Pedestrian Crossing Facilities at Signalised Intersections

GUIDELINES

GENERAL

All traffic signals will be installed in accordance with the relevant Standards Australia and Austroads guidelines.

Where guidelines in these publications conflict or are unclear, they can be referred to Executive Director Planning & Practice for clarification.

PRIORITISING OF INTERSECTION UPGRADES

Designation of priority for installing symbolic pedestrian displays and audible tactile facilities at existing signalised intersections will include, so far as reasonably practical, consideration of:

Pedestrian demand
The requirements of key stakeholders including blind and vision impaired stakeholders.
Opportunities to minimise installation costs by combining installations with other upgrades/modifications at sites.

PARALLEL PEDESTRIAN CROSSING WHICH VEHICLES MAY CROSS FOR THE FULL PEDESTRIAN CROSSING PERIOD

Pedestrian signals will generally be configured to allow pedestrians to cross in parallel with traffic, with vehicles required to give way to pedestrians, when turning left or right across their path.

PARALLEL PEDESTRIAN CROSSING WHICH VEHICLES MAY CROSS AFTER AN INITIAL PERIOD

Pedestrian signals may be configured to prevent motor vehicles crossing the path of pedestrians for an initial period, less than the full crossing time.

This will be provided at:
All newly installed parallel pedestrian signal crossings for a period of 1 year, after which they will be considered by Manager Metropolitan Traffic Operations for reconfiguration to provide a parallel pedestrian crossing which vehicles may cross for the full pedestrian crossing period.
Locations where driver behaviour is considered by Manager Metropolitan Traffic Operations to be unsafe for a parallel pedestrian crossing which vehicles may cross for the full pedestrian crossing period.

PARALLEL PEDESTRIAN CROSSINGS WHICH PREVENT VEHICLES CROSSING FOR THE PEDESTRIAN CROSSING PERIOD

Pedestrian signals may be configured to prevent motor vehicles crossing the path of pedestrians for the entire pedestrian crossing period when any one or more of the following criteria is met:

The sight distance between motorists and pedestrians is less than the stopping distance for typical vehicle speeds near the intersection.
Double left or right turns are permitted across pedestrian movements
There is significant use by children, the elderly or people with disabilities
The volume of heavy vehicles turning across the pedestrian crossing exceeds 50 vehicles per hour for each of the same 4 hours of a normal weekday.
The speed limit exceeds 60 kph

EXCLUSIVE PEDESTRIAN PHASE CROSSINGS

Pedestrian signals may be configured to provide an exclusive pedestrian phase whereby all vehicle movements in all directions across the intersection are stopped and pedestrians are allowed to cross in all designated directions, when all of the following criteria are met:

None of the roads is a declared highway or main road
The intersection is in a central business area or shopping area
An equivalent or better alternative route is available for through traffic to avoid the intersection if it so desires
The existing signal intersection is operating in a simple 2 traffic phase mode
During any 4 periods (consecutive or non-consecutive) of 1 hour each, on any one weekday, more than 200 pedestrians cross in all directions per hour and during the same hours, more than 400 vehicles turn within the intersection.

AUDIBLE TACTILE FACILITY VOLUME LEVELS

Audible tactile facilities will be adjusted to minimise unnecessary output of sound.