

PUTTING SAFE SYSTEM INTO PRACTICE – RAISED SAFETY PLATFORM GUIDELINES

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Abstract

To support the rollout of Victoria's Towards Zero Strategy which looks to address intersection and midblock crashes, VicRoads – Network Design Services – Safe System Design team developed a technical guideline for design practitioners on the application of these treatments. We took learnings from sites both within Australia and abroad and considered the limited research available to formulate criteria and design guidance and considerations for practitioners around various aspects of the treatments. The plan is to take the audience via presentation through the development experience and evolution of the guideline document as well as some of the learnings and amendments currently underway to improve it. Practitioner/Policy Focused.

Background

"Road Design Note 03-07 – Raised Safety Platforms" July 2017 aim is to provide practitioners with the information they need to translate the principles behind these treatments into practice and design appropriate treatments.

Raised Safety Platforms (RSPs) are speed management treatments used at intersections of midblock and are capable of reducing the maximum comfortable operating speed for a vehicle, and lowering the overall speed of vehicles closer to a Safe System collision speed.

RSPs may be designed for a range of vehicle speeds and types. Design speeds $\leq 50\text{km/h}$ are encouraged to reduce the side-impact severity for a vehicle to a survivable level, i.e. a Safe System collision speed. Design speeds $\leq 30\text{km/h}$ are encouraged to reduce the severity of any pedestrian related crashes to a survivable level.

The implementation of RSPs should include supporting treatments to achieve the desired outcome. When installing RSPs at intersections, the entire intersection can be raised with approach and departure ramps. RSPs can also be placed on the approach to an intersection (sometimes referred to as raised stop bars) in order to achieve a similar outcome.

On local roads and low speed arterial roads, RSPs can be installed in mid block locations as a traffic calming device or to improve safety at pedestrian crossings.

RSPs could be painted and paved to further increase driver awareness and highlight the presence of the platform on approach to the intersection.

This Road Design Note (RDN) provides guidance for the design of Raised Safety Platform (RSP) treatments, including:

- ramp profile and location
- signing and pavement marking
- key design considerations
- post implementation monitoring and evaluation.

The guidance provided in this RDN is based on information currently available and best practice. As RSPs are a relatively new treatment on arterial roads, this document is expected to evolve over the next 12 months. Users are advised to seek the latest version.

If successful this abstract is proposed to be a presentation, where copies of the document will be made available to attendees.



Figure 1. VicRoads – Road Design Note 03-07 – Raised Safety Platforms

References

Road Design Note 03-07 Raised Safety Platforms
Version 1.0 : July 2017