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PAPER TITLE

Pedestrian priority zones are designated as low speed, shared zone environments that prioritise pedestrian movements over vehicle movements and encourage pedestrian activity. The successful design of these zones requires careful consideration of engineering elements, urban planning and landscape architecture. As a consequence, the design of pedestrian priority environments is complex, unique to each location and is not suitable for prescriptive design standards. Point8 was engaged by the City of Gold Coast to develop a methodology to assess the relative safety of pedestrian priority zones as one of the actions identified in the Gold Coast Road Safety Plan. As quantifying the road safety risk in complex environments is difficult, a range of safety performance outcomes for pedestrian and cyclist safety were identified that considered both engineering design and environmental design considerations. The resulting tool was a “Safety Scorecard” that could be applied to pedestrian priority zones at existing, concept and detailed design stages.

1. Introduction

This paper outlines the development of a methodology to assess the relative safety of Pedestrian Priority Zones (PPZ). The success of PPZs requires careful consideration of engineering elements, transport and urban planning and landscape architecture. The design of PPZ environments is therefore complex, unique to each location and requires bespoke, non-standardised design. Recognising the difficulty in statistically quantifying the safety of such complex environments, an assessment tool (a “PPZ safety scorecard”) has been developed based on the Safe Systems approach.

For the purpose of developing the scorecard, PPZ are defined as a low speed, shared zone environments where priority is given to pedestrian movements over vehicle movements and the focus is on promoting pedestrian activity. Elements of urban design, place making, societal factors and commercial considerations that contribute to the design of a successful PPZ are well documented. However, limited information is available to guide the design and assessment of a PPZ to ensure road user safety. Such environments are by definition very low speed, and are not distinguishable in crash data. Therefore no research was identified that would assist in the evaluation of the quantitative safety of such zones.

The PPZ safety scorecard can be applied to existing or potential PPZ at both the concept and detailed design stages. While the tool has been developed to reflect the specific requirements of the City of Gold Coast (the City), the same framework can be applied to a range of similar contexts, and the framework is suggested as being applicable to assessing safety of a number

of issues. These include situations where it is desirable to compare the assessment of risk (between design options) but quantitative assessment is unfeasible due to the lack of available data and unique characteristics of each scenario and subjective “road safety audit” style assessment is not desirable (as consistency between assessments is desired). Examples may include safety of a number of environments such as car park designs, traffic management planning for road events (such as cycling or marathons) and off-road facilities such as cycleways.

2. Overview

The project brief was to develop an appropriate mechanism for assessment and comparison of risk at different project stages (e.g. existing conditions, feasibility studies, detailed design). Such a tool would assist in decision making, informing stakeholders when concerns are raised and ensuring assessments are impartial and consistent.

Assessment of any risk requires consideration of two fundamentals: probability and consequence. As PPZ environments typically have vehicle speeds in the order of 10km/h, in general both the probability and consequences of the potential vehicle/pedestrian conflict are significantly reduced comparative to traditional roads at higher speeds and volumes. However, while PPZ are slow speed environments, there is still an inherent risk in establishing a formalised area where vehicles and pedestrians interact. The Safe Systems approach also implies that risks other than vehicle interactions must be considered such as risks from and to cyclists, slips trips and falls, and accommodating mobility impaired users. In addition, to ensure the success of a PPZ in promoting a pedestrian friendly environment, the users’ perception of safety must also be given a high priority.

A range of issues relevant to PPZ were researched including design features and road safety for slow speed environments, traffic rules for shared zones, and various risk assessment methodologies. Notably, no road safety research was found with regard to evaluation of risk (i.e. crash statistics) within PPZ areas. This includes comparable environments where a balanced movement of vehicles at slow speeds interact in the same physical space as pedestrians such as carparks. Because these zones are relatively low speed the incidence of serious injury or fatality in these zones is expected to be very low, and therefore is unlikely to be a topic that would attract road safety research. In the context of road safety in relation to the broader road network, the risk to road users in a PPZ (the probability of an injury occurring and the likely severity of an injury) is expected to be lower than for the majority of other urban pedestrianised environments.

