



Creating infrastructure to encourage active travel – Queensland's updated guidance

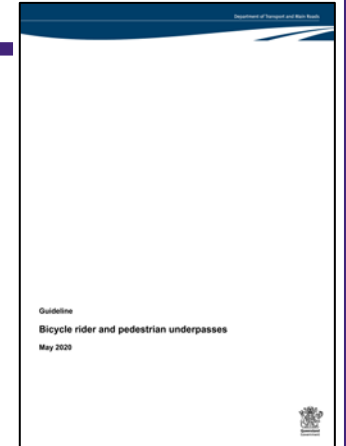
Transportation Group NZ 2026

Daniel Innis | 9 March 2026

Bicycle rider and pedestrian underpasses

Design attributes

- Vertical clearance
- Horizontal space
- Underpass length
- Sightlines and visibility
- Gradients
- Path surface
- Drainage
- Lighting
- Landscaping
- Wayfinding and signage



Vertical clearance



Landscaping

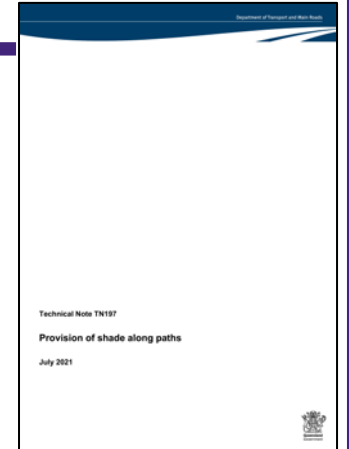


Path surface

The objective of grade separation between pedestrian, cyclist and vehicle movements is to increase the safety of users by removing the potential conflict that can occur

(Standards Australia, 2009, AS1742.10-2009 Manual of uniform traffic control devices, Part 10: Pedestrian control and protection)

Provision of shade along paths



'Amenity impacts such as shade will discourage people from choosing active transport modes'
(Institute of Public Works Engineering Australasia Queensland, Street Design Manual)

