

Queensland Roundabout Guidance to improve provisions for pedestrians and cyclists (Updated 2022-23)

Guideline	What is it	Sections relevant to pedestrians and cyclists	Important aspects of guidance
QGTM Part 6	Queensland supplement to Austroads Guide to Traffic Management	Section 4 Roundabouts. Including Section 4.1 General.	- Describes challenges for people walking and riding at most urban roundabouts. Including difficulty in achieving CSD unless vehicle speeds are very low and sight line high. - Describes preferred treatments at urban roundabouts as <i>‘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.’</i>
TMR RPDM Part 4B	Queensland supplement to Austroads Guide to Road Design-4B	Section 6.3 (B)	- Lists adopted design references for raised crossings at roundabouts, varying from ramp gradients of 1:12 to 1:15 with platform heights between 75-100mm, and alternative platforms for higher speed environments. - Recommended ramp gradients for different 85th percentile speeds at crossings. - Example layout plans and alternative arrangements such as speed cushions to avoid drainage issues.
QMUTCD-10	Queensland supplement to Australian Standard 1742.10 - Pedestrians	Section 6.3 Crossings at Slip Lanes and Roundabouts	Describes requirements for zebra crossings on slip lanes and roundabouts. <i>‘The conditions specified for crossings in Item (a) shall also apply to pedestrian crossing (zebra) installations on slip lanes and roundabouts, except that there is no restriction on speed limit but that the upper 15 km/h pace on the slip lane or roundabout measured at the point where the crossing is to be placed shall not exceed 60 km/h. If any of these requirements are not met, a signalised crossing of the slip lane or roundabout may be appropriate.’</i>
QMUTCD-2	Queensland supplement to Australian Standard 1742.10 - Pedestrians	Section 2.14 Typical Arrangement Diagrams	Regulatory warning sign arrangement 