As road safety literature and traffic engineering design guidelines focus on high speed environments, and the physical design of PPZ environments is inherently bespoke, there is limited guidance on design principles for these environments particularly with respect to safety. No literature could be identified that would assist designers to assess the relative safety of design options or assess a proposed location to determine suitability for a ‘safe’ PPZ.

From a legal perspective, Section 83 of the Queensland Road Rules states that a vehicle in a shared zone must give way to any pedestrian in the zone. With regards to implemented speed, the Queensland Road Rules do not include a legally defined maximum speed limit within a shared zone, however the Manual of Uniform Traffic Devices Part 4 recommends a speed limit of 10km/h. The City indicated anecdotal concerns with the perception of safety at

particular locations where speed compliance was low and pedestrians felt at risk. During site inspections for the study, it was observed that these zones frequently see pedestrians yielding to vehicles due to safety concerns and users' unfamiliarity with the road rules in shared zones. Ensuring that all users are aware of the need for drivers to give pedestrians priority in these environments was an important objective for the project.

3. Considered Approaches

Based on the review of available information (including road safety and design) a range of assessment methodology options were considered to assess the relative safety of PPZ. These approaches included:

- Statistical evaluation / trend analysis. This approach is useful where significant detailed data is available that allows regression analysis or similar to establish key variables or isolate particular aspects that can be controlled. For PPZ there is limited appropriate data given the lower severity crash types and the inconsistencies in coding and reporting crashes as shared zones are not a recorded factor in crash reporting.
- Risk assessment approach / road safety auditing approach. This type of approach uses an individual's experience to subjectively assess a location. For PPZ, this type of approach limits those who can consider PPZ safety and results cannot be compared particularly given audits are done in isolation and by different people.
- Prescriptive design standard approach. This approach is suitable for situations where the same standards can be accommodated in the majority of sites. PPZ vary considerably and a 'one-size-fits-all' design solution cannot be applied. If prescriptive design standards were adopted, it is likely that relaxations would be frequently required to accommodate innovation and bespoke design options.

4. Framework

The assessment tool ("PPZ safety scorecard") developed combines commonly accepted road safety auditing principles and a planning scheme approach to identify desirable outcomes. The adopted road safety principles (referred to as safety traits herein) are: Warn, Inform Guide, Control and Forgive. A 'Context' safety trait was also added which underpins all the other traits by encouraging PPZ to be located in appropriate locations to manage the risk exposure of PPZ users. That is, high pedestrian numbers and low vehicle numbers reduce the likelihood of an incidence and further reinforce all other design aspects of a PPZ.

The PPZ safety scorecard adopts a familiar 'planning scheme' style where performance outcomes are identified and then corresponding acceptable solutions are provided for assessment. Each safety trait has functional characteristics and related performance outcomes which identify the strategic aims for each road user type (see Figure 1). Based on the functional characteristics and related performance outcomes, specific elements are then detailed with the absence or presence of features that contribute to safety performance categorised as desirable, acceptable and undesirable (see Figure 2). This criteria based assessment limits the subjectivity that an assessor can apply. The criteria for each element have been carefully selected to limit the need for detailed data collection while avoiding subjective assessment by the user.

The scorecard uses a weighted scoring system based around a zero average with positive and negative scoring to reflect the relative importance of elements and benefits/disbenefits to the resultant road safety outcome. The scores are tallied and each assessed site has a resultant 'safety score' that can be used to compare to other sites or other design scenarios for the same site. Weightings were refined by calibrating the scorecard to a list of existing sites that were ranked subjectively from high to low. As the scoring is based around a zero average, scores below zero highlight that further consideration should be given to the identification and improvement of unsafe elements. The scorecard allows designers to identify features that can be improved to increase safety but how these improvements are achieved is non-prescriptive.

5. Key Design Aspects

To develop the PPZ safety scorecard a number of key design elements were identified that underpin the safety and success of a PPZ. While design is important, it is worth noting that PPZ should only be introduced in locations where there are low vehicle speeds, low vehicle volumes and high pedestrian volumes (or where these can be influenced) as these are required for the other design elements to the work. Thresholds for these criteria are used in the scorecard as a preliminary "Go / No-Go" test to evaluate feasibility of a PPZ for a given location before proceeding with detailed design. The following sections provide detail on other elements that have the greatest impact on the design beyond speed and volumes.

