



CONSTRUCTION OR RECONSTRUCTION OF STANDARD FOOTPATH CROSSINGS

General Information

1. Under the Roads Act 1993, property owners are liable for all costs associated with the construction, maintenance and repair of a vehicular access between the road pavement and the property boundary.
2. Where kerb and gutter exists, Council will permit owners' contractors to construct a standard concrete layback in the kerb in accordance with Council's Standard Drawing No. SD31. The work is to be inspected and approved by Council's Crossings Engineer, as set out in this document.
3. Footpath crossings are not to be constructed unless an approved layback already exists or where one is incorporated into the footpath crossing construction.
4. Where an approved layback exists, Council will permit the construction of a footpath crossing in accordance with the following standard:

Standard Requirements

- The minimum width of any footpath crossing shall be **3.5 metres for residential** (unless an existing narrow layback is to be used) **and 5.5 metres for light commercial areas** as indicated in Standard Drawing SD31.
- The maximum width of any footpath crossing shall be **5.5 metres for residential and 7.2 metres for light commercial areas** as indicated in Standard Drawing SD31.
- Crossing widths and construction details for heavy commercial or industrial sites must be designed to suit and plans submitted to the Crossings Engineer for approval.
- The number of crossings permitted shall be limited to one per property with frontages up to 18 metres and two where the frontage exceeds 18 metres (refer clause 7 of the specification). Where two crossings are permitted, a minimum separation of 7 metres must be provided. Location of existing trees and utility services etc. may prevent the installation of two crossings. Any request for reconsideration of this condition must be made in writing demonstrating your reasons for variation of Councils minimum standard.
- Footpath crossings shall be constructed at right angles to the kerb and gutter or road centre-line where practicable. In special circumstances, including the requirement to avoid obstructions, and subject to prior approval, this angle may be reduced to not less than 60degrees to the kerb and gutter or the centre-line of the road, as indicated in Standard Drawing SD31.

Levels

- Construction levels or appropriate vehicular crossing profile will be supplied by the Crossings Engineer on request following lodgement of your application and payment of fees at Council's Darcy Street Office. Where provided, levels must be strictly adhered to otherwise access to the property may not be possible.
- Any change in slope of the vehicular access at/or within the property boundary should be designed to avoid vehicles scraping. This, and the slope of the driveway within the property, are matters for determination by the owner and for which Council cannot accept any liability. (Development Applications only).
- The grade or slope of the driveway at the property boundary must follow the grade of the adjoining kerb and gutter.
- Levels issued are current/approved for a period of 12 months only.

Inspection

- Council's Crossings Engineer must be given a **minimum 24 hours notice** when formwork is complete in the case of concrete crossings or when the excavation is trimmed and compacted prior to the placement of fine crushed rock in the case of bituminous crossings. **Work should not proceed until the inspection is complete and approval has been given.**
- Inspections will only be carried out between 8.00am and 12.00 noon, Monday to Friday.

Specification

1. All works shall be completed to the satisfaction of the Crossings Engineer or his nominated representative. **A sealed footpath crossing will not be approved if an approved layback does not exist.**
2. Alternative material specifications are listed below. No other material will be approved.
 - (a) Crossings in **Plain Concrete** shall be ready mixed concrete to thickness and with reinforcement as indicated in table 1. Concrete strength shall be no less than 25 MPa at 28 days and the surface shall be broomed or wood float finish. Expansion jointing shall be placed to the full depth of the slab against existing or new dish gutter or layback, existing concrete footpath and at the property boundary line.
 - (b) Crossings in **Coloured or Stencilled Concrete** shall be constructed as in (a) and **shall be subject to conditional approval**. Colour or stencilling is not permitted on the layback, dish gutter or kerbing. Owners should note that in the event of the crossing being damaged or disturbed by an authorised person or public utility, reinstatement of the crossing will be limited to natural (plain) concrete. **Reinstatement of the crossing in coloured or stencilled concrete shall be the responsibility of the property owner and this is a condition of approval for the construction of such crossings.**
 - (c) Crossings surfaced with **Hot Bituminous Asphalt** shall comprise a 10mm grade asphaltic concrete surface course with a minimum compacted thickness of 30mm, placed over a 100mm thick compacted layer of 20mm fine crushed rock. The surface course is to be trimmed with 40mm x 10mm dressed treated pine edge timbers. The fine crushed rock shall be watered during compaction and finished to a dense even surface. The sub-grade material shall be compacted and free of loose material and soft spots.
 - (d) Crossings with **Paving Blocks/Bricks** are subject to conditional approval. Only pavers with an equivalent wood float finish will be approved. Blocks shall be not less than 50mm thick and shall be laid flush jointed on a **Reinforced Concrete Bed** 100mm thick with a strength of 25 MPa at 28 days. Reinforcing shall be F62 mesh placed centrally.
The slab shall be extended 100mm either side of the blockwork to allow edges of blocks to be retained with 3:1 sand cement mortar of a minimum thickness of 30mm.

All footpath crossings constructed within the Parramatta CBD area, are to comply with Council's paving policy.

Council will accept no liability for the restoration of any damage caused to this type of crossing by any public utility, authority or other person, and this is a condition of approval for the construction of brick paved crossings.

