling along the road.</p> <p>People walking and riding bikes have priority.</p>	<p>Regular crossings used by young or older people walking.</p> <p>May have pronounced peak crossing demand.</p> <p>Used as per requirements set by Queensland MUTCD Part 10.</p> <p>Is suitable for crossing two-lane two-way, low speed roads that have high volumes or insufficient gaps, and high entry angle left-turn slip lanes at arterial road intersections).</p>	Pedestrian (zebra) crossing	<ul style="list-style-type: none"> Improves accessibility for people with a disability, children, elderly and people riding bikes. Approach sight distance is required to the pavement marking. Refer Road Planning and Design Manual (RPDM) Volume 3 Part 6A for visibility to people approaching crossing. Drivers are more capable of making appropriate safety judgements than children or people with a disability. Provides time separation from vehicles. Additional controls should be considered to reduce motor vehicle approach speeds which is known to improve driver compliance and reduces crash severity (both rear end and crossing related crash scenarios). Not suitable on multilane roads. Measures such as merging to a single approach lane or signalisation should be considered.

Objectives and priority	Application	Treatment	Benefits and considerations ¹
<p>People riding bikes are not required to dismount.</p> <p>Improves accessibility for people walking and riding bikes.</p>		Children's crossing	<ul style="list-style-type: none"> Part time operation, crossing priority only when flags are in position. Specific for children and youths, may be supervised. Requires undertaking to manage flags. Unless combined with another facility type reverts to mid-block where motorists not required to give way. Ideally combined with other treatments to reduce motor vehicle speeds and crossing width.
	Applicable on multilane roads and in higher speed zones	Pedestrian traffic signals ²	<ul style="list-style-type: none"> Provides greater guarantee of priority control. Allows provision of audio and tactile cues. As per Austroads Guide to Traffic Management Part 6, consider bicycle detection and hand rails. Single stage pedestrian crossings on all legs is the recommended default provision at urban signalised intersections. Delay times for people walking should be minimised as far as possible. Queensland research has found compliance by people walking is highest where the delay time is between 60 and 90 seconds. There is an almost 50% decrease in compliance for delay times exceeding this. Signals incorporating technology detecting people walking provides reduced delay to motorists, reduced cycle time and improved LOS for all users, refer TRUM Volume 1 Part 9. Signalisation of single lane slip lanes is not recommended due to inherent delay and non-compliance. Consider bicycle detection on path approaches for reduced need to stop.
	<p>Applicable at locations with:</p> <ul style="list-style-type: none"> One way or two-lane roads existing low-speed and low volumes a need to reduce or control speeds LATM schemes high crossing use good sight distance on slip lane on roundabout approaches and departures 	Pedestrian (wombat) crossing	<ul style="list-style-type: none"> Increases conspicuity. Provides positive speed control. Provides a low cost, permits landscaping. Should form part of a traffic calming scheme or be located near areas where drivers are already expected to slow. May increase noise when mid-block and the proportion of large commercial vehicles exceeds about 20%. Otherwise likely noise neutral or reducing. <p>Note: Wombat crossings are pedestrian (zebra) crossings placed on raised platforms of similar design to road humps.</p>

Objectives and priority	Application	Treatment	Benefits and considerations ¹
	<p>Applicable at locations with:</p> <ul style="list-style-type: none"> • local streets intersecting frequently with cycle paths or cycle tracks • low proportion of commercial traffic • Low speed environment • no more than two lanes • appropriate visibility. 	<p>Cyclist priority path crossing (refer Austroads Guide to Road Design Part 4 and Transport and Main Roads Guideline Selection and design of cycle tracks and Raised priority crossings for pedestrians and cycle paths).</p>	<ul style="list-style-type: none"> • Provides improved level of service to people riding bikes through continuity and directness of paths. • Give-way controlled • People riding bikes are not required to dismount. • Integrating with raised platform reduces vehicle speeds at crossing point which improves safety. • Locate and design to limit issues for motor vehicles near intersections. • Alternative to cul-de-sac of the side street.

¹ See Part 9 of the *Guide to Traffic Management*, Part 4 of the *Guide to Road Design*, AS 1742.9, AS 1742.10, AS 1742.14, NZTA (2009) and NZTA (2008b).

² For recent developments in the use of crossings at signalised facilities, see Section 9.2.3.

Figure 9.2.1 – Holding rail

9.2.2 Bicycle Path Terminal Treatments at Road Crossings

Addition

Shared path and bicycle path termination treatments

See Appendix C for examples of bicycle path terminal treatments at road crossings which may be appropriate for use in Queensland.

9.2.3 Crossings at Signalised Facilities

Addition

Traffic signal phasing arrangements for people walking

Information on traffic signal phasing arrangements and options for special treatment of people walking at traffic signals can be found in [TRUM Part 9](#).

9.3 Bicycle Treatments at Intersections

Addition

Refer Transport and Main Roads Guideline [Selection and design of cycle tracks](#) for preferred intersection arrangements for people of all ages and abilities.

Appendix C Bicycle Path Terminal Treatments at Road Crossings: Examples

New

Special termination treatments designed to slow people riding bikes must not introduce new hazards.

Figure C.1 – Path with minimal termination treatment



It is clearly signed as a shared path which should be sufficient to deter illegal use by unauthorised motor vehicles. As the roadway is not physically defined by kerb and guttering, a GIVE WAY sign and linemarking has been added to improve legibility for the path users at the termination. The holding rail may or may not be used by riders, but it does provide extra definition of the path location for vehicles using the roadway. Canberra, ACT.

Purpose and scope

The purpose of this section is to provide operational and 'best practice' guidance on safe access management (vehicle restriction) treatments for bicycle paths and shared paths. Design guidance is provided in the Austroads [Guide to Road Design](#) Part 6A.

Related documents

This section should be read in conjunction with the following:

- [Road Planning and Design Manual](#) Volume 3 Part 6A: *Paths for Walking and Cycling*
- Austroads [Guide to Road Design](#) Part 6A: *Paths for Walking and Cycling*
- Austroads [Cycling Aspects of Austroads Guides](#)
- Queensland [Manual of Uniform Traffic Control Devices](#) Part 9: *Bicycle Facilities*
- NSW [Bicycle Guidelines](#) Roads and Maritime Services NSW.