5.1 Perceived Width

To create a shared zone that encourages pedestrian activity, a narrow travel path for vehicles naturally slows vehicle speeds. A narrow travel path also reduces the width where pedestrians are required to be aware of potential vehicle movements. Figure 1 shows two spaces both which are designated as shared zones on the Gold Coast, and demonstrates the difference in perception for widths and the likely speeds to be encountered.



Figure 1 Perceived Width

The width of the travel path does not necessarily have to be physically constrained, nor is linemarking required (and in general linemarking is undesirable as outlined below), but can rely on visual cues and design elements such as paving treatments and roadside furniture to create the perception of a narrower space.

5.2 Avoiding Formalised Crossing Points

The introduction of formalised crossing points (i.e. zebra crossing, mid-block signals, refuge islands) within a PPZ, serves to reduce the credibility of the shared space. If a formalised crossing point is present, then pedestrians are given the impression that they must cross at that specific location, and drivers are more likely to only anticipate pedestrian movements at that specific location. A successful PPZ encourages pedestrian movements continuously throughout the area, not just at one location. In addition, pedestrian movement at the approach to the start and end of the shared zone is discouraged to give drivers the ability to transition speed and awareness.

5.3 Defined Start and End

For the benefit of pedestrians and drivers, the extents of a PPZ needs to be clearly defined. While regulatory signage is required to establish the shared zone operations, this needs to be supported by design elements that identify that the road function has changed. It is recommended that features such as landscaping, speed platforms, pavement treatments or build-outs are used to define the start and end of PPZ together with regulatory signage. PPZ zones should not be excessively long (ideally less than 100m) to maintain credibility for drivers. Longer areas are likely to experience higher than desirable speeds from drivers.

5.4 Minimising Conflicts

In an area where pedestrian and vehicles are sharing street space, vehicle movements should be predictable and readily interpreted by pedestrians. PPZ should ideally only be implemented in locations where vehicles are limited to travelling one-way in one-lane. Locations such as that shown in Figure 2, where a shared zone has been implemented across a T-intersection, results in a situation where pedestrians may encounter six different vehicle manoeuvres, and drivers must anticipate any number of pedestrian movements. The complexity of this environment reduces the relative safety of the PPZ for all users.

