UNSIGNALISED INTERSECTIONS

**Pedestrian crashes at unsignalised intersections
account for 19% of all pedestrian crashes for people aged 65 and over**

What do CrashStats tell us?

- 19% of all older pedestrian crashes occur at unsignalised intersections (compared to 21% at signalised intersections).
- Motorists had an obligation to yield in at least 42% of crashes involving older pedestrians at unsignalised intersections.
- 87% of older pedestrian crashes involving a right turning vehicle at an unsignalised intersection occur on the departure side of the intersection, where motorists have an obligation to give way to pedestrians.
- 4% of **all** older female pedestrian crashes and 8% of **all** older male pedestrian crashes involve a right turning vehicle entering the road the pedestrian was crossing at unsignalised intersections (the motorist had an obligation to give way).

Issues

- Motorists turning left or right to enter a road (or laneway) are required to give way to pedestrians crossing that road. This applies to both roads at an intersection.
- Motorists exiting a road (or laneway) are not required to give way to pedestrians crossing that road.
- Observations suggest that motorists and pedestrians are sometimes unaware of, or confused by, the priority rules at intersections.
- Behaviour (of both motorists and pedestrians) is inconsistent and can thus potentially lead to crashes.

Contributing factors

- Lack of pedestrian crossing facilities at many unsignalised intersections.
- Motorists' lack of understanding or compliance with give way rules.
- Intersection designs (such as wide turning radii, lack of medians and pedestrian refuges, and slip lanes) that increase pedestrian exposure and complexity of crossings.
- Studies suggest that right turning motorists tend to concentrate on giving way to opposing traffic and subsequently fail to be aware of – and give way to – pedestrians.
- Turning motorists (particularly when performing a right turn) can reach relatively high speeds by the time they arrive at the location where a pedestrian is crossing the road the vehicle is entering.

Potential solutions

- Install formal (ideally raised) pedestrian crossing facilities.
- Install informal pedestrian thresholds (such as raised platforms).
- Install medians or pedestrian refuges to provide the opportunity for staged crossing and reduce the area of exposure for pedestrians.
- Install kerb extensions.
- Alter geometry of intersections to promote the slowest possible turning speeds by all vehicle types and reduce the area in which pedestrians are exposed to vehicles.