

ROUNDABOUTS

Vehicles do not need to give way to pedestrians at roundabouts unless there is a formal pedestrian crossing.

What do CrashStats tell us?

- 5% of all older pedestrian crashes and nearly 7% of all crashes involving old-old pedestrians (85 years of age and older) occur at roundabouts.
- 72% of all roundabout crashes for older pedestrians involve females.

Issues

- Different rules from other intersections mean that vehicles do not need to give way to pedestrians unless there is a formal pedestrian crossing.
- Complexity of vehicle movements and difficulty determining where a vehicle will exit the roundabout.
- Relatively high motor vehicle speeds, particularly on exit of roundabout.
- Aural detection of gaps in the traffic stream is difficult (or impossible) for blind and vision-impaired people.



Contributing factors

- Designs that allow high vehicle speeds.
- Lack of pedestrian priority.
- Most roundabouts do not have pedestrian crossing facilities.
- Poor alignment of pedestrian crossings force pedestrians away from desired crossing path.

Potential solutions

- Install zebra crossings (ideally raised) or other formal crossing controls and make crossing locations obvious.
- Align crossings to footpaths.
- Increase horizontal/vertical deflection (for vehicles approaching/departing roundabouts) to reduce speeds.
- Provide pedestrian refuges to assist crossing in two stages, thereby reducing distance of exposure to traffic and allowing older pedestrians to focus on one traffic direction at a time.
- Install kerb extensions to reduce distance of exposure to traffic and promote lower vehicle speeds.
- On urban arterial roads, if the measures above are not possible, consider a signalised roundabout.
- Where appropriate, on local streets, consider the installation of raised platforms.