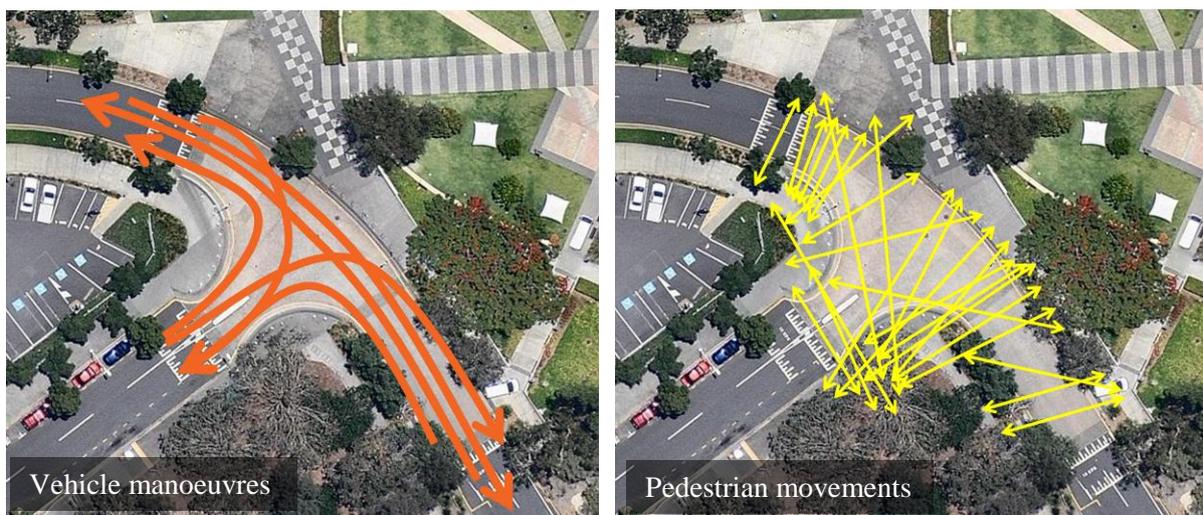


Figure 2 Conflict potential of shared zones and intersections

Consideration should also be given to the presence of parking and servicing within a PPZ as these uses also introduce a higher likelihood of conflict due to the additional manoeuvring required. Vehicles for servicing also create problems for visibility when parked within a PPZ. It is acknowledged that the removal of servicing and parking may not be possible due to the requirements of local businesses, however the design can allow for servicing to occur away from the highest pedestrian volumes areas and in locations where visibility can be maintained.

5.5 Design Treatments

One of the key influences for a successful PPZ comes from the visual impression that is given to drivers and pedestrians. If the space looks like a road (e.g. asphalt surface, kerb and channel, line-marking) then drivers and pedestrians will consider it a road and expect that priority belongs to vehicles as per the rest of the road network. If the space does not have kerb and channel, line marking or an asphalt surface then it becomes more obvious that the space is different to a road and creates pedestrian priority. It is important that PPZ avoid appearing like a conventional road and instead look like a pedestrian friendly area. In addition to the changes to hard surfaces and absence of linemarking, additional soft features that may assist are the presence of artwork, street furniture or landscaping which is positioned such that the road is geometrically unconventional (i.e. non-continuous edge-line delineation of the vehicle path)

6. Summary

Typical approaches for considering risk of a design of any road environment include: quantitative assessment, experienced-based qualitative assessment or compliance with prescriptive standards. In the case of a PPZ, a subjective approach was undesirable, prescriptive standards do not suit the bespoke environmental design required and statistical analysis cannot be undertaken due to lack of data. The scorecard framework is based on the Safe Systems approach and considers a range of factors that contribute to safety outcomes while acknowledging the fundamental contributors to risk are speed and exposure. This approach allows a balanced combination of design requirements and subjective assessment while providing a quantifiable comparison between different scenarios for decision making purposes. Key design considerations have been included for reference that are important when designing a Pedestrian Priority Zone.

This scorecard framework may be applied to similar situations that require a quantifiable score for comparison purposes. Such environments have risks which are not easily assessed quantitatively and prescriptive standards are not appropriate.

