

## Darwin Shared Path & Bicycle Lane Technical Notes

### 14. Priority at Path Crossings with Roads and Driveways

#### 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 to enable a consistent standard of infrastructure and treatments to be provided across the Metropolitan area.

#### References

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

- Australian Road Rules (2012)
- Department of Transport WA *Shared Path Design – Technical Guidelines* (Draft 2016)

The technical note should be read in conjunction with these documents.

#### Introduction

This technical note provides direction and guidance on priorities at path crossings with roads and driveways. The information is compiled from multiple sources detailing good design practices and appropriate signage location and installation processes adopted throughout Australia.

Signalised crossings are excluded from this technical note.

#### Australian Road Rules

In the Northern Territory, the Australian Road Rules govern the priorities at path crossings with roads and driveways. Generally, pedestrians and cyclists have priority where a path crosses a driveway crossover and cede priority to vehicles where a path intersects a road.

The *Australian Road Rules, Rule 12*, defines a road as “*an area that is open to or used by the public and is developed for, or has one of its main uses, the driving or riding of motor vehicles*”, excluding the shoulder of the road.

The *Australian Road Rules, Rule 13*, defines a road-related area as “*any of the following*:

- An area that divides a road*
- A footpath or nature strip adjacent to the road*
- An area that is not a road and that is open to the public and designated for use by cyclists or animals*
- An area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.*”

## The Importance of Clear Priorities

Confusion occurs where driveway crossovers are constructed to look like roads and where raised thresholds or platforms are used which bring the road up to the same level as the path. These situations create unclear or inconsistent understandings of priorities between the various road users and increases the risk of conflict, except in very low speed environments.

## Driveway Crossings

Driveway crossings can be defined as any crossover which facilitates vehicular access between the road and a road-related area (e.g. a car park) or adjacent property. Path users should have priority at these crossings, except in exceptional circumstances such as a high volume car park access (including, but not limited to, shopping centre, major sporting facility, private subdivisions, aged-care centres with internal road networks, medical centres).

To clearly delineate priority at driveway crossings, the crossover should be constructed at the same level as the path, requiring drivers exiting the road to climb up to the path, emphasising the need to give way. There is no need to delineate priority across residential accesses except in the case of multiple dwelling properties. In these and other high volume car park accesses, edge lines of the path should be painted across the access, for example, as shown here at the car park entry to the Nightcliff pool.



Where it is desired to give vehicular traffic priority at a driveway crossing, the crossover shall be constructed at the same level as the road carriageway with kerb ramps for path users. Give Way signs and markings shall also be used to clearly delineate priority.

An example of this treatment is located at the driveway crossing of Nightcliff Road and former 'Rite Price' supermarket at Nightcliff, as shown in the photo below.



### Road Crossings – Vehicular Priority

At road crossings, path users giving way to vehicles is the default position and at most crossings the use of kerb ramps is sufficient to clearly delineate priority.

Where high approach speeds can be anticipated additional measures are desirable to indicate priority, such as the use of Give Way signs and Road Ahead warning signs.