Background

Historically, physical barriers in the form of terminal restriction devices ('banana bars'), bollards or U-rails have been included as standard terminal treatments for bicycle paths (and footpaths) when

they connect with a road or another footpath. They have also been used as devices to slow people riding bikes on the approach to roads or in high conflict areas. This has often been done with no consideration of the requirement to manage vehicle access in terms of both the likelihood and consequences of vehicle access.

This has resulted in inappropriate application and overuse of these devices. These devices are an unnecessary expense to what is a relatively inexpensive piece of infrastructure. In some circumstances, they can also pose a crash hazard for people riding bikes.

Figure C.2 – Excessive use of physical barriers to slow people riding bikes on approach to a blind corner



In this example, vehicles are already restricted by log fences, the need to slow people riding bikes on the curve could be better addressed by improving sightlines by trimming vegetation and marking a centreline. Kedron, QLD.

Figure C.3 – Redundant path terminal barrier



This path terminal barrier is easily avoidable by both motor vehicles and people riding bikes. Ashgrove, QLD.

Figure C.4 – Redundant U-rail type terminal barrier



This different style of path terminal barrier, a set of U-rails at the entry to a park, are also easily avoidable by both motorists and people riding bikes, as illustrated by the dirt track. Arana Hills, QLD.

Figure C.5 – Redundant U-rail type barrier on a set of stairs



In this residential subdivision u-rails have been placed at both the top and bottom of a set of stairs which have a very low likelihood of illegal vehicle access. Everton Hills, QLD.

Figure C.6 – Hazardous positioning of a path terminal barrier



This example is on a >10% grade leading to a road crossing. Note the signage would not be legible while crossing the street, the single entry, slope and sharp left turn. Wavell Heights QLD.

Figure C.7 – Examples of easily avoidable and redundant physical barriers



Both of these examples show terminal restriction device that are redundant and inappropriate. Woolloongabba, QLD. Sippy Downs QLD.

Figure C.8 – Hazardous path terminal device, limited visibility due to lack of contrast



This path termination is designed as a vehicle gate. It does not consider the safety, amenity of path users, the connectivity with the bikeway on the other side of the road or the lack of visual contrast. Arana Hills QLD.

Path terminal treatments

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A, Part 10 for design details and specifics.

Under the Australian Road Rules, a bicycle path or shared path is terminated when it meets a road and people riding bikes and walking have to give way to traffic before entering or crossing the roadway. Paths that continue on the other side of a roadway are considered crossings and are not covered by this document. Path crossings of roadways are covered in Part 4 of Austroads [Guide to Road Design](#).

Advising people riding bikes of a road ahead

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for design details and specifics.

Sight distance requirements are outlined in Austroads *Cycling Aspects of Austroads Guides*. This Austroads document sets out the required information including minimum stopping sight distance for people riding bikes; lateral clearances on horizontal curves; and minimum length of crest vertical curves.

Warning devices typically include traffic control devices, such as signage and pavement markings. These should be used to warn people riding bikes of the road ahead and motorists to watch for people riding bikes and walking and be installed so as to not form a hazard. This topic is addressed in the department's *Manual of Uniform Traffic Control Devices; A Guide to Signing Cycle Networks: Showing the way to more cycle trips*, and the [Traffic and Road Use Management \(TRUM\) manual Volume 1](#) Part 4.

Figure C.9 – Signs used for slowing people riding bikes and warning of a path termination



Signs are shown at their relative sizes.

Slowing people riding bikes

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for design details and specifics.

Crash data analysis performed by the department suggested that the frequency of crashes between people walking and riding bikes on footpaths and bikeways is extremely low (compared with road crashes). Data analysis showed that the average speed of each (shared use path) facility at peak times approximates a reasonable design speed for each location. It is therefore posed that the cycling community is able to self-moderate speeds that are appropriate to the location.

Restricting unauthorised vehicle access

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for design details and specifics.

Physical barriers placed at the termination of paths can pose a danger to people riding bikes presenting an obstacle at locations where people riding bikes typically need to be concentrating on ramps, footpaths, roads, motor traffic, other path users, and other hazards beyond or before the path.

In cases where paths through reserves are designed to be regularly used by park maintenance vehicles and a barrier is required, these should be designed to be removed to allow temporary vehicle access. Temporary barriers should not present a hazard to users when they are removed or the opened state with flush mounted footing covers and locking devices used.

Preferred treatment

This section provides detailed guidance on path terminal treatments using the three-stage assessment approach. This approach has been designed to provide escalating options to asset managers, when seeking to address this issue.

Stage 1 – Signage

The application of signage and pavement markings must be done in accordance with *the Manual of Uniform Control Devices* and this section. Figure C.10 shows the various signs which may be used to mark path terminations in Queensland. Signs should be installed in conjunction with path linemarking in accordance with the *Manual of Uniform Traffic Control Devices* and the *Road Planning and Design Manual* Volume 3, Part 6A.

Stage 2 – Redesign terminal appearance

In some urban settings alongside major roads, signage can get lost in the ‘urban clutter’ and overlooked by road users who have reached cognitive limits in the amount of information that they can take in at any one time. In these instances, the redesign of the terminal appearance can be an effective method of access management without restricting legitimate users. This is often achieved through pavement markings, different coloured concrete, kerbs, ramps, soft landscaping, and other visual cues. The intent of this treatment is to make it as intuitive as possible to anyone who sees it, that this is not a continuation of the road, but rather a ‘transition’ point from one environment to another.

Figure C.10 – Examples of redesigned terminal appearances (USA)



In these two examples from the US, the colour contrast from the asphalt pavement and the design of the corner kerbing highlights that this is not a road. The kerb ramps in these examples are not standard width and regulatory signage has not yet been erected but legibility is good. Source Bicycle Path Access Control web-based resource.

