

VEHICULAR CROSSING POLICY

1.0 PURPOSE

The Vehicular Crossing Policy establishes guidelines for the construction, widening, reconstruction and maintenance of vehicle crossings in the Canterbury Bankstown Local Government Area (LGA).

2.0 SCOPE

This Policy applies to the construction of all vehicular crossings, concrete foot pavements and associated works constructed on the public footway.

3.0 POLICY STATEMENT

Canterbury-Bankstown Council (Council) is committed to ensuring that the streetscape in the Canterbury-Bankstown LGA is of a standard that improves local amenity, minimises public safety risks and maintains pedestrian access.

The *Roads Act 1993* and the *Local Government Act 1993* require that a person does not carry out any activity or works on a public road or place without the approval of Council. A vehicle will only be permitted to cross the footway over a properly constructed vehicular crossing approved by Council, and constructed to Council's specifications. The property owner is liable for all costs associated with the construction, maintenance and repair of vehicular access between the road pavement and the property boundary line.

3.1 Vehicle crossing construction

- a) All vehicular crossings, except in town centres, villages and neighbourhood shopping areas, shall be constructed and maintained with a plain concrete finish and have no surface treatments such as, but not limited to, stencilled, paved, stamped, sealing and any type of colouring other than that of plain concrete. In town centres, villages and neighbourhood shopping areas the crossings should match the paving type and design for that centre (or meet the appropriate construction standard with a plain concrete finish if there is large volumes of heavy duty traffic expected to use the crossing).
- b) Vehicular access to roads with kerb side traffic lanes will not be approved if alternative vehicular access is available to the side or rear of a property.
- c) Council will only allow one vehicular crossing per property to improve streetscape, maximize on-street parking and reduce the number of vehicle- pedestrian conflict points
- d) Should an application for an additional vehicular crossing be made, it shall be assessed individually at the discretion of Council provided that there is a minimum 6 metre gap between the two crossings or the adjacent neighbouring crossing, there is no loss on onstreet parking or the proposal has merit on road safety grounds.

- e) Proposed vehicular crossings that do not comply with these guidelines, or those located in positions that require special assessment/ consideration, will need specific approval from Council's Traffic Engineer.
- f) New vehicular crossings on main streets within town centres and villages will not be allowed if there is access available from a rear lane.
- g) The proposed vehicular crossing must be at a minimum 6 metres from the tangent point of the kerb return at an intersection.
- h) The width of a residential crossing may vary from a minimum of 2.75 metres to a maximum 5.5 metres (subject to road width, traffic volumes and speed).
- i) If the proposed vehicular crossing does not match the level of the adjoining footpaving it may require reshaping of the footway. In this case all costs associated with adjusting adjoining footpaving and footway are to borne by the property owner.
- j) The industrial vehicular crossings must comply with Australian Standards AS2890.2-2002. The width is dependent on the development, adjoining road width, traffic flows and on-site requirements to the satisfaction of Council.
- k) Vehicular crossings shall be constructed perpendicular to the kerb and gutter or road centre line. In special circumstances, including the need to avoid trees this angle may be varied but any variation shall be shown on the vehicular crossing for that site.
- l) Vehicular crossings accessing roads where entry is from the kerb side traffic lane may be splayed at 30° max to assist entry and exit.
- m) Vehicular crossings shall maintain sight lines to pedestrians as shown on Fig 3.3 from AS 2890.1:2004. Where this is not possible, and where motorists' vision of pedestrians is restricted, and vehicular crossings in town centres and across high pedestrian traffic footpaths, vehicle are to include warning tactile tiles on the pedestrian approaches to both sides in accordance with AS 1428.4.1: Figure C12. This requires warning tactiles 800 wide, extending 1000-1200 from the building line, and setback 300 from the edges of the vehicular crossing on the pedestrian approaches.
- n) Where the proposed vehicular crossing in the road reserve is in conflict with existing utilities and civil infrastructure, any cost incurred in adjusting/ removing/ reinstating such structures will be borne by the applicant.
- o) The proposed vehicular crossing must be outside the structural root zone of Council's street trees, this distance may vary as certain species may require greater distance. Applicants should consult Council's Tree Management Manual for further information.
- p) The property owner is required to pay a fee to Council for the provision of vehicular crossing design and compliance inspections, as prescribed in Council's Schedule of Fees & Charges.

