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Table 3 – Complementary pedestrian crossing treatments

Pedestrian crossing and complementary treatments	Pedestrian crossing	Kerb extensions	Refuge	Speed humps	Raised crossing	Raised safety platform	Shared path
Sample photograph							
Main purpose	Basic regulatory device	Shortens crossing width Improves sight distances	Staging space for pedestrians	Traffic calming	Traffic calming and pedestrian safety	Traffic calming through intersection	Allocates space for bicycles which may/may not be regulatory
Pedestrian	Provides on-demand priority for pedestrians wanting to cross the road	Shortens crossing width	Simplifies crossing decisions for pedestrians	Nil	Improves visibility and amenity	Improves visibility and amenity	Nil
Driver/vehicle	Must approach, looking for pedestrians and be prepared to stop / give way	Retain some parking	Lateral deflection	Vertical displacement Drivers slow to go over hump/s	Vertical displacement Drivers slow at crossing	Vertical displacement Driver slows through intersection	Drivers tend to give way to bicycles as well as pedestrians

<b>Pedestrian crossing and complementary treatments</b>	<b>Pedestrian crossing</b>	<b>Kerb extensions</b>	<b>Refuge</b>	<b>Speed humps</b>	<b>Raised crossing</b>	<b>Raised safety platform</b>	<b>Shared path</b>
<b>Vehicle speed on crossing</b>	No impact on vehicle speed unless a pedestrian is present	No or minimal impact	No or minimal impact	Probable reduction	Reduction	Reduction	Depends on what other complementary treatments are installed
<b>Buses</b>	Nil	Minimum 3 m lane widths may need to be retained	Minimum 3 m lane widths may need to be retained	Can cause discomfort to bus passengers. Too many speed humps on a bus route may affect bus journey times	Can cause discomfort to bus passengers. Too many raised crossings on a bus route may affect bus journey times	May cause discomfort to bus passengers.	Depends on what other complementary treatments are installed
<b>Drainage</b>	Nil	Can be constructed with no or minimal drainage impact	Nil	Minimal	Potential issues	Potential issues	Depends on what other complementary treatments are installed

## Appendix E Summary of pedestrian facilities

Table 4 – Pedestrian facilities

	No treatment	Pedestrian Refuge	Kerb extensions	Continuous footpath	Shared environment	Pedestrian crossing	Signals	Overpass/underpass	Shared zone
<b>Sample photo</b>									
<b>Regulatory</b>	– Pedestrians wait for gaps in traffic. At intersections, turning vehicles must give way to pedestrians.	No. Refuges simplify the crossing task for pedestrians by providing a staging area and allowing them to concentrate on one direction at a time.	No. Kerb extensions narrow the carriageway reducing pedestrians' exposure to vehicles. Often installed in conjunction with refuges.	Yes. Footpath is a road related area. Vehicles entering a road related area must give way to pedestrians in the area.	Yes, when marked with GIVE WAY or STOP lines. Right of way for pedestrians. Four-way intersection for bicycles and vehicles.	Yes. Drivers must give way to pedestrians on the crossing. Pedestrians must not cross within 20 m either side of the crossing.	Yes. Designed to provide time separated pedestrian and vehicle movements. Warrants apply for the use of signals in NSW.	No. Used on main roads where vehicle volumes and/or speeds are incompatible with at-grade pedestrian movements.	Yes. Generally speed restricted to 10 km/h. Pedestrians have priority; drivers must give way to any pedestrian in the area.

	No treatment	Pedestrian Refuge	Kerb extensions	Continuous footpath	Shared environment	Pedestrian crossing	Signals	Overpass/underpass	Shared zone
<b>Comment</b>	Baseline scenario. Represents the bulk of the network at intersections and mid-block.	Suitable at locations where there are sizeable gaps in traffic but more vulnerable or mobility impaired pedestrians may need a sense of security.	Suitable for pedestrian desire lines that do not warrant a formal crossing.	Suitable for locations where pedestrian ownership of the space is prioritised.	Designed for separated path crossings. A level of ambiguity causes drivers to pause and think.	Provides a visible, legal, on-demand crossing point for pedestrians.	Generally used on heavily trafficked roads where there is strong competition between road users and conflict risk is high.	Generally used where there is a strong desire line across a heavily trafficked road and at-grade crossings are not an option.	Suitable for locations where pedestrian ownership of the space is prioritised and/or there is no effective footpath.
<b>Safety risks</b>	Issues can arise when roads become more heavily trafficked and/or heavily parked. Long straight sections of road encourage speeding and may need to be calmed.	Risk to pedestrians is reduced compared to baseline. Risk if refuge not wide enough to accommodate regular bicycle users.	Risk to pedestrians is reduced compared to baseline.	Risk to pedestrians is reduced compared to baseline. Vehicles will slow to traverse the footpath. There need to be gaps in traffic and low speed limits to mitigate vehicle-vehicle crash risks.	Main risk is between bicycle riders and other vehicles entering the space. They need to negotiate priority. Low risk to pedestrians.	Risk that drivers do not give way to pedestrians. Can be misleadingly associated with high crash risk due to high pedestrian usage/exposure at crossings.	Risk that drivers do not stop or they encroach into the crossing. Risk from filtering traffic if permitted to turn through the crossings.	Virtually no risk from vehicles. Personal safety risks to pedestrians.	Low speed limit, pedestrian prioritisation and constrained traffic environment designed to reduce all road safety risks.