Figure C.11 – Example of terminal appearance treatment using pavement markings

In this example, a yellow chevron marking has been used to clearly identify the bikeway entry. R8 1 A BICYCLES ONLY path sign and a pedestrian prohibition sign are located at the entry. A hold rail is provided for people riding bikes to assist with crossing and highlight the crossing to road users. There is no need for a terminal restrictor bar. A bicycle symbol pavement marking and green coloured surface treatment (as per TRUM Vol 1 Part 10) could also be an effective additional treatment for busier, more urban locations. Indooroopilly, QLD.

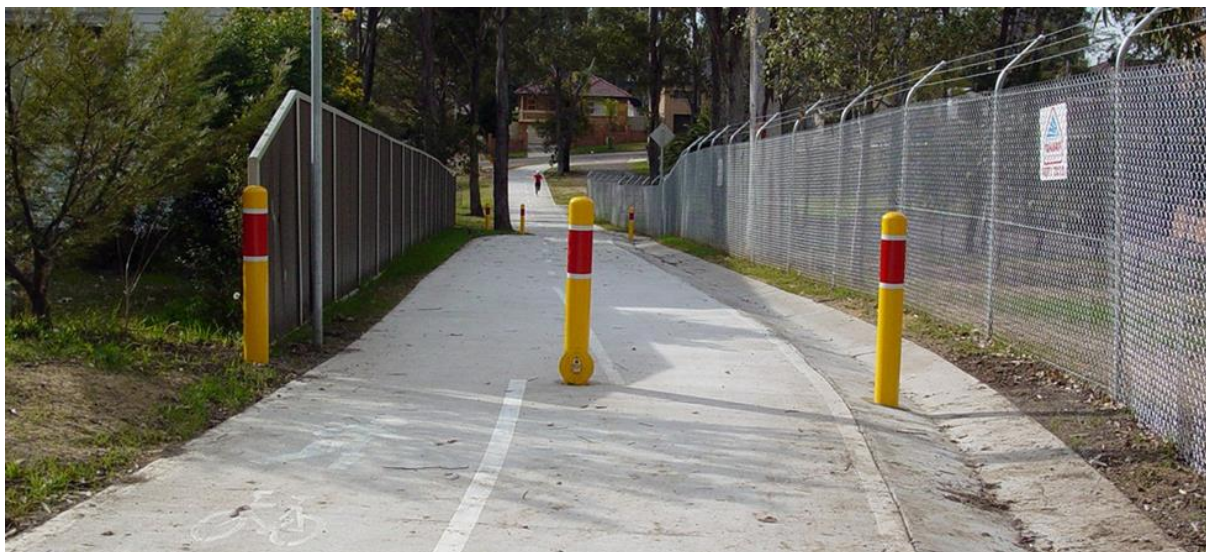
Stage 3 – Physical barriers

Physical barriers are the last option to be used and only after all other options (Stages 1 and 2) have been exhausted. They also pose the most danger to people riding bikes if not planned, designed and installed correctly when implementing Stage 3.

At the commencement of any work to install physical barriers, a road safety audit of the site must be undertaken to identify the risks to all path users in terms of likelihood and consequences.

The final design must also be signed off by a Registered Professional Engineer of Queensland (RPEQ) prior to construction.

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for design details and specifics.

Figure C.12 – Maintenance vehicle access barrier on a shared path

This path is used on an ongoing basis by water supply authority vehicles on whose land the path is located. The two outside bollards are fixed while the centre bollard is removable. When the centre bollard is removed, a round flush fitting cover protects the hole and locking device. Although their height is lower than required, the bollards are finished in standard RMS NSW colour and reflectorized tape. Line marking has been used to 'direct' people riding bikes around the hazard caused by the low height of the bollard. Guildford NSW, photo: RMS.

Figure C.13 – Examples of the use of bollards to protect an asset, with instructive text

These bollards protect an expensive bridge structure. The inset photo shows an enlargement of the plate on the centre fold-down bollard which places a load limit on maintenance vehicles accessing the path. Roma Street Parklands, Brisbane, QLD.

Operational issues

The remainder of this section will highlight the issues that need to be taken into consideration. These include:

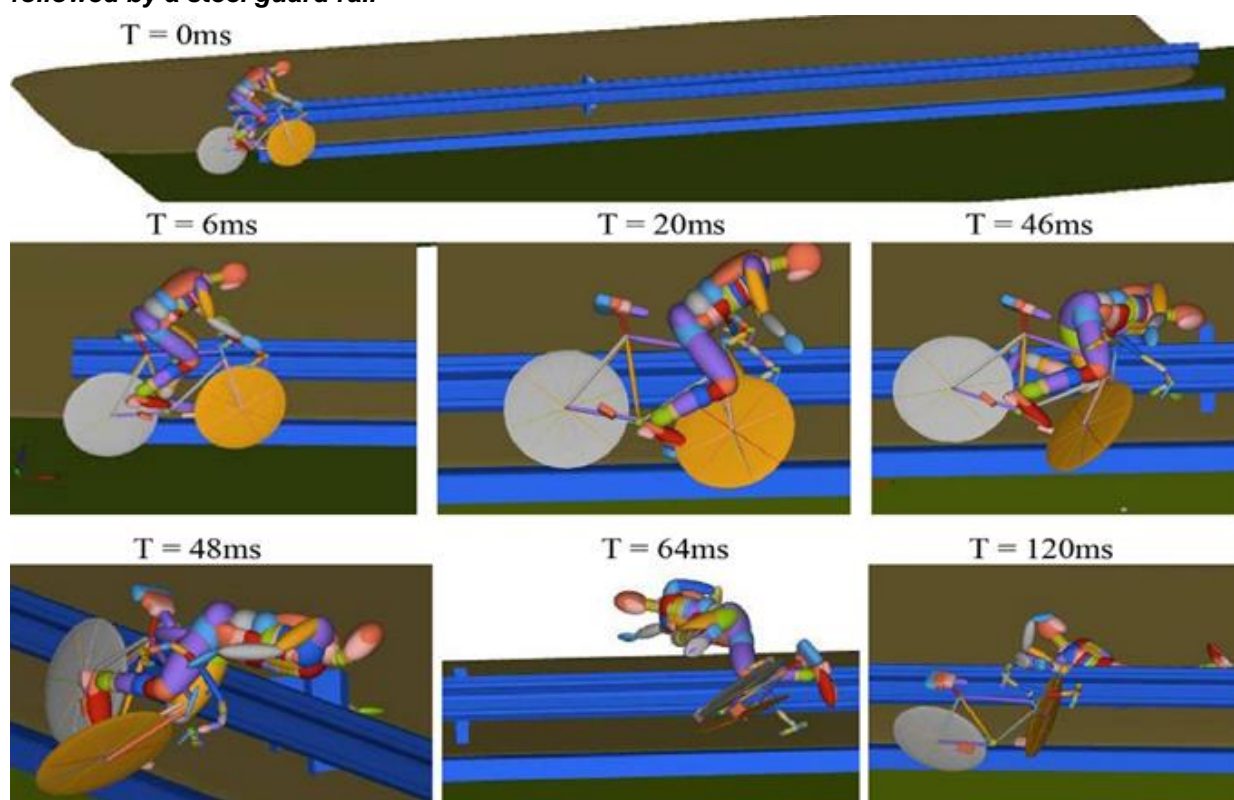
- a) crash risks with physical barriers
- b) path user capacity constraints
- c) preferred treatments – design guidelines, and
- d) preferred treatments – placement guidelines.

