

Intersection – Pedestrian Slip lanes



Fact sheet #4 of 13



Safety standard

Left-turn slip lanes should be avoided at intersections.

Safety countermeasure

Unsignalised slip lanes often create uncertainty for pedestrians and motorists, with drivers often unaware of their obligation to give way and pedestrians uncertain of where to cross.

For drivers, their attention might be focused at oncoming traffic from the right and, therefore, they may fail to observe pedestrians wanting to cross the slip lane.

For pedestrians with vision impairment, unsignalised slip lanes can be particularly difficult to navigate.

It is the primary position of Transport and Main Roads' *Road Safety Policy (2018)* that slip lanes should preferably be removed or not constructed. This aligns with the department's vision and purpose of creating a single, integrated transport network accessible to everyone.

Treatment options

If left-turn slip lanes are required, pedestrian crossing types shall be provided as per the hierarchy in the Queensland Guide to Traffic Management (QGTM) Part 6, Section 3.2.11 where other options are considered before a slip lane.

Road safety raised crossings (with or without zebra markings) and two aspect traffic signals may be provided without the need for a design exception or planning report.

For guidance, refer to the *Queensland Guide to Traffic Management (QGTM) Part 6 Intersections, Interchanges and Crossings Management*.



Figure 1: Unsignalised slip lane



Figure 2: Signalised slip lane

179 fatal and serious injury crashes
involved
pedestrians

and left-turning vehicles at intersections
between 2011 to 2020.

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