3. It is the owner's responsibility to ensure that work is carried out in a safe manner without inconvenience to users of the road or footpath. The owner shall ensure that the works are properly barricaded and lit and that he/she and his/her contractor carry adequate public liability insurance. Council will accept no liability for injury or damage to any person or thing during the course of the work
4. The owner of the property shall negotiate with any public utility whose services may be affected by the proposed crossing and shall bear the full cost of any alterations required to such services. On any State Road/ Regional Road (list attached) or other high risk location eg near school, shops or traffic lights etc., the crossing is to be constructed in 2 stages such that pedestrian access is not impeded. Safe pedestrian access is to be provided past the works in accordance with Australian Standard AS 1742.3. On all other roads, barricades or bollards with flashing lights are to be placed adjacent to the work to allow a 1.5m wide pedestrian access along the roadway. Appropriate signage is to be placed in the street to advise motorists of the work.
5. Works undertaken must be complete to the satisfaction of the Crossings Engineer, inclusive of all restoration, adjustment of adjoining footpath or verge surfaces, relocation of services, and any other works deemed necessary, with all costs for such works to be borne by the owner.
6. Where an existing layback or dish gutter is made redundant by the construction of the new crossing, they are to be removed and replaced with a standard kerb construction (see note below). Any disused driveway surface is to be removed and the area re-grassed to the satisfaction of the Crossings Engineer.
7. Crossings on corner allotments are not to be constructed within 6 metres of the intersection of street alignments.
8. Crossings shall not encroach over the frontage of an adjoining allotment without prior approval of Council. Applicants should seek the written agreement of the neighbouring property owner and submit this for Council consideration.

CROSSING TYPE	SLAB THICKNESS & REINFORCEMENT	LAYBACK THICKNESS & REINFORCEMENT
Residential	130mm, F62	150mm
Residential Heavy Duty	150mm, F72	150mm ,F72
Commercial/Industrial	200mm, F82	200mm, F82

Table 1

NOTE

Unless existing gutter is damaged, it shall not be removed without the approval of the Crossings Engineer. Preference is given to removal of kerb profile or existing layback only. Where the removal of existing gutter is unavoidable the owner shall make allowance for reinstatement of the road surface in the event that it is damaged during the removal.

Restoration of the road surface shall be carried out to the following specification.

1. Saw-cut existing road surface 600mm parallel to the gutter construction and remove the bituminous material to a minimum depth of 70mm.
2. Replace the bituminous material with minimum AC10 Hot Mix compacted in accordance with AUS-SPEC #2, Specification 306. The evenness of the resulting restored surface shall be such that an impact is not transmitted to traffic passing over the restoration.
3. The roadway shall be restored in a continuous manner to a condition equivalent to that existing at the commencement of the work.
4. All edges adjoining existing bituminous/asphalt surfaces are to be sealed with an approved rubberised bitumen seal.

Definition of Terms

1. Footpath Crossing:

The area between the kerb and gutter and the property boundary which is used to drive from the roadway into the property.

Also sometimes called; crossing, vehicular crossing, vehicular entrance, driveway, vehicular access.

2. Footpath

The area between the kerb and gutter and the property boundary. Also sometimes called; verge, footway, nature strip.

Note: a constructed concrete or asphalt (bitumen) footpath may form part of the wider term 'footpath' used in this document.

3. Layback

The "flattened" part of the kerbing which is used for driving a vehicle across the footpath. Please note that "roll kerbing" does not require the construction of a layback.

Also sometimes called; a gutter crossing.

As most of Council's roads have kerb and gutter, the use of the term layback is sufficient. However, there will be places where the term "gutter crossing" may be used to describe the physical structure which provides access from the roadway to the footpath.

RTA State and Regional Roads

State Road

Briens Road (Cumberland Highway)
Carlingford Road
Church Street (Windsor Road to Victoria Road)
Church Street (Parkes Street to Woodville Road)
Great Western Highway
Hart Drive (Cumberland Highway)
James Ruse Drive
Kissing Point Road (James Ruse Drive to Stewart Street)
Marsden Road
Old Windsor Road
Parramatta Road (Great Western Highway)
Pennant Hills Road (James Ruse Drive to Carlingford Road)
Silverwater Road
Stewart Street – Dundas
Terry Road
Victoria Road (East of Church Street)
Windsor Road
Wingate Avenue - Epping
Woodville Road

Regional Road

Albert Street (Church Street to O'Connell Street) – North Parramatta
Barney Street (Church Street to O'Connell Street) – North Parramatta
Bold Street – Granville
Boundary Road (Ferndell Street to Hector Street) – South Granville
Clyde Street - Granville
Ferndell Street – South Granville
Fitzwilliam Road – Toongabbie
Hassall Street (Parkes Street to James Ruse Drive) – Parramatta
Hector Street – South Granville
Loftus Street - Guildford
Macquarie Street (O'Connell Street to Pitt Street) – Parramatta
Memorial Drive (Bold Street to Clyde Street) – Granville
Merrylands Road – Merrylands
Mombri Street - Guildford
North Rocks Road – Northmead
O'Connell Street – Parramatta
Oxford Street - Guildford
Parkes Street – Parramatta
Pennant Hills Road (Church Street to James Ruse Drive) – North Parramatta
Pennant Street – Parramatta
Pitt Street – Parramatta
Railway Terrace – Guildford
Randle Street - Granville
Rawson Road – Guildford
Station Road – Toongabbie
Victoria Road (Church Street to O'Connell Street) – Parramatta
Wellington Road – South Granville
Wentworth Avenue (Hart Drive to Fitzwilliam Road) – Toongabbie

NOTE: for all work on or near these roads, clearance from the RTA is also required. Please contact the following departments at least 14 days before commencing any construction work:

RTA Asset Management Services, Level 3/83, Flushcombe Road, BLACKTOWN NSW 2148.

RTA Transport Management Centre, 25 Garden Street, Eveleigh NSW 1430. Tel. 8396 1513

CUSTOMER FLOW CHART