Crash risks with physical barriers

While it is easier for people riding bikes to negotiate a pole (or bollard) than a terminal restrictor bar, without crashing into it, the consequences of crashing into it are more serious than those of hitting the curved terminal restrictor bar ('banana bar'). As a result, bollards should be avoided, if possible. The curved terminal restrictor bar is designed to contact near the centre of mass of a typical person riding a bike and keep the person riding the bike upright, not going either underneath or over the top, resulting in additional injuries. It also incorporates a 'snag free' design, so no part of the device will cause a person riding a bike to be caught or affected in any way.

A study carried out by University of New South Wales in 2008 used numerical analysis of real-world crashes by people riding bikes to investigate speed, collision mechanism and movement trajectories where a person riding a bike lost control and collided with an Armco™ guardrail. This simulation provides an illustration of the types of crash forces involved when a person riding a bike collides with a low height physical barrier, such as a bollard. The study showed that high speeds (such as a downhill slope) and hitting an object low to the ground (such as a bollard) are significant crash risk factors for people riding bikes. See Figure C.14.

Figure C.14 – MADYMO simulation of a rider losing control after striking a concrete kerb, followed by a steel guard rail









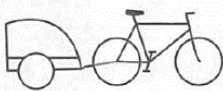
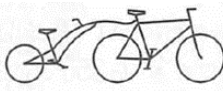
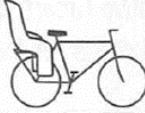
(Figure from the UNSW report)

The simulation rebuilt the movement and position of rider during accident. The front tyre struck the kerb first (T=6 ms), then bicycle handle bar scraped along the guardrail (T=20 ms). After that, the victim was rotated (T=46 ms) and thrown over the guardrail (T=64 ms), hitting the ground (T=120 ms).

This led to severe brain injury with skull, rib and spinal fractures. According to the injuries suffered, it is likely that the accident occurred at speed of 35 km/h. This case is a very typical barrier crash scenario. The bicycle has high centre of gravity; thus, people riding bikes tend to be thrown forward over barrier when front wheel hits the object. This is considered extremely dangerous; because there is no safety feature to hold the person riding the bike stable and the bike itself will lose balance the moment its momentum is eliminated.

Designers should anticipate the use of wheeled recreational devices, mobility aids, and non-standard cycles, particularly in areas with high levels of utility cycling, on recreation routes and on routes serving schools and day care centres – Austroads *Guide to Road Design* Part 6A, Commentary 2 includes information on typical requirements. Figure C.15 provides guidance. A terminal restrictor bar at a height of 100 cm would be in the mid-range of average child's eye height and would be a greater hazard to inexperienced children riding bikes, who would be more vulnerable given their lesser experience and cognitive ability than adults riding bikes.

Figure C.15 – Dimensions and eye heights of various types of bicycles

		Overall dimensions (cm)			Eye height (cm)	Special features
		Length	Width	Height		
Bicycle		165–180	40–75	90–110	140–185	
Childs bicycle		100–150	40–50	60–90	90–140	Small size
Tandem		275	40–75	90–110	140–185	Length + loaded weight
Adult tricycle		165–180	80	90–110	140–185	
Recumbent bicycle		165–200	40–75	110–130	110–130	Low eye height
Hand cycle		165–180	80	80–100	110–130	4 m turning radius
Bicycle + trailer		300	80	90–110	140–185	Length + loaded weight
Bicycle + trailer bike		300	40–75	90–110	140–185	Length + loaded weight
Bicycle + child seat		165–180	40–75	120–140	140–185	Raised centre of gravity

Source Velo Quebec, Canada.

In accordance with the department's *Road Planning and Design Manual* Volume 3, Part 6 *Roadside Design, Safety and Barriers* where pedestrian facilities are incorporated behind a road safety barrier system, the desirable minimum height of the system is to be 1200 mm above the surface of the footway. Where provision for people riding pedal bikes is required, the desirable minimum height above the surface of the path should be 1400 mm. Refer to the *Road Planning and Design Manual* Volume 3, Part 6A for the recommended terminal restrictor bar heights.

Path user capacity constraints

Terminal restrictor bars require every through movement to be done when another path user is not trying to pass at the same time (staggered) – setting up a very uncertain 'right of way' situation that results in an increased crash risk to people riding bikes and a very poor level of service to other users (people walking, mobility aids, wheeled recreational devices). The obligation to come to a complete halt if someone is coming the other way should not be necessary. The scratch marks depicted at Figure C.16 are common on many terminal restrictor bars and are evidence of a situation of

insufficient width for the volume of path users (or misjudging a suitable location). The height is typically a snag hazard for handlebars.

Figure C.16 – Damage which indicates evidence of insufficient passing width



The scratch marks on this terminal restrictor bars are commonplace and are evidence of insufficient passing width for a two-way path. Gold Coast, QLD.

