

Personal Access Ramps (Kerb Ramps)

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Responsible Manager:	Manager Integrated Transport Planning and Design
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Objective

This policy outlines the City of Moreton Bay's (Council) position on the installation of personal access ramps to provide access to the road for people using mobility assistance devices.

Statement

City of Moreton Bay (Council), through its Corporate Plan, is committed to providing services that deliver our community's shared vision: *Our Moreton Bay. Amazing places. Natural spaces.* This policy supports the Integrated Transport Strategy 2042, particularly the "*We have an efficient, connected and resilient transport network enabled by smart technologies and innovative design*" outcome.

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 with due consideration of recognised standards and guidelines.

Kerb Ramps

It is Council's practice to install kerb ramps on kerbed roadways, in carparks and on pedestrian routes at standard locations suitable for use by the broader community including pedestrians, cyclists and persons using a mobility assistance device 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 end of a likely pedestrian movement such as end of pathway connection.

Kerb ramps are to be designed and located in accordance with relevant current standards and guidelines and, if required, shall include the installation of tactile ground surface indicators (TGSIs) as per Australian Standard AS1428 (Set) – Design for Access and Mobility.

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; and
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).

Personal Access Ramps

Council does not install personal access ramps or kerb ramps in a location that is primarily for use by a single user or inhabitants of a single residence. Council will consider installing kerb ramps where it benefits the broader community.

Council may permit a resident to modify their driveway or construct a personal access ramp (at their cost) to improve access for mobility assistance devices. Residents seeking to carry out personal access ramp construction works beyond the boundary of their property on Council land are required to submit an application to carry out work within a road reserve. Cost and associated work to install personal access ramps is the responsibility of the applicant.

Further information on the permissions required to carry out work within a road reserve can be found on Council's website at: <https://www.moretonbay.qld.gov.au/Services/Building-Development/Building/Building-Work-Private-Property>.

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. This policy does not apply to buildings.

Related Documents

Relevant legislation

Local Government Act 2009

Council documents

Requests for Personal Access Ramps – Site Assessment Operational Directive

Other resources

- Australian Standard AS1428 (Set) – Design for Access and Mobility
- IPWEAQ Drawings SEQ R-090, R-091 and R-092

Definitions

Term	Definition
City of Moreton Bay or Council	Moreton Bay City Council.
Council land	All land (including a road) under the control of the Council for example parks, road reserve and the bounds outside a private property including the median strip.
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.
Mobility Assistance Device	A device used to improve the mobility of people with a disability. They include, though may not be limited to manual or powered wheelchairs, mobility scooters and walking frames.
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.

Document Control

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2	Council	16.10.2020	Administrative amendments only to formatting, review date and position titles. Approved by Director Infrastructure Planning	A20849504
3	Council	8.12.2020	Administrative updates and updated with clear clarification on Council position when considering personal access ramps	59153016
4	Council	22.11.2023	General Meeting (MP. 23/2518)	67059296