


Pedestrian Crossing types in WA

| Crossing Type | Suitable Location Considerations |
|---|--|
| Standard crossing (uncontrolled) with pram ramps |  <p>Used on low-to-moderate speed local streets or mid-block where pedestrian demand is modest. Suitable where vehicles can yield (typically ≤ 50 km/h) and good sightlines exist. Common near parks, shops or residential areas.</p> |

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|--|---|
| <p>Two-stage crossing with central median (pedestrian refuge)</p> |  <p>Suited to wide or high-volume roads (multi-lane) where a single-stage crossing is unsafe. Pedestrians cross one direction of traffic at a time via a refuge (median) island. Appropriate where traffic flow is heavy or continuous, and no signal phase is available.</p> |

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|---|---|
| <p>Zebra crossing (uncontrolled, marked)</p> |  <p>High pedestrian demand mid-block or at intersection approaches on low-speed urban roads (generally ≤ 50 km/h). Gives pedestrians priority. Often installed near schools, shopping areas or transit stops. Not recommended on high-speed roads or where visibility is poor.</p> |

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|---|--|
| <p>Wombat crossing (raised zebra crossing)</p> |  <p>Similar locations to zebra crossings, but used where speed reduction is critical. Employed at mid-block or intersections in urban areas to slow vehicles. Suitable on moderate-speed roads (≤ 50 km/h) with high pedestrian use (e.g. near shopping precincts, schools), especially where extra traffic calming is needed.</p> |

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|---|---|
| <p data-bbox="194 662 448 758">Signalised (push-button) mid-block crossing</p> |  <p data-bbox="477 1077 1680 1177">Selected for mid-block locations with very high pedestrian volumes or where gaps are insufficient. Typically on busy arterial roads or where pedestrian priority is needed away from intersections. Placement must consider distance from nearby signals/intersections.</p> |