In width constrained areas such as bridges or embankments, the use of bollards can manage access without requiring additional width or protruding into the path user operating space. Refer to Figures C.12, C.13 and C.20.

The department's *Road Planning and Design Manual* Volume 3, Part 6A requires the provision of an operating space of 1200 mm minimum for a person in a wheelchair. To meet the additional requirements for people walking while using mobility aids, a typical clearance of 1400 mm through a single-entry point (the Austroads standard) will provide only enough room for a single wheelchair to pass through.

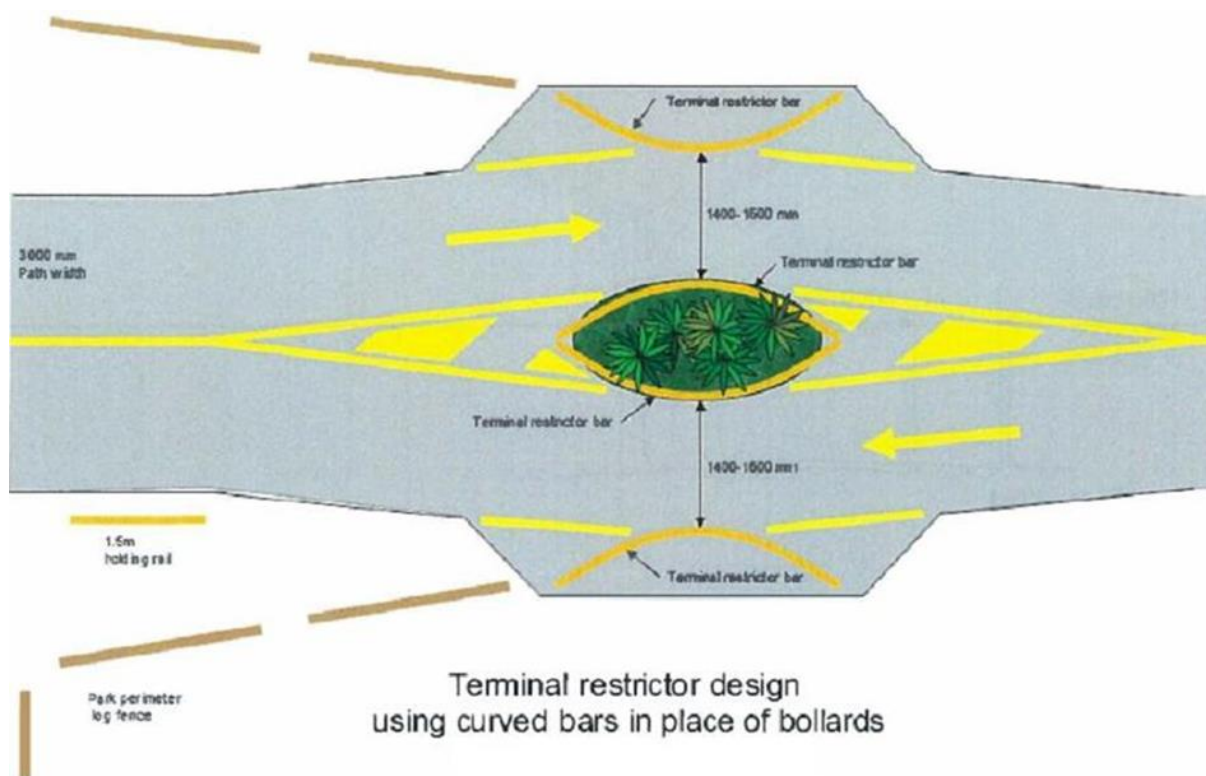
Having to stop can be difficult as following people riding bikes may not notice what is happening up front and may collide with those stopping – or a person walking may simply pause at the device, blocking it, without understanding the implications of his or her action. This increases the potential for path user conflict.

Passing width is an issue as terminal restrictor bars are required to leave a minimum clear opening between of 1.4 m and 1.6 m apart (as are bollards).

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for terminal device operating widths for entry and exit treatments.

The following diagrams illustrate 'best practice' where terminal restrictor bars have been duplicated to form two single direction paths to minimise conflict with people riding bikes or walking through the constrained space, as well as the risk of head on collisions. Refer to the figures following and to the most recent versions of Brisbane City Council Standard Drawings (UMS) drawings which can be downloaded from www.brisbane.qld.gov.au by searching on 'UMS drawings'.

Figure C.17 – Bicycle / shared path termination treatment with separated entry and exit: general layout

