

5.7 Off-road path crossing treatments



Description

- where an off-road path meets a road, a suitable crossing treatment is required to provide a safe, connected and continuous journey for people walking and riding

Applications

- locations where the posted speed is 50km/h or lower and there is up to one traffic lane in each direction to cross

- well-suited to primary bicycle routes or locations with a high volume of riders, especially children and older people
- to provide a safe and comfortable path for on-road routes through busy roads, intersections and roundabouts, where the on-road route transitions to an off-road crossing
- in higher speed vehicle environments (more than 50km/h), or where there is more than one lane in each direction to cross, a signalised crossing should be provided

Benefits

- prioritises people walking and riding over vehicles to provide a direct and continuous route
- improves safety for all road users

Key features

- provide a continuous, at-grade crossing for people walking and riding, for example through use of coloured surfacing and ramps that reinforce their priority over drivers
- use buildouts to reduce the crossing distance, and tighten kerb radii and approach angles to reduce vehicle speeds
- provide suitable warning of the crossing on vehicle approach, with give way signage for drivers
- maintain good sight lines for all road users on approach to crossing, with treatments on approach to alert riders of the upcoming intersection (see Section 4.6)
- for crossings of side roads, provide at least 5m set back from the intersection to allow a turning vehicle to store away from the through traffic lane
- for crossings of slip lanes, ensure storage space for vehicles of at least 7m between crossing and the give way line – note that removing the slip lane is a safer treatment

Additional recommendations

- understorey planting of the kerb buildouts which does not impede sight lines

