

Darwin Shared Path & Bicycle Lane Technical Notes

10. Location and Requirements for Holding Rails

Objective

The objective of the *Darwin Shared Path & Bicycle Lane Technical Notes* is to provide direction and guidance for the planning and delivery of cycling facilities within the City of Darwin area. These technical notes are also intended to provide information for other stakeholders including the NT Government, cycling groups and the community.

References

Throughout this document, references have been made to the following technical standards and guidelines:

- Austroads *Guide to Road Design Part 6A: Pedestrian and Cyclist Paths* (2009)
- NTG *Treatment where a Shared or Bike Path Intersects with a Road (Drawing No. CS0013)*

This technical note should be read in conjunction with this document.

Introduction

This technical note provides direction and guidance on the location and requirements of holding rails. The information is compiled from multiple sources detailing good design practices and desirable requirements adopted throughout Australia.

Purpose of Holding Rails

Holding rails are provided for two main purposes:

- Permitting mobility impaired pedestrians to hold onto the rail for balance while waiting to cross a road.
- Permitting cyclists using clip-in pedals to remain clipped-in while waiting to cross a road.

In addition, holding rails can be used to provide valuable passive wayfinding assistance by indicating the continuation of the shared path route and draw the attention of drivers to locations where path users can be expected to cross a road.

When should Holding Rails be used?

Holding rails may be used for the following situations;

- There is a reasonable likelihood that cyclists will have to stop at intersections with roadways or paths, such as where paths cross roads with traffic volume >5,000 vehicles per day. They should not be provided at the intersections of paths with local streets and other paths where it is unlikely cyclists will have to stop and wait, unless it is desired to use them for passive wayfinding purposes.
- High volumes of mobility impaired pedestrians, such as in the vicinity of hospitals, health facilities, and aged care homes.
- High volumes of children using the crossing.
- On high-usage paths.

Location of Holding Rails

Holding rails should always be placed on the left side of the kerb ramp for path users who are approaching the crossing and in a position so that appropriate sight lines can be achieved.. This positioning may be varied where a path is located at the back-of-kerb and makes a sharp left turn at the crossing – in this case the holding rails should be located on the far side of the kerb ramp.

Holding rails should not be provided where they are likely to cause an obstruction to path users, such as where a kerb ramp is located perpendicular to the direction of travel along a path.

Holding rails should not be located in the centre of kerb ramps as this obstructs pedestrians and cyclists at the point of conflict with motor vehicles. If it is necessary to prevent vehicular access to the path, then a bollard treatment should be used, set back from the edge of carriageway.

Examples of well-located handrail

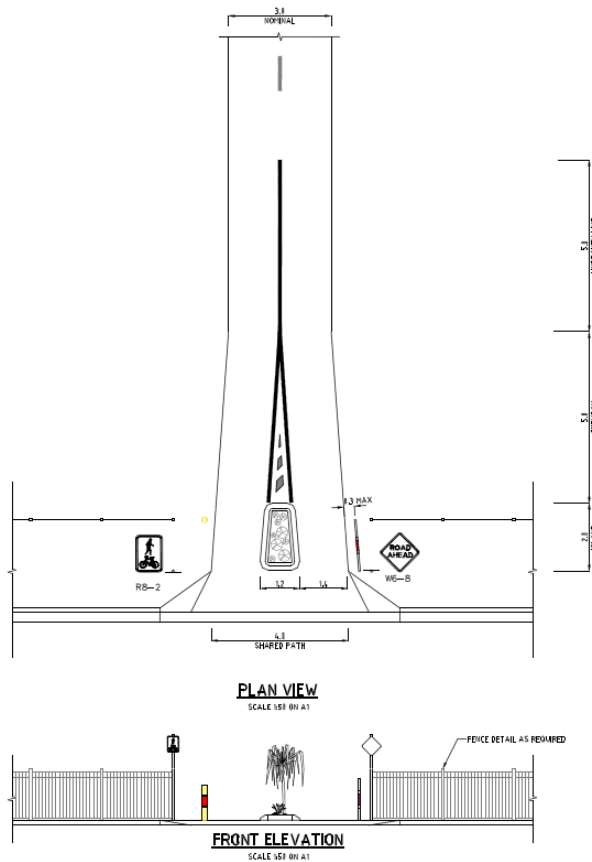




Example of poorly located handrail at a path termination



An example of the location of holding rail location where the path intersects with a road is shown below.

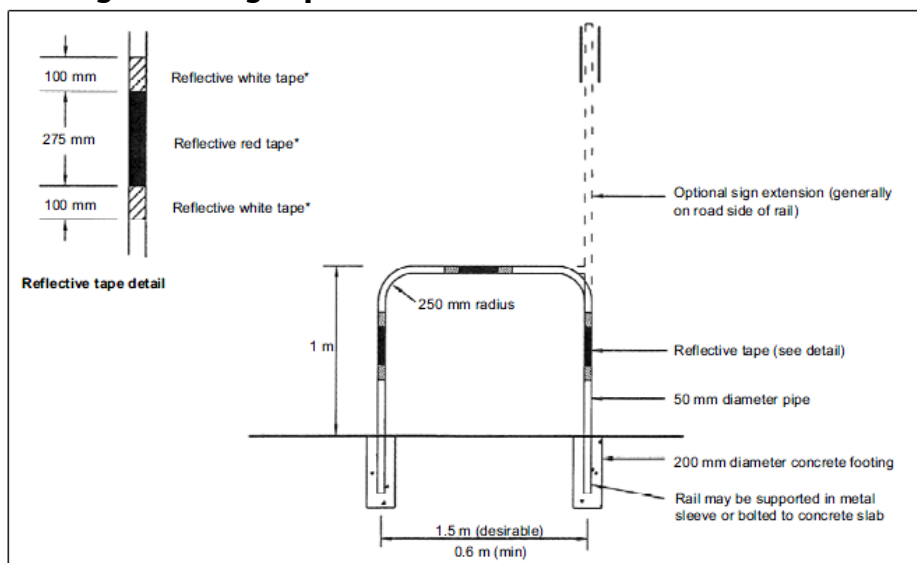


SOURCE: NTG TREATMENT WHERE A SHARED OR BIKE PATH INTERSECTS WITH A ROAD (DRAWING No. CS0013)

Holding Rail design Specifications

The design requirements, as detail in Austroads *Guide to Road Design Part 6A: Pedestrian and Cyclist Paths*, are shown in the figure below.

Holding Rail design specifications



SOURCE: AUSTRADS GUIDE TO ROAD DESIGN PART 6A: PEDESTRIAN AND CYCLIST PATHS