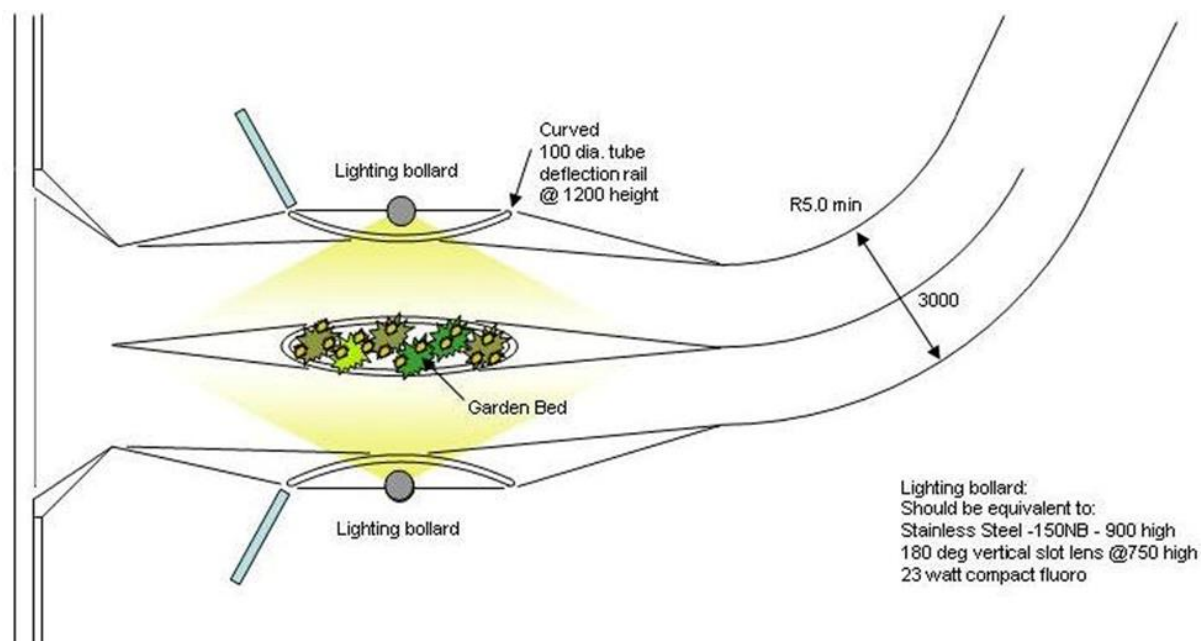


Preferred treatments – design guidelines

Figure C.17 shows the general layout for a bicycle path or shared path with terminal restrictor with separate exit and entry paths. The use of narrowing side bollards can negate the need for centre bollards. A centre bollard may be installed while plants are growing, then removed once the central tree and ground cover are big enough. Lighting requirements are outlined in Figure C.18. In this example, the central terminal restrictor bar has been replaced by a kerb raised garden bed.

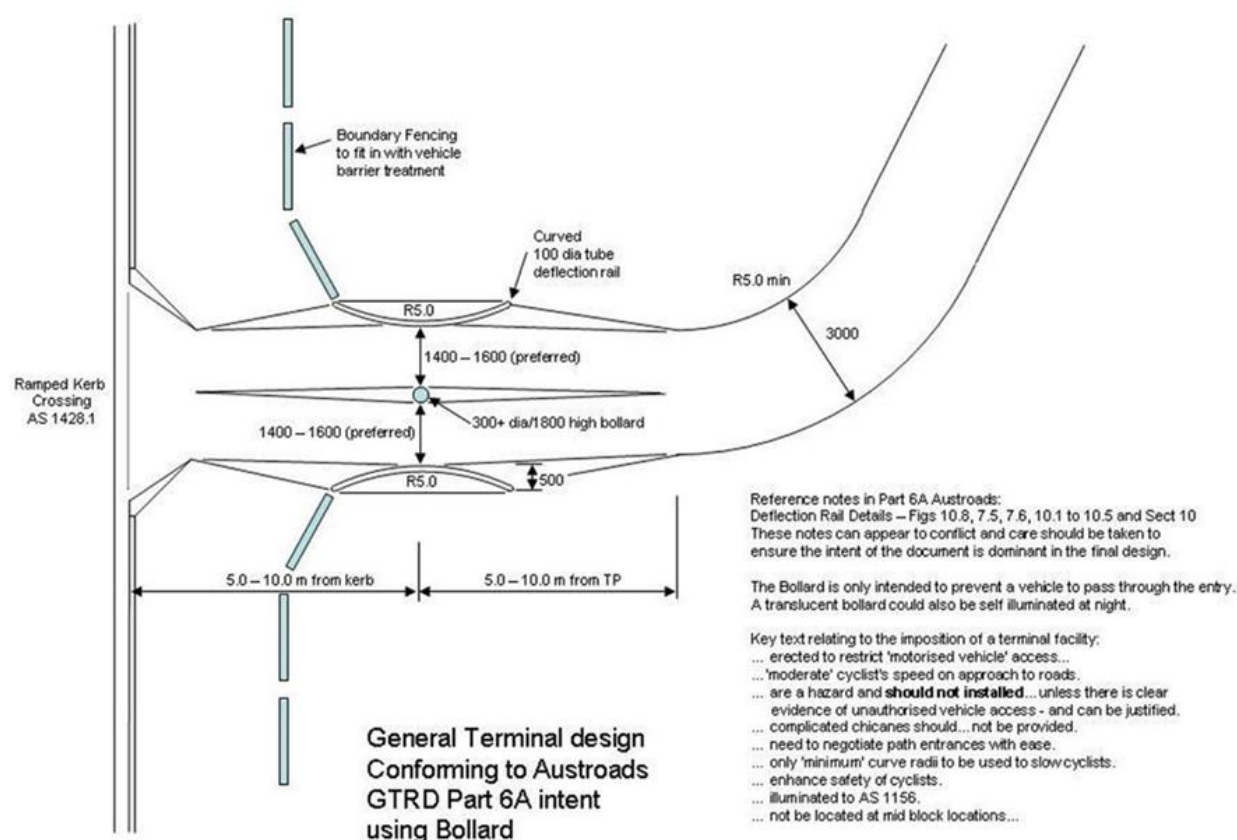
Entry requirements are illustrated in Figure C.19. This example shows a terminal treatment for a more constrained site where the central deflection bars (used in the examples shown in Figures C.17 and C.18) are replaced by a more compact arrangement using a central bollard.

Figure C.18 – Bicycle / shared path termination treatment with separated entry and exit: lighting requirements



Lighting is provided at the path terminal from behind the curved deflection rail.

Figure C.19 – Bicycle / shared path termination treatment with separated entry and exit: with bollard central separator