- q) The applicant/contractor shall comply with all Council's specifications and standards for the construction of vehicular crossing.

3.2 Street Boundary Levels

It is the applicant's responsibility to comply with property levels issued by Council at the street boundary. This is to ensure that the standard vehicle can enter without scraping. The applicant is responsible for all costs incurred for any adjustments required within the property to adjust street boundary levels.

In some circumstances it may be necessary to construct raised gutter laybacks to allow vehicles to cross without scraping. Raised gutter laybacks are prone to blockage and it is the resident's responsibility to clear (minor) obstructions to water flow as required.

3.3 Heritage listed or properties located within a Heritage Conservation Area

Any proposed construction of a vehicular crossing to a heritage listed property, or property located within a Heritage Conservation Area in the LGA, must be submitted to Council for approval prior to the commencement of any works. Proposals that detrimentally affect the heritage significance or do not meet Council requirements for construction will not be approved.

3.4 Non standard applications

Council recognises that in some instances a standard vehicular crossing specification may not be appropriate (eg crossings over watercourses or large drains), in such cases the applicant will be required to submit a specific design for the crossing that has been certified by a registered engineer.

3.5 Maintenance of vehicular crossings

The property owner is responsible for the maintenance of the vehicular crossing and liable for any associated costs.

Should any damage be incurred to the vehicular crossing by Council through the course of its operations or by any of Council's assets such as street tree roots Council will bear the cost of the restoration. Council does not guarantee to replace the shape, size, colour or texture when restoring the damage.

3.6 Unauthorised and/or illegal vehicular crossings

Where vehicles are crossing between the road pavement and private property contrary to this policy, in such a way that gutter blockages are caused, or the footway is damaged and causes hazardous conditions, there is a public danger, or the crossing is considered unsatisfactory, a notice will be served on the owner of the property to remove the illegal vehicular crossing and reinstate any damaged Council property, or to construct a suitable vehicular crossing. The property owner must comply with the notice from Council to repair the crossing, within the timeframe required in the notice, at the owner's cost.

Where work is not completed to Council specifications, the property owner is liable to pay Council any costs incurred in constructing or repairing any special crossing over a footway (*Section 218(1) of the Roads Act 1993*).

3.7 Pathways across nature strips

Constructing a pathway across the nature strip from the property boundary to the kerb is not permitted unless it is required due to demonstrated medical reasons. These include access required for persons with crutches, walking frames, callipers, mobility scooters, wheelchairs, or other similar mobility aids. A Roads and Maritime Services (RMS) Mobility Parking Scheme permit does not guarantee eligibility. It must also be demonstrated that similar access cannot be obtained from within the property to the residence.

A Work Permit application for approval to install the pathway should be made to Council. The application should include a supporting medical certificate completed by a registered medical practitioner.

Existing unauthorised pathways affected by Council roadworks or utility authority works will be removed unless the requirements detailed above can be demonstrated.

4.0 RELATED RESOURCES

4.1 Legislation

- *Local Government Act 1993*
- *Roads Act 1993*
- *Work Health and Safety Act 2011*

4.2 Associated Documents

- Specification for the Construction of Vehicular Footway Crossings and Associated Works
- Canterbury Development Control Plan 2012
- Schedule of Fees and Charges
- Work Permit Application Form
- Tree Management Manual
- Standard Drawings

4.3 Definitions

<i>Crossing</i>	The section of concrete between the back of the layback and the property line, and forms part of the vehicular crossing.
<i>Layback</i>	A ramp section that is inserted into the kerb and gutter that allows access from the road and forms part of the vehicular crossing.
<i>Nature strip</i>	An area of the road reserve located between the kerb, gutter and property line; this is considered land under the control of Council.
<i>Plain concrete</i>	Concrete batched with natural grey cement (i.e no colouring other than that of plain Portland cement).
<i>Property boundary</i>	Where a lot abuts a road reserve, eg where a resident would built a front fence.

Vehicular crossing

The concrete vehicular crossing providing access across the Council controlled nature strip, consisting of a crossing and a layback.

5.0 POLICY OWNER

Manager Roads.

6.0 AUTHORISATION

Adopted by Canterbury-Bankstown Council on 22 August 2017.