

Pedestrian Crossing Warrant Policy

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Title	Pedestrian Crossing Warrant Policy
Summary	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.
Document Type	Policy
Relevant Strategic Plan Objective	<ul style="list-style-type: none"> • Strategic Direction 2: Liveable, connected neighbourhoods and transport.
Legislative Reference	<ul style="list-style-type: none"> • <i>Local Government Act 1993</i> • <i>Australian Standards 1742.10 and TfNSW Supplements to Australian Standards and Austroads</i> • <i>TfNSW Pedestrian Crossing Guideline</i>
Version Control	See last page



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1 Purpose

The purpose of this policy is to set out Council’s position in relation to criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on local and regional roads.

2 Scope

This policy applies to all Councillors, Council Officers and contractors working for Council regardless of whether they are permanent, temporary, full-time, part-time or casual. For the purposes of this policy, the term contractor includes on-hired temporary labour services (agency staff) and sub-contractors.

3 Definitions

In the Pedestrian Crossing Warrant Policy, the following terms have the following meanings:

Act	Local Government Act 1993.
conflict of interest	Includes either a: <ul style="list-style-type: none"> • Pecuniary conflict of interest. • Significant non-pecuniary conflict of interest. • Non-significant non-pecuniary conflict of interest, as defined in the Model Code of Conduct and described in section 7 of the Conflict of Interest Policy.
Councillor	Inner West Council elected representative.
Council committee member	A person other than a Councillor or Council Officer who is a member of a Council committee other than a wholly advisory committee, and a person other than a Councillor who is a member of Council’s audit, risk and improvement committee.

Council Officer	Inner West Council members of staff (including full-time, part-time, casual and contracted staff).
Council Official	Councillors, Council Officers, Council committee members and delegates of Council.
Executive Leadership Team	General Manager, Director Corporate, Director Infrastructure, Director Community, Director Planning, General Counsel.
85th 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.

4 Statement

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.

Numerical Warrants

The following warrant has been prepared for assessing the need for pedestrian (zebra) crossings on local and regional roads while addressing points of high pedestrian and vehicle interaction.

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following criteria:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200 where children and elderly or mobility impaired pedestrians count as two pedestrians.

Other Considerations

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
- Suitable traffic volume and number of trafficable lanes
- 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

A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired.

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.

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 Breaches of this Policy

Breaches of this policy may result in an investigation of the alleged breach in line with relevant Council policies including the Model Code of Conduct.

Any alleged criminal offence or allegation of corrupt conduct will be referred to the relevant external agency.

6 Administrative Changes

From time-to-time circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made including branding, Council Officer titles or department changes and legislative name or title changes which are considered minor in nature and not required to be formally endorsed.

7 Version Control – Policy History

This policy will be formally reviewed every three years from the date of adoption or as required.

Governance use only:

Document	Pedestrian Crossing Warrant Policy	<i>Uncontrolled Copy When Printed</i>	
Custodian	Traffic and Transport Planning Manager	Version #	Version 1
Adopted By	Council	ECM Document #	38773692
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Amended by	Changes made	Date Adopted
Traffic and Transport Planning	New Policy	5 March 2024