



Hon. Paul Lucas MP



Queensland
Government

Our ref MC 14257

5/9/05
LAID UPON THE TABLE OF THE HOUSE
THE CLERK OF THE PARLIAMENT

Minister for
Transport and Main Roads

- 1 SEP 2005

Mr Neil Laurie
The Clerk of the Parliament
Queensland Parliamentary Service
Parliament House
George Street
Brisbane Qld 4000



Dear Mr Laurie

Re: Petition lodged with the Queensland Legislative Assembly No. 479-05

I refer to the petition lodged by Mrs Peta-Kaye Croft MP, Member for Broadwater on 26 May 2005, with the Legislative Assembly about crossing supervisors at signalised pedestrian crossings. The principal petitioner was Mr Michael Richmond. I apologise for the delay in responding to you.

Queensland Transport (QT) undertook a major review of the school crossing supervisor scheme in 2001. During this review, the department conducted extensive research into how crossing schemes operated in other States of Australia, as well as the United States of America and the United Kingdom, to determine current best practice.

As a result, a new warrant for assessing a children's crossing was developed and successfully trialled at some 400 school crossings across Queensland. The process considers factors such as the number of children and vehicles traversing the crossing, speed limits in the area, proximity to intersections, and the road gradient. Those schools with the highest risk assessment factors are the ones that are allocated future funding for a school crossing supervisor/s.

The upgrade of a supervised children's crossing to a signalised pedestrian crossing is a change to a higher order traffic management device. It represents a safety improvement for all pedestrians at all times. Consequently, providing a school crossing supervisor at signalised crossings is not considered to be the optimal use of resources and funding under the school crossing scheme. Instead, funds for school crossing supervisors need to be and are directed to high risk sites that do not have any traffic or pedestrian management devices.

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There are exceptional circumstances when school crossing supervisors may be retained following the installation of signalised pedestrian crossings. Exceptional circumstances include, but are not limited to:

- The infrastructure environment, that is, the conditions of road geometry, traffic volumes of heavy and light vehicles, heavy left or right turn movements of traffic combined with wide multi-lane roads;
- Crash data indicating the occurrence of crashes at or near the crossing;
- Pedestrian usage of the crossing, pre- and post-upgrade to traffic lights; and
- Pedestrian capabilities, that is, consideration of high need users such as children attending special schools.

Where school crossing supervisors are retained at traffic lights, their role is restricted to marshalling students prior to crossing, advising students to look and listen, pushing the crossing button and advising students when to cross. They do not cross the road with the children nor perform any other role in traffic management.

Such crossings are periodically reviewed and the school crossing supervisor reallocated if exceptional circumstances no longer apply.

I thank the petitioners for their interest in this matter.

Yours sincerely

PAUL LUCAS MP
Minister for Transport and Main Roads