



MARKED PEDESTRIAN CROSSING WARRANTS

Policy 26/2021-2024

DATE

- Ordinary Meeting of Council 23.5.2023

POLICY NO:	21/2021-2024
LEGISLATIVE REQUIREMENTS	Nil
RESPONSIBILITY:	SHIRE STRATEGY
OBJECTIVE:	To assist Council officers in determining proposals for the installation of marked pedestrian crossings on Council managed roads
REVIEW	Within the first 12 months of each term of Council or as required.

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1. Background

Customer Service Requests from the community are often received for the provision of marked pedestrian crossings (MPCs) on Council managed roads, particularly around schools and other pedestrian generating developments. In order to gain the endorsement of the Local Traffic Committee for the installation of an MPC, Council has historically relied on the provisions of Part 10 of Australian Standard AS1742:2009 'Manual of Uniform Traffic Control Devices' and Transport for NSW (TfNSW) warrants when assessing such requests. Those warrants are detailed in a TfNSW supplement to the Australian Standard.

Under their recently developed 'Pedestrian Crossing Guideline' that was issued on 13 September 2022, TfNSW is now allowing local governments to develop their own Policy and Guidelines (including warrants) for MPCs, if it chooses to do so.

It is considered that the existing TfNSW Warrants generally provide an appropriate balance between pedestrian safety and maintaining traffic flows, when considering requests from the community for the installation of MPCs on Council managed roads. However the Policy allows for those warrants to be varied by Council in circumstances where it is considered desirable to influence travel behaviour more strongly.

2. Subject

Given the position taken by TfNSW in the TfNSW 'Pedestrian Crossing Guideline', the following warrants shall be used by Council when considering requests for the installation of marked pedestrian crossings:

Normal Warrant

A location is deemed to meet the numerical warrant for a marked pedestrian crossing if the following pedestrian and traffic volumes measured during three separate one hour periods in any typical day:

- (a) pedestrian flow per hour (P) crossing the road is ≥ 30
AND
- (b) vehicular flow per hour (V) through the site is ≥ 500
AND
- (c) the product PV is $\geq 60,000$

Reduced Warrant

A location used predominantly by children disabled or aged persons is deemed to meet the numerical warrant for a marked pedestrian crossing if the following pedestrian and traffic volumes measured during two separate one-hour periods in any typical day:

- (a) pedestrian flow per hour (P) crossing the road is ≥ 30
AND
- (b) vehicular flow per hour (V) through the site is ≥ 200

Additionally, the following situational criteria detailed in Part 10 of Australian Standard AS 1742:2009 'Manual of Uniform Traffic Control Devices' must be applied when considering requests for a marked pedestrian crossing:

- the road must be a sub-arterial or lower order road in accordance with Council's Road Hierarchy;
- the default or signposted speed limit must be 50 kph or less and the 85th percentile speed must not exceed 60 kph;
- no more than one lane of moving traffic in any one direction shall be encountered by a pedestrian using a crossing;
- there must be adequate sight distance between approaching vehicle and pedestrians about to use the crossing for the approaching vehicle to stop;
- adequate street lighting must be available or is to be provided in the proposed location of the crossing.

Council may consider varying the warrants in circumstances where it is considered desirable to influence travel behaviour more strongly around schools, aged care and retirement living facilities, major transport facilities or where they might complement place making initiatives.

3. Associated Documents

- Australian Standard AS1742.10
- Transport for NSW Pedestrian Crossing Guideline 2022

4. Appendices

Nil