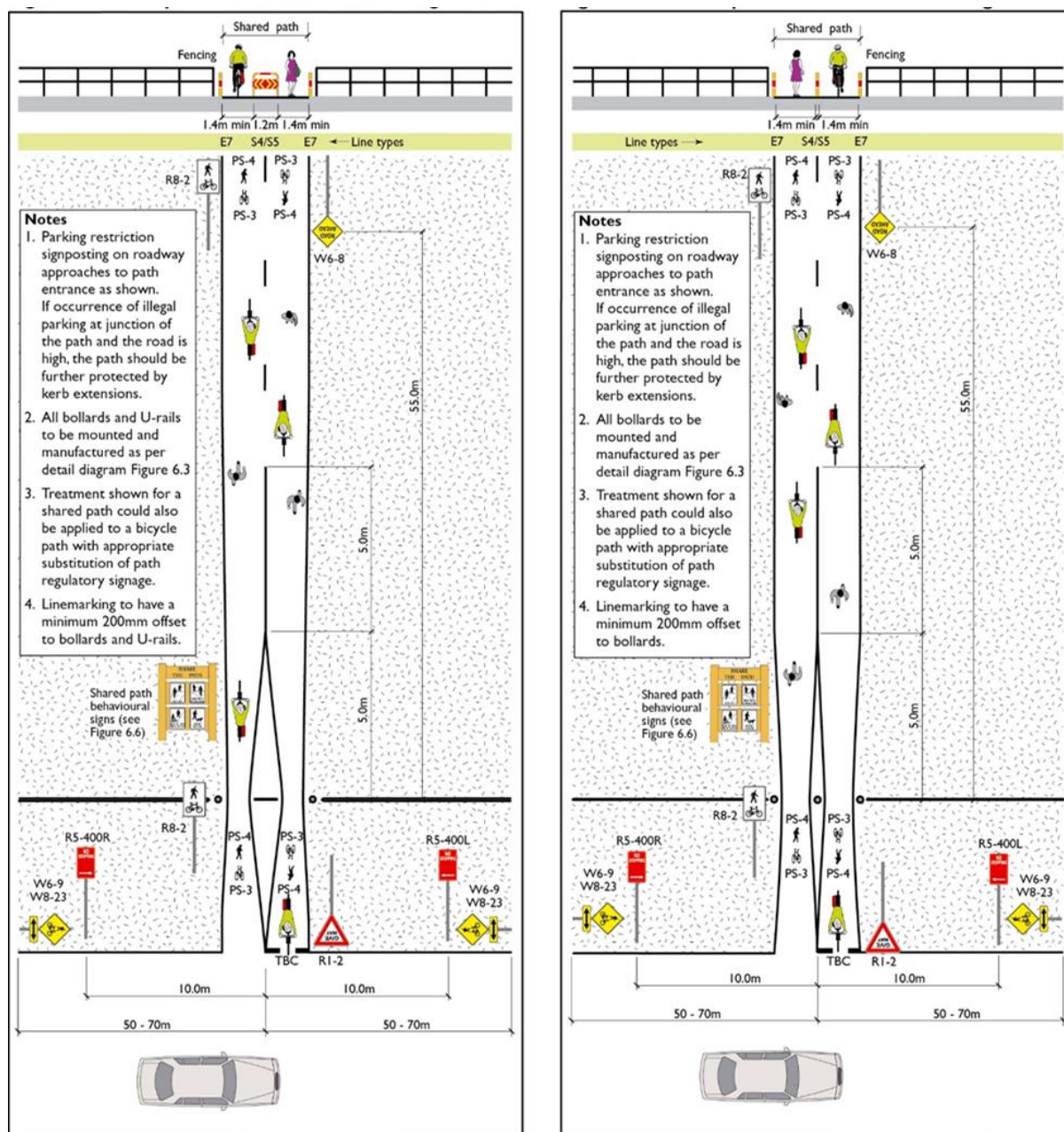
Every restrictive terminal device must be painted in high visibility colours and retroreflective tape applied. The terminal devices should also have lighting. Lighting specific issues and terminal device

geometry are addressed in the department's *Road Planning and Design Manual* Volume 3, Part 6A *Pedestrian and Cyclist Paths*. There has been mixed success with 'glow in the dark' products; assessment should be made on a site by site basis as to the appropriateness of this option.

Raised garden beds allowing one-way movement on parallel paths will act the same way as a centre bollard if they have 250 mm high garden edging paths 1600 mm wide (a motorised vehicle cannot pass through such a facility). A garden should provide for a more forgiving fall than a bollard or terminal restriction bar, while still restricting access. The plantings should act as 'cushions' (thick ground cover) if a person riding a bike falls into a garden bed. The plantings should also be a species that is not likely to irritate or injure a person who happens to fall into a garden bed.

Note that the growth of garden beds will need to be monitored and maintained to ensure that it does not cause any restrictions in sight lines. Small children and people who use wheelchairs can be hidden from sight if plantings are permitted to grow higher than 500 mm above path height.

In instances where paths are designed to take maintenance vehicles, fixed bollards can be unlocked and temporarily removed to allow vehicles through the barrier (see Figures C.12 and C.13 and Figure C.20, right hand side diagram following).

Figure C.20 – Path termination advice from the NSW Bicycle Guidelines (RMS 2005)

The inverted U rail in the left side illustration is designed to be removable to permit maintenance vehicle access. The bollards in the diagram on the right-hand side are typically non-removable.

Preferred treatments – placement guidelines

Details of placement guidelines have been included in the department's *Road Planning and Design Manual* Part 6A.

Figure C.21 – Illustration of people riding bikes ‘lean into’ corner turns, and the hazardous positioning of this terminal barrier



This image illustrates a path restriction device at the bottom of a steep gradient on a curve. Note how the person riding the bike must ‘lean into’ the curve at the constrained point, occupying the entire opening width of the terminal restriction device. The rider needs to navigate the horizontal curve, adjust for a curved floating hazard at handlebar height and also watch for oncoming path users. Eliminating the horizontal path curvature reduces the cognitive load and potential risks.

For further information on this section, please contact:

Vulnerable Road Users, Traffic Engineering Directorate
Traffic Engineering Technology and Systems, Engineering and Technology, Transport and Main Roads

Email: Cycle&PedTech@tmr.qld.gov.au

Transport and Main Roads assessment tool for vehicle access restriction

This assessment tool should be used for existing devices only.

