PERSONAL ACCESS RAMPS (Kerb Ramps)

Head of Power

Local Government Act 2009

Objective

The objective of this policy is to outline Council’s position on the installation of personal access ramps to provide access to the road carriageway for mobility assistance devices.

Definitions/Application

Definitions

“Kerb Ramp” - A ramp generally formed in or through kerbing to permit access between pedestrian areas and the road carriageway where there is sufficient difference in elevation to need a ramp.

“Personal Access Ramp” - A kerb ramp constructed in a location that is primarily for use by a single user or inhabitants of a single residence.

“Mobility Assistance Device” - Wheelchair, Motorised Wheelchair, Mobility Scooter.

Application

This policy applies to all aspects of road, pathway, carpark and similar civil works by Council, developers or other parties within the Moreton Bay Region. The policy does not apply to buildings.

Policy Statement

Access to the road carriageway

Access to the road carriageway is provided by kerb ramps, crossings and driveways/inverts based on a need to provide for safe movement of pedestrians and vehicles between properties, the road verge and road carriageway. Kerb ramps, inverts and driveways are to be located in accordance with prescribed or recognised standards and guidelines.

Kerb Ramps

It is Council’s practice to install kerb ramps on kerbed roadways, in car parks and on pedestrian routes at standard locations suitable for use by the broader community including pedestrians, cyclists and persons using mobility assistance devices, to move between pedestrian areas, pathways and the road carriageway.

The community generally associates the location of kerb ramps as indicators of safe or preferred locations for pedestrians to cross the road carriageway. The installation of single kerb ramps is typically associated with the start or terminus of a likely pedestrian movement (e.g. access point to a building or end of pathway connection).
Standard locations for kerb ramps generally include:

1. intersections;
2. signalised, marked, and signed pedestrian crossings;
3. limited use crossings where crossings are warranted (e.g. school crossings);
4. locations where pathways cross or terminate at roadways and access to the road carriageway is appropriate;
5. at locations where it is assessed that significant volumes of pedestrian movements exist or are likely to occur due to activities attractive to pedestrians (e.g. pedestrian routes approaching entrances to buildings).

Kerb ramps are to be designed and located in accordance with relevant current standards and guidelines and shall include the installation of tactile devices where deemed necessary.

Council acknowledges that a number of existing kerb ramps may not comply with current standards and guidelines. Council will upgrade non-compliant kerb ramps on a planned priority basis and when carrying out construction or maintenance activities on pathways or roadways adjacent to non-compliant ramps and on request from members of the community, subject to the availability of resources, priorities and budgetary constraints.

**Personal Access Ramps**

Council does not generally support requests for installation of personal access ramps outside of individual residences for pedestrians to access the road carriageway.

**Assessment and Alternative Solutions**

Where a resident has requested installation of a personal access ramp, Council will assess the suitability of existing infrastructure to provide an acceptable level of access for the resident. If it is determined that suitable access routes and associated infrastructure is not available, Council will extend and/or upgrade the existing infrastructure including concrete pathways and kerb crossings to the resident’s property. Kerb ramp locations and construction standards are to be in accordance with the section headed “Kerb Ramps”.

Upgrades or improvements to be carried out by Council will be scheduled as soon as practicable considering the availability of resources, priorities and budgetary constraints.

Council may permit a resident to modify their driveway to better enable mobility assistance devices access to the road carriageway, provided modifications can be localised, are reasonable and do not unduly compromise the function or usability of pathways, the road verge, or safety of the general community. The cost of modification is to be met by the resident.

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<th>Review Triggers</th>
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<td>This Policy is reviewed internally for applicability, continuing effect and consistency with related documents and other legislative provisions when any of the following occurs:</td>
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1. The related documents are amended.
2. The related documents are replaced by new documents.
3. Amendments which affect the allowable scope and effect of a Policy of this nature are made to the head of power.
4. Other circumstances as determined from time to time by a resolution of Council.

Notwithstanding the above, this Policy is to be reviewed at least once every two years for relevance and to ensure that its effectiveness is maintained.
Responsibility

This Policy is to be:

(1) implemented by the Councillors and officers when considering matters relating to the provision and installation of kerb ramps and personal access ramps.

(2) reviewed and amended in accordance with the "Review Triggers" by the Director Engineering Construction and Maintenance in consultation with the Director, Strategic Planning and Development.

Version Control

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<th>Council Resolution number</th>
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<td>14/569</td>
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Related Links:

- 14-2160-017 - Requests for Personal Access Ramps – Site Assessment Policy Directive
- Australian Standard AS1428 (Set) – Design for Access and Mobility
- IPWEA SEQ Drawings R-090, R-091 and R-092