

Urban Road Safety Program

Pedestrian Treatments

What are pedestrian treatments?

Pedestrian treatments are installed where there is a high level of pedestrian movements across roads and where a managed speed environment can be maintained through the delivery of multiple treatments along a road corridor.

If it takes a person more than three minutes to walk to a pedestrian crossing, they are more likely to cross at a direct, but unsafe, point. Therefore, distances of more than 200 metres between pedestrian crossings should be avoided and regularly spaced crossings should be delivered to improve opportunities for pedestrians to cross roads safely.

It is important that pedestrian crossings are constructed, marked and signed correctly, as crashes can occur if there is confusion about priority between vehicles and pedestrians.

What do they look like?

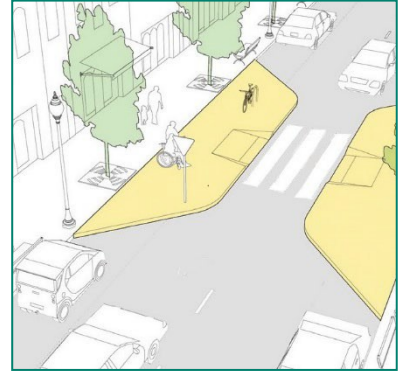
Pedestrian raised crossing



Pedestrian refuge island



Zebra crossing



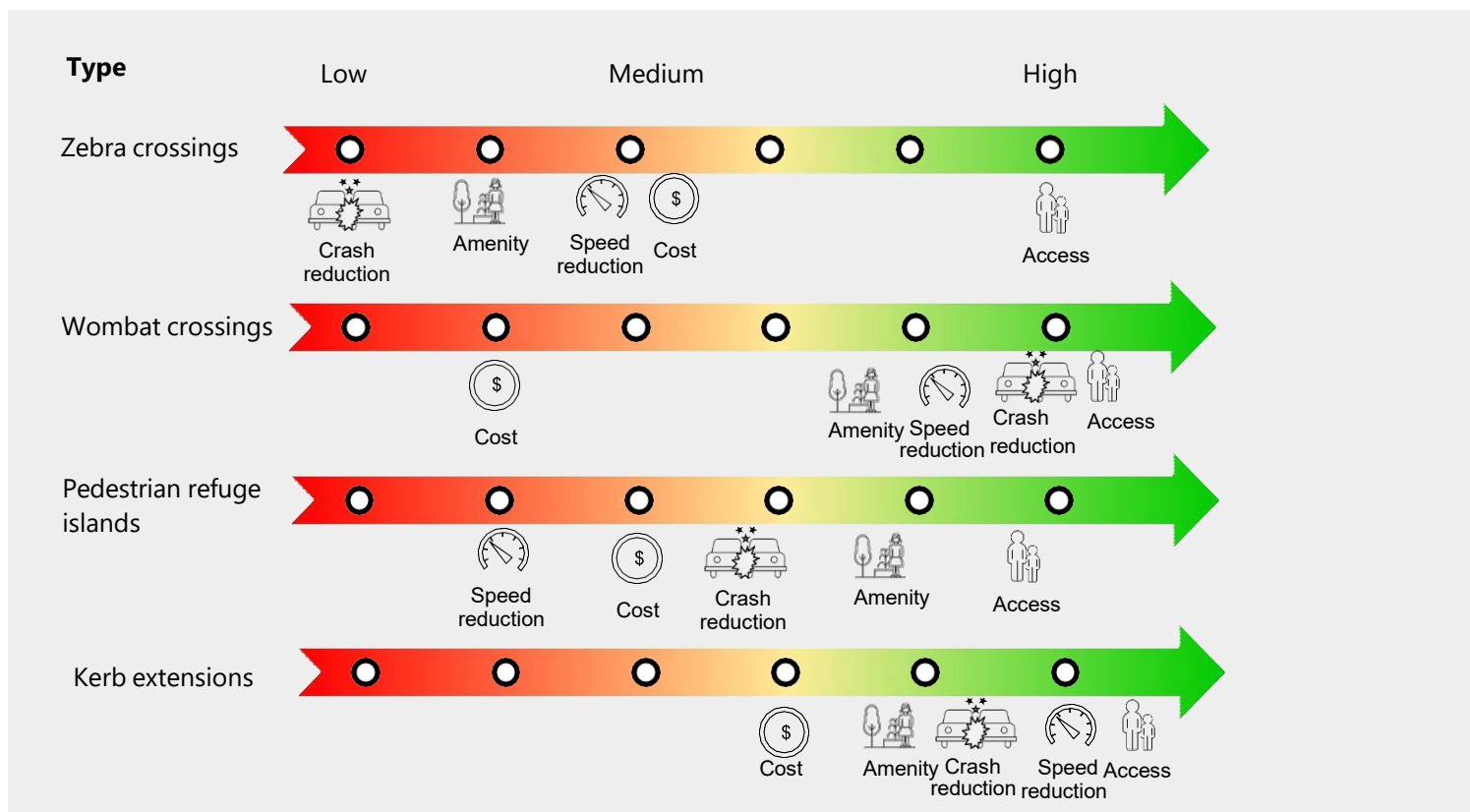
Images source: NACTO Global Street Design Guide

Pedestrian raised crossings, refuge islands and kerb extensions are crossings where the priority is assigned to vehicle to maintain traffic flow. Wombat and zebra crossings are other types of pedestrian crossings that, by law, require vehicles to give way to pedestrians.

Pedestrian treatments can be further enhanced through the addition of signage, lighting, physical barriers or a combination of multiple treatments.

What impact do they have?

Pedestrian treatments are typically a low to medium cost option that have a high positive impact on amenity. They provide particularly positive benefits in terms of accessibility for a variety of road users.



What design features need to be considered?

The placement and design of pedestrian treatments consider demand and the type of people who will be using the treatments, including their likely age and mobility.

A combination of pedestrian treatments, such as zebra crossings with pedestrian refuges or wombat crossings with kerb extensions, can reduce vehicle speed and crash risk, as well as the likely severity of any collisions, especially when compared with treatments applied in isolation.

Where can I find further information?

This is just one of the treatments that will be constructed on local government-managed roads as part of the Low Cost Urban Road Safety Program, funded by the State Government.

For further information on the program, visit Main Roads website at:

<https://www.mainroads.wa.gov.au/technical-commercial/local-government-funding/road-safety-programs/>

You can also contact us on 138 138 or via: enquiries@mainroads.wa.gov.au