Is the purpose of this device to restrict vehicle access?	No: Remove it	Yes: Continue to table following and make an assessment considering both the Bicycle Crash Risk Factors and the Motor Vehicle Access Management Factors listed.
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Bicycle Crash Risk Factors	Yes	Partly	No	Considerations
Have there been complaints from people riding bikes?				<ul style="list-style-type: none"> Can be an indicator of near misses Allows for proactive investigation, there may be grounds for legal action if a complaint was not investigated Can identify hazards before they cause a crash
Has there been a crash or serious injury?				If a crash or serious injury has already occurred the device should be removed or relocated immediately
Does the device have any sharp edges, exposed elements or corners?				<ul style="list-style-type: none"> This can influence the consequences (severity) of a crash Rounded edges will 'deflect' the crash forces and larger surface areas will 'absorb' impact forces
Does the device protrude into bicycle operating space				<ul style="list-style-type: none"> This can influence the likelihood of a crash Protruding objects can be a 'snag' hazard for pedals and handlebars
Is the height of the device <1 m and perpendicular to the direction of travel (for example, gate, mid path bollard or U rail)?				<ul style="list-style-type: none"> This can influence the consequences (severity) of a crash As bicycles have a high centre of gravity they tend to be thrown forward and over a low to the ground obstacle Bollards must also be high enough to be visible from behind another person riding a bike (eye height of people riding bikes is typically 1.4 m) –bollards located mid-path are required to have a minimum height of 1.8 m to ensure visibility. Bollards in other locations may have minimum height of 1.2 m.

Bicycle Crash Risk Factors	Yes	Partly	No	Considerations
Does the device have a diameter <100 mm (for example, mid path bollard or pole)?				<ul style="list-style-type: none"> This can influence the consequences (severity) of a crash Bollards with small diameters are considered 'spearing' or 'impaling' hazards for people riding bikes in the event of a crash Bollards are required to have minimum diameter of 100 mm (and a flat or rounded top) and a desirable diameter of 300 mm to avoid being a hazard
Is the device at the bottom of a >4 % gradient slope?				<ul style="list-style-type: none"> This can influence both the likelihood and consequences (severity) of a crash People riding bikes will naturally pick up speed at the bottom of a slope
Is the device on a horizontal curve <R40 m?				<ul style="list-style-type: none"> This can influence the likelihood of a crash On a horizontal curve the person riding a bike will have to 'lean into' the turn, occupying more space than remaining vertical (bicycles operate by both steering and balance) People riding bikes must be able to approach these devices 'straight on' to minimise risk
Is the device located at a mid-block location where bicycle speeds are likely to exceed 20 kph?				<ul style="list-style-type: none"> This can influence both the likelihood and consequences (severity) of a crash People riding bikes will naturally pick up speed at mid-block on flat, straight, unimpeded sections of path
Is the device in a location with visibility restrictions on either approach?				<p>This can influence the likelihood of a crash.</p> <p>Visibility may be improved by cutting back vegetation or removing obstructions (lowering fence heights, etc.)</p>
Is there sufficient colour contrast and reflectivity on the device?				<ul style="list-style-type: none"> This can influence the likelihood of a crash Grey, black or stainless-steel colour will have insufficient contrast with concrete or asphalt Green or black will have insufficient contrast with grass or tree foliage
Is the device sufficiently lit at night?				<p>This can influence the likelihood of a crash</p> <p>If there is usage of the path at night, then lighting of the hazard is essential</p>

Bicycle Crash Risk Factors	Yes	Partly	No	Considerations
Is the opening width adequate for the number of people riding bikes and walking who are using the site?				<ul style="list-style-type: none"> This can influence the likelihood of a head on crash Look for evidence of insufficient width, specifically: scratch marks at the narrowest point Consider a separate entry and exit terminal (if needed at all), as most vehicles are min 1.8 m wide
Is the device <5 m to an intersection with closely spaced conflict points or activity by people walking?				<ul style="list-style-type: none"> This can influence the likelihood of a crash This is an indicator of the cognitive load placed on the person riding a bike: multiple consecutive conflict points or activity of people walking will require greater concentration to navigate safely Ideal setback of 5–10 m from an intersection or kerb

Motor Vehicle Access Management Factors	Yes	Partly	No	Considerations
Is the current device able to be easily bypassed by a motor vehicle?				<ul style="list-style-type: none"> If yes, then removing the device will not have any impact on the likelihood of motor vehicle access The device should be removed as it is not serving its intended purpose
Does the path create an attractive 'shortcut' for motor vehicles between two (or more) roads?				<ul style="list-style-type: none"> This can influence the likelihood that if the device were removed motor vehicles would use the path If no (and the path would take motor vehicles out of their way or parallel to an existing road), then the risk is minimal If yes, consider relocating and upgrading the device (lighting, high visibility fluorescent colouring, reflective tape, and separate entry / exit terminals)
Is the likelihood high that, if a vehicle accessed this path, it would damage an expensive asset (for example, lightweight bridge)?				<ul style="list-style-type: none"> This can influence the consequences of motor vehicle access if the device were removed If no (and there are no assets that are vulnerable to damage), then reducing the danger to people riding bikes must be a higher priority If yes, consider relocating and upgrading the device (lighting, high visibility fluorescent colouring, reflective tape, and separate entry / exit terminals)

Motor Vehicle Access Management Factors	Yes	Partly	No	Considerations
Is the likelihood high that if a vehicle accessed this path it would endanger vulnerable path users (children, disabled and elderly)?				<ul style="list-style-type: none"> This can influence the consequences of motor vehicle access if the device were removed If no (and there is no / minimal risk to vulnerable path users), then reducing the danger to people riding bikes must be a higher priority If yes, consider relocating and upgrading the device (lighting, high visibility fluorescent colouring, reflective tape, and separate entry / exit terminals)
Is there a recurrent issue with unauthorised vehicle access that cannot be resolved by other methods (for example, signage, lighting, CCTV, police enforcement, and so on)?				<ul style="list-style-type: none"> This can influence the likelihood that, if the device were removed, motor vehicles would use the path If no (in the event that other methods have not been attempted), these other methods must be attempted first If yes, consider relocating and upgrading the device (lighting, high visibility fluorescent colouring, reflective tape, and separate entry / exit terminals)

Commentary 15 – Geometric Features of Roundabouts and Crashes

Difference

Technical Note TN136 has been withdrawn and replaced by the *Providing for people walking and riding at roundabouts guideline* and associated *Bicycle crash prediction tool for Queensland roundabouts*, available on the [departmental website](#).

Commentary 17 – The European Compact Radial Roundabout Design

Addition

The compact radial design is only suitable for single lane roundabouts due to vehicle 'path overlap' issues in multi-lane applications. Turbo roundabouts permit compact radial geometry and control 'path overlap' issues in multi-lane applications.