SAFETY TRAIT	FUNCTIONAL CHARACTERISTICS	PERFORMANCE OUTCOMES
Context	Establish in an appropriate environment	<ul style="list-style-type: none"> Vehicle volumes are low in comparison to pedestrian volumes. Existing speeds are at a reasonable level for further reduction within the PPZ environment Placement with the light rail corridor is avoided
Warn	Effective warnings and entry treatments.	<ul style="list-style-type: none"> Pedestrians and cyclists are warned of the presence of a PPZ and are made aware of the presence of vehicles. Vehicle users are warned of the presence of a PPZ and that pedestrian and cyclist movements should be anticipated.
Inform	Regulatory signage, environmental signals and clear design.	<ul style="list-style-type: none"> Pedestrians are informed that they have priority, and should anticipate the presence of vehicles operating at low speeds. Cyclists are informed that they are in a PPZ, the road is shared with vehicles at low speed, and that pedestrians have priority. Motorists are informed that they are in a PPZ with an enforced speed limit, pedestrians have priority, and they must share road space with cyclists. The PPZ environment is free of distractions that introduce significant safety concerns. Use of regulatory control devices (signs, pavement markings) is limited within the PPZ to reduce necessary information that is to be processed by users.
Guide	Directional signage and alternative route information.	<ul style="list-style-type: none"> Pedestrians are given clear direction within the PPZ. Cyclists are informed of where they are permitted to ride a bicycle within the PPZ and are offered an alternative route around the PPZ. Direction of travel through the PPZ is established for vehicle users and alternative route options are given for travel around the PPZ.
	Unimpeded visibility	<ul style="list-style-type: none"> Users are aware of and have visibility to other PPZ users at all times.
Control	Minimised length	<ul style="list-style-type: none"> Vehicle speeds remain at an appropriate speed within the PPZ. The PPZ is sufficiently long to allow for expected pedestrian demands but not excessively long such that there are sections without pedestrian movements.
	Speed reduction and compliance.	<ul style="list-style-type: none"> There is raised awareness of approaching PPZ and reduction of approach speeds prior to the PPZ. Pedestrians are given time to assess potential conflicts and delay crossings or evade if necessary, but vehicle speeds are low to provide pedestrian confidence that drivers will have sufficient time to stop. Cyclists understand that the PPZ is a low speed environment and adjust their speed accordingly. Vehicle users have adequate time to assess and avoid potential conflict scenarios and speeds are sufficiently slow to achieve a reduction in risk of injury to other PPZ users in the event of conflict.
	Optimised cross section width	<ul style="list-style-type: none"> All anticipated users are afforded adequate space for desirable movements. Vehicle users have adequate manoeuvring space to avoid conflicts. Undesirable movements (e.g. u-turns) are prevented by geometric design. Turning paths are unimpeded and the PPZ is easy to navigate.
	Limited movements and conflict points	<ul style="list-style-type: none"> Movement across PPZ is encouraged due to perceived short crossing lengths. Vehicle travel speeds are lowered due to perceived narrow travel path widths. Vehicle movements are perceived to be constrained within defined turning paths.
	Appropriate vertical geometry	<ul style="list-style-type: none"> Pedestrians and cyclists are not physically impeded by steep grades. Vehicle speeds are not increased by steep grades.
	Forgive	Unimpeded movement for non-vehicle users
Appropriate surfaces, drainage and lighting		<ul style="list-style-type: none"> Reduction of pedestrian incidents that occur through slips, trips and falls. Luminance contrast of pedestrian surfaces and slip resistance provided between adjacent surfaces. Reduction of cyclist and motorcyclists incidents that occur through lack of pavement friction. Lighting fixtures provide adequate visibility for all PPZ users and adequate illumination of all surfaces at night. Water ponding is prevented.

