

Vulnerable users



Fact sheet #2 of 13

Safety standard

In all urban environments, and where demand exists or may develop in a rural environment, ensure appropriate speed limits provisions for people who walk, ride, use a mobility device or live with a disability.



Safety countermeasure

Transport and Main Roads' strategic vision is to create a single, integrated transport network that is accessible to everyone. This includes paths, crossings and other treatments for vulnerable road users such as pedestrians, people living with disability, people using a mobility aid and bicycle riders.

With more than 700 pedestrian and bicycle riders killed or seriously injured on Queensland's roads each year, equal to approximately 15% of all fatal and serious injury crashes, it is imperative that road conditions are continually monitored and improved to provide adequate safety for all road users and particularly vulnerable road users.

When designing for vulnerable road users, the following best-practice guidance materials should be referred to:

- [Queensland's Manual of Uniform Traffic Control Devices \(MUTCD\)](#)
 - Part 4 – Speed Controls
 - Part 10 – Pedestrian control and protection
- [Traffic and Road Use Management \(TRUM\) Manual](#)
 - Volume 1 Part 8 – Local area traffic management
 - Volume 1 Part 9 – Traffic Operations
- [Queensland Guide to Traffic Management \(QGTM\)](#)
 - Part 6 – Intersections, Interchanges and Crossings Management
- TMR Technical Publications – Cyclists and Pedestrians
 - [Cyclist and Pedestrian Guidelines](#)
- Austroads User Guide
 - [Australasian Pedestrian Facility Selection Tool – Version 2.2.1](#)



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fatal and serious injury
crashes involving
pedestrians or bicycle
riders occurred between
2016 to 2020.

This fact sheet is designed to assist the implementation of 13 safety standards for new and upgraded infrastructure on Queensland's state-controlled roads, as per the department's *Road Safety Policy* (2018, Appendix A). While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.



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