

## Pedestrian Crossing Warrant Policy

<b>Title</b>	Pedestrian Crossing Warrant Policy
<b>Summary</b>	The Policy outlines the criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on local and regional roads.
<b>Background</b>	TfNSW Supplements to Australian Standards sets out the state road warrant for the installation of a pedestrian (zebra) crossing. In absence of a specific TfNSW warrant for non-arterial roads, this Policy sets out an interim warrant for the installation of a pedestrian (zebra) crossing on local and regional roads.
<b>Policy Type</b>	Operational
<b>Relevant Strategic Plan Objective</b>	Strategic Direction 2: Unique, liveable, networked neighbourhoods
<b>Relevant Council References</b>	Related Policy Includes: Integrated Transport Strategy
<b>Main Legislative Or Regulatory Reference</b>	Local Government Act 1993 Australian Standards 1742.10 and TfNSW Supplements to Australian Standards and Austroads
<b>Applicable Delegation Of Authority</b>	As per delegations' register
<b>Attachments</b>	Nil.
<b>Record Notes</b>	External available document
<b>Version Control</b>	See last page

<b>Document:</b>	Policy	<i>Uncontrolled Copy When Printed</i>	
<b>Custodian:</b>	Manager	<b>Version #</b>	Version # 1
<b>Approved By:</b>	Director	<b>ECM Document #</b>	
<b>Adopted By:</b>	Council	<b>Publish Location</b>	Intranet/ Internet
<b>Adopted Date and Minute #:</b>		<b>Next Review Date</b>	

### 1. PURPOSE

The purpose of this policy is to outline the criteria for assessing the warrant for pedestrian (zebra) crossings on local and regional roads.

## 2. OBJECTIVE

The policy aims to:

- a. Contribute to road safety outcomes.
- b. Improve amenity for people walking and cycling.
- c. Manage public spaces in the public interest.
- d. Allow Council's limited resources to be prioritised.
- e. Support the Integrated Transport Strategy of Council
- f. Support public domain planning initiatives of Council.
- g. Contribute to the fair, transparent and consistent management of traffic for all road users

## 3. SCOPE

The Policy relates to assessment of traffic calming on local roads and regional roads under the care and control of Inner West Council. Traffic management on State Classified Roads require the approval of Transport for NSW.

This policy may be superseded by TfNSW through amended technical directions or similar.

## 4. DEFINITIONS

Term	Definition
85 <sup>th</sup> percentile speed	85% percentile speed is used as a design speed, it indicates the speed at which 85 percent of vehicles travel at or less than.
ADT	Acronym for 'Average Daily Traffic'
LATM	Acronym for 'Local Area Traffic Management'
Local Traffic Committee	Committee constituted by Council to enable Council to exercise delegation granted by TfNSW pursuant to S50 Transport Administration Act 1988.
TfNSW	Acronym for Transport for NSW
Traffic management devices	A suite of potential treatments aimed toward the modification of road-user behaviour including but not limited to speed cushions, pedestrian crossings, raised thresholds, movement bans, roundabouts, speed limits and regulatory signage and linemarking.

## **5. POLICY**

### **5.1. Initiation of Investigations**

The development, review and implementation of traffic management devices including pedestrian (zebra) crossings may be commenced through Council initiated LATM studies, through site specific investigations initiated through request or through Government programs such as the Australian Government Blackspot Program.

It is desirable that investigations are undertaken on a precinct wide basis through LATM studies noting that this allows traffic management devices, including pedestrian facilities, to be prioritised and delivered in a manner which maximises the benefit to the community.

### **5.2. Numerical Warrants**

The following warrants have been prepared to assist in assessing the need for pedestrian (zebra) crossings on local and regional roads.

#### Normal Warrant

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following volumes in three (3) separate one hour periods in a typical day:

- a) Pedestrian volumes  $\geq 30$  AND
- b) Vehicle volumes  $\geq 200$

#### Reduced Warrant

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point is predominately used by school children and the crossing point meets the following volumes in two (2) counts of one hour duration immediately before and after school hours:

- a) Pedestrian volumes  $\geq 30$  AND
- b) Vehicle volumes  $\geq 200$

### **5.3. Other requirements**

In addition to the numerical warrant, further site assessment is required to determine the suitability of a pedestrian crossing. This includes consideration of:

- Suitable sight-distance being available for pedestrians and motorists
- Suitable road geometry including suitable horizontal and vertical road grade and suitable camber
- Suitable adjacent footpath connectivity and accessibility
- Suitable speed profile
- Suitable location to achieve lighting requirements
- Proximity to alternate pedestrian facilities

- Proximity to pedestrian generators
- Adverse impact to flooding and drainage conditions
- Consideration of crash history
- Consideration of proportion of heavy vehicle volumes
- Impact to traffic with consideration of the Movement and Place Framework

Design and suitability requirements for the pedestrian (zebra) crossing are to remain the same as detailed in relevant Australian Standards, Austroads Guidelines, and TfNSW technical directions or similar.

It is further noted that pedestrian accidents may not reduce with the installation of a pedestrian crossing in isolation. Therefore, these pedestrian devices should be considered with supporting 'No Stopping' zones, kerb extensions or installed as a raised pedestrian (zebra) crossing to ensure vehicles approach at appropriate speeds and to improve the visibility of pedestrians.

#### 5.4. Alternate pedestrian facilities

Council may also consider the installation of alternate pedestrian facilities in lieu of a pedestrian (zebra) crossing where a strong pedestrian desire line is identified but where a pedestrian (zebra) crossing may otherwise be unsuitable. These devices include, pedestrian refuges, kerb extensions, shared zones, children's crossings and continuous footpath treatments.

#### 5.5. Approvals

Proposals will be assessed for technical compliance through the Local Traffic Committee prior to consideration by Council.

Community engagement will also be undertaken and considered through this approval pathway.

#### Version Control – POLICY HISTORY:

*Governance Use only:*

Version	Amended By	Changes Made	Date	ECM Document #
1	Manager	New policy		
2				