Options for reducing pedestrian delays

Figure 1.3.2 – Intersection performance objectives

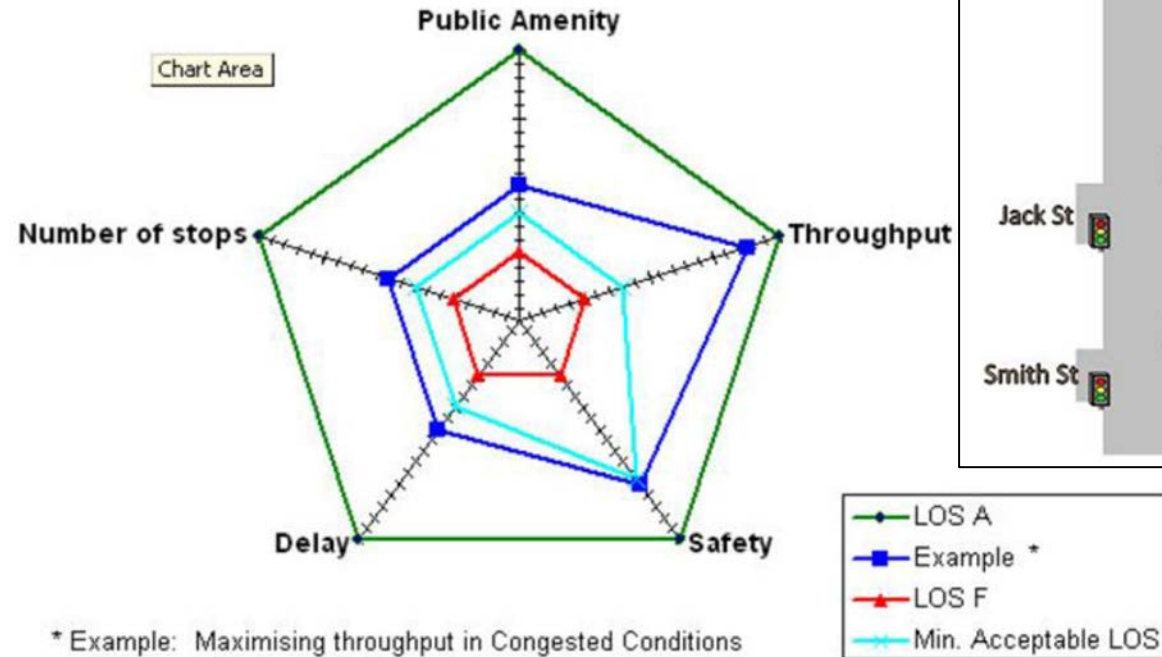
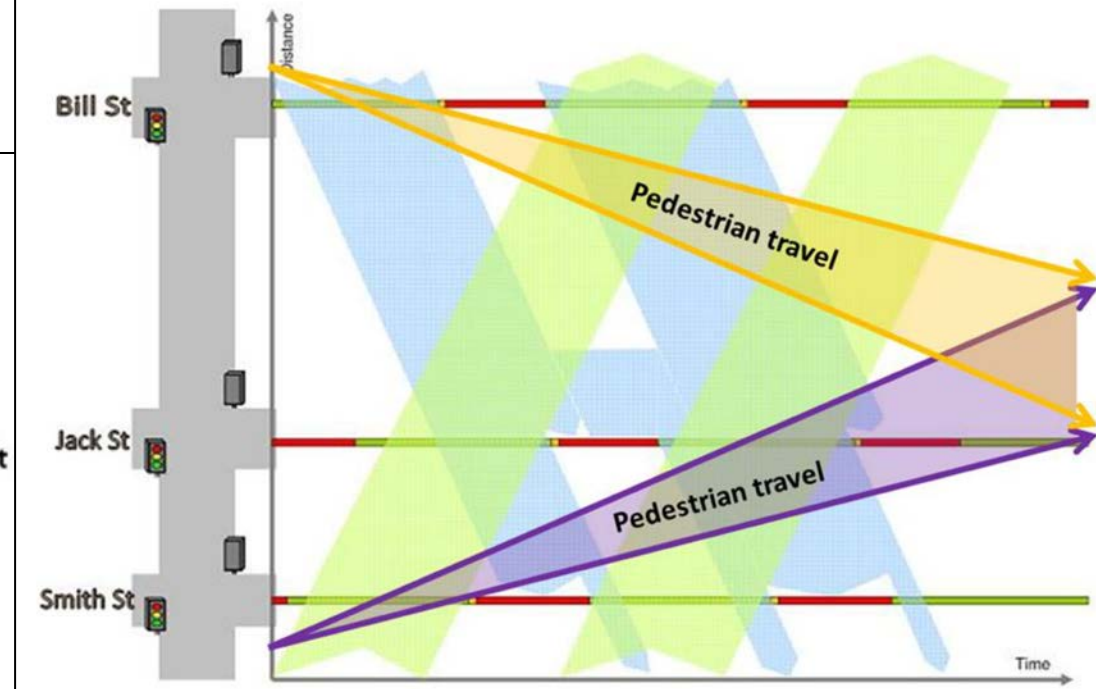


Figure 5.4(b) – Example traffic signal coordination and pedestrian green wave



Guideline
Options for reducing pedestrian delays at traffic signals
August 2021

Technical Note TN191
Reducing pedestrian delays
August 2020

Cyclist and pedestrian safety at roadworks

Planning

Be familiar with 'should' and 'shall' requirements for pedestrians and cyclists at road works

Achieve 'should' and 'shall' where possible

Manage speeds to avoid crashes resulting in fatal or serious injuries

Risk management to achieve highest practical level of safety where standards can't be achieved

Designing

Path users

Accessibility

Fencing and barriers

Closed paths

Crossings

Space constraints

On-road users

Hazards

Wayfinding schemes

Signals detecting bicycles

Surface level change

Space constraints



Implementation / operation



Thank you

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