

## Continuous footpath treatments

TDT 2013/

05

### INTRODUCTION

Pedestrian prioritisation is desirable in town centres, shopping precincts, and around public transport hubs and entertainment venues. It may also be desirable in residential areas to encourage pedestrian activity and reduce real and perceived motor vehicle dominance.

Where vehicle traffic volumes are relatively low, therefore potential conflicts are also relatively low, regulatory pedestrian prioritisation treatments may not be warranted. In such locations pedestrian priority may be provided by continuous footpath treatments which are a continuation of the footpath parallel with the main street, at grade, without colour or texture change, across side street intersections.

### BACKGROUND

Pedestrian priority across roads is usually provided by regulatory crossing treatments such as pedestrian crossings or marked foot (signalised) crossings.

The normal warrant for a pedestrian crossing is based on the product of the measured pedestrian flow per hour (P) and the measured vehicle flow per hour (V), where  $P > 30$ ,  $V > 500$  and  $PV > 60,000$  ([RMS Supplement to AS 1742](#)).

The volumes are even higher for a signalised pedestrian crossing ([Traffic Signal Design Section 2](#)).

Austrroads Guide to Road Design Part 6A, section 6.3 states that, as a general principle, the dominant flow should claim priority and maintain a level surface, and recommends continuous footpaths in conjunction with regulatory crossing treatments.

Austrroads also recommends that pavements should be used consistently so it is clear where priority is intended to be shared or allocated to a particular user (Guide to Traffic Management Part 7). The [Planning Guidelines for Walking and Cycling](#) (DIPNR 2004) suggest pedestrian priority is enhanced by visual and physical continuity of the footpath.

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#### Distribution List:

Director, Infrastructure Development; Director, Asset Maintenance; Traffic Management and Road Safety staff and Councils.

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Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area.

Therefore, where pedestrian priority is desirable but a regulatory pedestrian crossing is not warranted, a continuous footpath treatment that is not differentiated in colour and texture from the adjacent footpath may be a suitable solution.

## APPLICATION

A continuous footpath treatment should only be considered where it meets the criteria outlined below. A sample layout of a continuous footpath treatment is illustrated in Figure 1.