Figure 3 Draft Performance Outcomes

Functional Characteristics	Elements	SAFETY CHARACTERISTICS						Rating
		Desirable	Score	Acceptable	Score	Undesirable	Score	
Establish in an appropriate environment	Pedestrian Volumes	Pedestrian volumes are more than 1,000 per day	5	Pedestrian volumes are 500-1000 per day	0	Pedestrian volumes are less than 500 per day	-10	
	Vehicle Volumes	Vehicle volumes are less than 1,000 veh/lane/day	5	Vehicle volumes are 1,000-2,000 veh/lane/day	0	Vehicle volumes are greater than 2,000 veh/lane/day	-10	
	Approach Speed	Existing posted speed limit is 40km/h or less	3	Existing posted speed limit is 50km/h	0	Existing posted speed limit is 60km/h or greater	-10	
	PPZ Speed	The posted speed within the PPZ is 10 km/h	5	The posted speed within the PPZ is 20 km/h	0	The posted speed within the PPZ is greater than 30 km/h	-5	
	Proximity to Light Rail Corridor	There is no light rail within the road reserve.	0	A light rail corridor is located adjacent to the PPZ and there is a noticeable physical change in environment between the PPZ and the light rail corridor.	0	A light rail corridor is located adjacent to the PPZ and there is no clear distinction between the PPZ and the light rail corridor.	-7	
	Transport Network Alternative Routes	The transport network provides multiple alternative through routes.	1	The transport network provides one alternative through route.	0	The transport network does not provide an alternative through route.	-3	
Effective warnings and entry treatments	Differentiation of Environment	A number of physical changes are located at entry points to create an awareness of entering a low speed environment, e.g. pavement thresholds, landscaping treatments, change in pavement width and signage.	3	There is only one physical change located at entry points to create an awareness of entering a low speed environment, e.g. pavement thresholds with signage.	0	There are no physical changes at the entry points of the PPZ.	-5	
	Shared Zone Signage and Pavement Markings	Shared Zone signage and pavement markings are present at the start of the PPZ (i.e. Shared Zone 100m ahead warnings and threshold treatments) as well as advance warning signage and pavement markings	1	Shared Zone signage is present at start and end of the PPZ.	0	No Shared Zone signage is present.	-4	
Regulatory signage, environmental signals and clear design	Narrow Perceived Width	Perceived vehicle travel paths are narrow (2.5-2.8m lane widths) through the use of methods such as pavement marking, surface and landscaping treatments.	3	Perceived vehicle travel paths are 2.8m-3.5m wide.	0	Perceived vehicle travel paths are greater than 3.5m wide.	-7	
	Delineation	Landscaping/environmental treatments are implemented and provide obvious visual clues for identification and delineation of user corridors.	3	Treatments are implemented for delineation of user corridors, but delineation is not obvious at all times.	0	No treatments are implemented for delineation of user corridors.	-5	
	Pavement Surface and Kerb	Both elements are provided in the PPZ: - A differential pavement surface for clear identification of a different road environment. - Flush footpaths and carriageway (no kerb profile) to help reinforce the message of changed priorities.	5	One of these elements is provided in the PPZ: - A differential pavement surface for clear identification of a different road environment. - Flush footpaths and carriageway (no kerb profile) to help reinforce the message of changed priorities.	0	The shared space can be perceived as a regular road environment, with standard asphalt surfacing and kerb profile highlighting a verge area.	-5	
	Distractions	There are few driver distractions within the PPZ and the potential for distraction is considered very low risk.	2	Driver distractions are present within the PPZ, but the potential for distraction is considered low risk.	0	Frequent driver distractions exist within the PPZ and/or the potential for distraction is considered to be high risk.	-3	
	Visual Impairment	Tactile Ground Surface Indicators are provided at all pedestrian crossing locations.	1	Tactile Ground Surface Indicators are provided at some pedestrian crossing locations.	0	No Tactile Ground Surface Indicators are provided.	-3	
	Directional signage and alternative route information	Directional Signage	Wayfinding signage is provided to identify key destinations and directions of travel for both pedestrians and vehicles	1	Minimal wayfinding signage is provided to identify key destinations and directions of travel for pedestrians and vehicles	0	No wayfinding signage is provided to identify key destinations and directions of travel for pedestrians or vehicles.	-1
Awareness of alternative routes		An attractive alternative route exists for all vehicle through movements within 400m of the PPZ and is identified to road users prior to entering the PPZ.	2	An alternative route is available for vehicles but is not attractive and/or is further than 400m away.	0	No alternative route exists.	-1	
Unimpeded visibility	Sight distance	All road users can see all other road users at all times	2	Some areas have limited visibility	0	Limited visibility for one or more road user	-2	
Minimised length	Length	Length is less than 50m	2	Length is 50-150m	0	Length is 150m+	-5	
Speed reduction and compliance	Approach threshold treatment and geometry	Various traffic calming treatments or geometry that slows vehicle speeds is implemented prior to and at the entry to the PPZ.	4	Traffic calming treatments are only located at the entry of the PPZ.	0	No traffic calming treatments or geometry that encourages low vehicle speeds is implemented.	-4	
Optimised cross section width	Crossing Points	PPZ avoids establishing pedestrian refuge areas that reinforce vehicle priority (e.g. divided carriageway with pedestrian refuge)	4	PPZ establishes pedestrian refuge areas with prioritised pedestrian crossing facilities (e.g. zebra crossing across divided carriageway)	0	PPZ has established areas that may be perceived as pedestrian refuges, reinforcing vehicle priority.	-5	
	Manoeuvring space	The PPZ has sufficient space to allow design/service vehicle movements but restricts ability to undertake undesirable movements such as u-turns.	1	The PPZ mostly limits undesirable movements such as u-turns.	0	Sufficient space is given within the PPZ to allow for undesirable movements such as u-turns.	-3	
Limited movements and conflict points	Restriction of movements	Traffic within the PPZ is restricted to one way movement and no opportunities are given to exit the carriageway within the PPZ.	3	Traffic within the PPZ is bi-directional and no opportunities are given to exit the carriageway within the PPZ, aside from property access.	0	Traffic can travel in more than one direction within the PPZ i.e. T-junction and four-way intersections.	-3	
	Delineation of crossing locations	Pedestrian desire lines are clearly highlighted within the PPZ.	3	Pedestrian desire lines are somewhat highlighted within the PPZ.	0	Pedestrian desire lines are not highlighted within the PPZ.	-1	
	Cyclists	Multiple measures are implemented to reduce cyclist speeds within the PPZ i.e. signage and pavement level changes and thresholds.	1	Limited measures are implemented to reduce cyclist speeds within the PPZ.	0	No measures are implemented to reduce cyclist speeds within the PPZ.	-1	
	Parking	No parking allowed within the PPZ.	1	Limited parallel parking available, away from key pedestrian crossing points.	0	Angle parking provided, and/or located adjacent to key pedestrian crossing points.	-3	
	Servicing	No servicing allowed within the PPZ.	2	Limited servicing available, away from key pedestrian crossing points.	0	Servicing provided near key pedestrian crossing points and/or along majority of PPZ.	-2	
	Public Transport	Public Transport stops are located outside of the PPZ area.	2	Public Transport stops are located within the PPZ area and do not constrain movement corridors.	0	Public Transport stops are located within the PPZ area and constrain movement corridors.	-3	
Appropriate vertical geometry	Grades	PPZ area is level throughout entire zone	1	Majority of the PPZ is level, however one approach or section is more than 5% up or down grade	0	All of the PPZ is located within a grade that is greater than 5%	-3	
Unimpeded movement for non-vehicle users	Persons with disability	Facilities that specifically cater for unimpeded movement of persons with disabilities are provided.	1	The movement of persons with disabilities will not be impeded within the PPZ.	0	PPZ facilities are inadequate to allow for all possible movements of persons with disabilities.	-4	
	Physical space	There is a clear segregation between PPZ activities (see Report for definition) and vehicle movements, and sufficient space is available for emergency manoeuvring i.e. seating and store frontages have sufficient clearance to through traffic	2	PPZ activities (see Report for Definition) can occur without conflicting with vehicle movements.	0	Reasonably anticipated PPZ activities (see Report for definition) will conflict with vehicle movements.	-3	
Appropriate surfaces, drainage and lighting	Pavement type	All surfaces and elements are slip resistant and cycle-friendly.	1	Some elements of the surfaces are prone to slip incidents and/or some elements are unfriendly to cyclists.	0	Pavement surfaces are prone to slip incidents	-1	
	Lighting	Adequate illumination of PPZ	1	Lighting provided does not give adequate illumination	0	No lighting present	-1	
	Drainage	Drainage is adequate and localised ponding is avoided.	1	Localised ponding occurs after heavy rain fall.	0	Extensive ponding occurs and/or accessibility is restricted after heavy rain fall.	-1	

Figure 4 2. Draft PPZ Safety Scorecard

7. References

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8. Presenter's Bio

8.1 Jess Peters

A motivated traffic engineer, Jess Peters has a particular interest in active transport and road safety. Experienced in a wide variety of planning, engineering and transport infrastructure projects, Jess has been successful in achieving collaborative outcomes in multi-disciplinary teams. Jess brings a fresh perspective and focuses on achieving best-for-project results. Working on projects for public and private sector clients, Jess has experience in retail, commercial, advertising, construction and resource sectors. Jess is an active member of a number of industry groups and committees, and is an engaged and driven professional who enjoys working collaboratively.

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8.2 Peter Bilton

Peter is a Director of Point8 Pty Ltd and Principal Traffic Engineer (RPEQ). He provides expert solutions to complex traffic engineering and transport planning problems for both the public and private sector. A collaborative, outcome focused problem solver, strategic thinker, and strong communicator, Peter excels at high level policy and strategy as well as detailed analysis and design. Peter's advice is regularly sought after by a diverse range of clients including the Department of Transport and Main Roads (TMR), City of Gold Coast, Lend Lease and KDR Gold Coast.

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