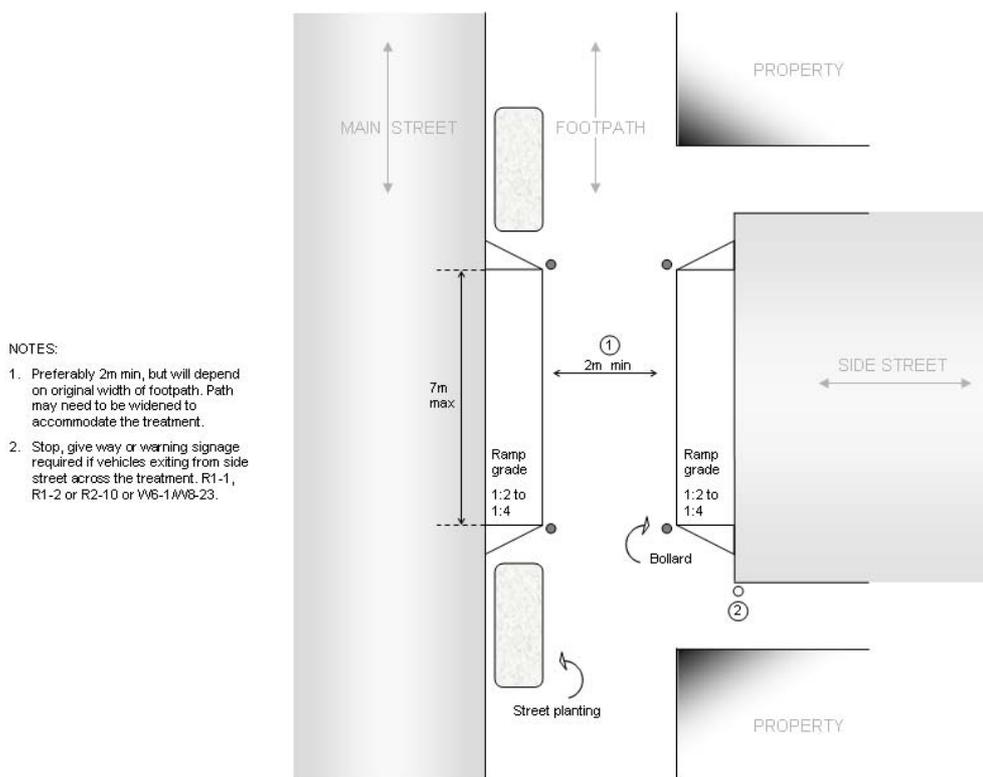


Figure 1. Example of a continuous footpath treatment layout.

Item	Attribute
Measured vehicle flow per hour	<p>Typically no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection.</p> <p>Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location.</p>

Item	Attribute
Measured pedestrian flow per hour	<p>No minimum.</p> <p>Continuous footpath treatments may be implemented to encourage pedestrian activity or to reduce the car-dominant appearance of an area. Baseline measured pedestrian flows will be irrelevant in these instances.</p>
Risk assessment	<p>If a continuous footpath treatment is being considered, the location will already have been identified as one where it is appropriate to provide pedestrian priority.</p> <p>A risk assessment, ie identification of types of people using the path, types of vehicles, sight lines, etc, will help to inform the facility's design to ensure the treatment is safe and effective.</p>
Type of intersection	<p>A continuous footpath treatment can be used on any type of intersection other than a signalised intersection.</p> <p>However, careful consideration may be needed if implementing the treatment at four way intersections as the gap required by vehicles crossing the main street will be increased because they have to slow down to traverse the continuous footpath treatment.</p>
Direction of traffic	<p>Ideally, traffic would be one way into the side street.</p> <p>However, this is not mandatory as it may place undue restrictions on the implementation of continuous footpath treatments and/or unduly complicate traffic flow in the area.</p> <p>Consideration needs to be given to the movement of traffic on the main street. Depending on the specific location, it may be appropriate to limit turning movements on the side street to left in/left out to minimise impacts on main traffic flow.</p>
Maximum width of crossing point	<p>The driveway laybacks must be no wider than 7m.</p> <p>This will constrain the available space while still allowing width for two motor vehicles to pass each other if required.</p> <p>Where the side street is significantly wider than 7m, additional treatments may be required to constrain the intersection so drivers do not think they have the full width of the street in which to manoeuvre, for example bollards or appropriate street plantings.</p>
Effective speed of vehicles traversing the footpath	<p>10 kilometres per hour or less.</p> <p>This is the speed of vehicles entering and exiting the side street once the continuous footpath treatment has been installed. The use of driveway laybacks and stop or give way signs on exit should help to achieve this speed.</p>
Signage	<p>Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment.</p>

Item	Attribute
Shared zones	<p>A continuous footpath treatment may be used as part of the threshold treatment for a shared zone.</p> <p>In these cases, the maximum width requirement for the intersection is waived as the 10 kilometre per hour speed limit and other measures will help to calm the traffic and minimise conflict.</p>

## ACTION

This technical direction is effective immediately and must be followed when the relevant road authority determines the need for a continuous footpath treatment.

## UPDATES

To ensure that this *Technical Direction* remains current and relevant, minor updates may be made from time to time. This may be done through the Roads & Maritime Services' website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rta.nsw.gov.au/trafficinformation/guidelines/documentregister](http://www.rta.nsw.gov.au/trafficinformation/guidelines/documentregister).

The Register should always be checked prior to using this *Technical Direction*.

## REFERENCES

Austrroads 2009. Guide to Road Design Part 6A.

Austrroads 2009. Guide to Traffic Management Part 7.

Department of Infrastructure Planning and Natural Resources 2004. [Planning Guidelines for Walking and Cycling](#).

[Road Rules 2008](#).

RMS 2012. [Supplement to AS 1742](#).

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