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8.0 VERGES/FOOTPATHS/PATHWAYS

8.1 PURPOSE

This chapter is intended to provide supplementary information to expand on some of the elements specified in the Services, Works and Infrastructure Code and the Operational Works Code of the *Brisbane City Plan*. Therefore **the user must read this chapter in conjunction with the *Brisbane City Plan* to ensure that the development proposal complies in its entirety with the relevant codes, provisions and planning scheme policies**.

Performance Criteria P1.4 of the Operational Works Code states "verges and footpaths must be constructed to provide:

- safe access for pedestrians clear of obstructions
- an access area for vehicles onto properties
- an area for public utility services
- additional amenity of the minor road"

In the context of this document the following definitions apply.

- Verge is defined as that part of the road reserve between the carriageway and the boundary of adjacent allotments.
- Footpath is defined as a pavement intended for pedestrians (including wheelchair users) separate from the road or street carriageway, and either within or outside a road reserve.
- Pathway is defined as a strip of land, sole or mainly for the purpose of accommodating a Footpath, Bike path or Dual-use Path.

8.2 VERGE WIDTH AND CROSSFALL

The verge width of all streets and roads in new developments is as shown in Table B8.2.1. Verge widths in older established areas may vary from these widths in order to fit in with the existing situation.

For Residential Streets (except bus routes) the verge width can narrow to three metres at traffic control devices or where the proposed road will meander within the road reserve. The verge width may also narrow to two metres where car parking bays are provided if approved by the Engineering Officer Development & Regulatory Services. Also refer to Chapter 5 of Part B of this document.

All verge widths must be measured from property boundaries to **invert** of the kerb and channel.

TABLE B8.2.1 VERGE WIDTHS

Road Type	Verge Widths*	
Local Access and Neighbour Access Roads	Residential 4.0 - 4.25 m (Average)	Rural Residential 5.0 m (Minimum)
District/Suburban and higher Roads (without bike lane)	Minimum 4.25 m, preferred 5.95 m	
District and Suburban and higher (with bike lane)	Width to be determined by Urban Amenity	
Industrial Access Roads	4.25 m	

* This is measured from property alignment to invert of the kerb and channel.

Crossfall

The crossfall of the verge is 1V in 50H across the full width. Where the slope of the allotment batter is steeper than 1V in 6H, the toe of fill batter or the top of cut batter abutting existing or future public space (eg road reserves, parks etc) must be provided with a minimum setback distance of 0.3 metres from the property boundary.

Approval may be given to vary the crossfall of the verge where significant trees will be retained. Full details and cross sections must be provided on engineering drawings and approval obtained from the Engineering Officer Development & Regulatory Services.

Steps are not acceptable within the verge. All cut and fill batters must be located outside the road reserve or access restriction strip, unless specifically approved by the Engineering Officer Development & Regulatory Services.

8.3 MAXIMUM GRADES - VERGE

The maximum longitudinal grade on any verge is 1V in 6H, which corresponds to the maximum grade of the road. The preferred option however, is to accommodate people using mobile devices such as wheel chairs and prams. Refer to *AS 1428 - Design for Access and Mobility*.

8.4 TYPICAL SERVICES CORRIDOR

Service Alignments

Standard alignments of underground reticulated services are given in Council's Standard Drawing Nos. UMS 121, UMS 122, UMS 123 and UMS 124. Evidence of approval of the relevant service authorities must be provided to the Engineering Officer Development & Regulatory Services where non-standard alignments are proposed, particularly on variable verge widths in road reserves, cul-de-sac heads and adjacent to speed control devices, etc.

Where required by service authorities, the Developer must provide additional road reserve beyond the standard verge width for the location of specialised equipment such as transformer equipment, electronic switching equipment, etc.

Double up of services in a single trench may be approved by the Engineering Officer Development & Regulatory Services, if written approval of a proposal is submitted from the service authorities involved. However, relaxation of verge widths will not be permitted as a result.

Costs associated with the relocation of any services as a result of the development must be borne by the Developer.

Service Pits and Manholes

Service pits and manholes within the roadway or verge must be installed accurately, blending smoothly with the longitudinal and transverse grades of the verge. Further they must comply with the requirements of the relevant service authorities. Service pits must not be placed in areas that would compromise the construction of kerb ramps to the relevant specification.

Service Conduits

Service conduits required by the relevant service authorities must be installed prior to final surfacing of the roadway or verge to the requirements of the service authorities. Service conduits must not conflict with the general requirements for cover, as given in Standard Drawing Nos. UMS 122 and UMS 124.

Kerb markers must be placed in the kerb and channel at service conduit crossings. In the case of interlocking paver or mass concrete roads, developers must make provision for incorporating spare conduits (with markers) at the time of construction to alleviate the need for unsightly repair work in the future.

8.5 CONCRETE PATHS

Consideration must be given to the streetscape when installing concrete footpaths, in particular the following issues must be addressed.

- The width of the strip is appropriate to its location. For example, concrete footpath will be required in high density urban residential areas or where it is obvious pedestrian traffic will be substantial, ie school, railway station, high density housing. Refer to Transport and Traffic Facilities Planning Scheme Policy of the *City Plan*.
- In general, full width concrete footpaths or pavers must be provided to frontages of commercial and shopping centre developments. However exemptions may be approved by the Engineering Officer Development & Regulatory Services for isolated businesses in residential areas. Also refer to Standard Drawing No. UMS 232 and the *Reference Specifications for Civil Engineering Work* (Brisbane City Council, 2000).
- Provision for street trees and landscaping in full width concrete footpath.
- A concrete strip footpath is required on both sides of Industrial Access Roads.
- In subdivisions in new areas, standard concrete footpaths must be 1.2 metres wide. The edge of the pathway closest to the property boundary is generally 1.42 metres from the property boundary and must be constructed in accordance with Standard Drawing UMS 231. Generally footpaths should not be constructed over water mains.
- Concrete footpaths within pedestrian links must be 1.8 metres wide, extending to the kerb and channel with a kerb ramp. Where there is a concrete footpath in the street, the concrete footpath in the pathway must be extended to the concrete. Also refer Figure B8.5.1.

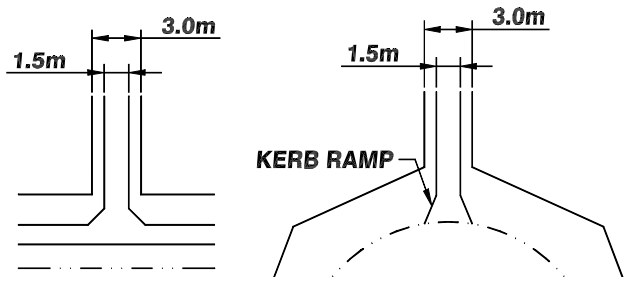

FIGURE B8.5.1
FOOTPATH/PATHWAY DETAIL

Subdivisions and Site Developments in Older Established Areas

In general, existing asphalt footpaths must be removed and replaced with 1.2 metre wide concrete footpaths with turf adjacent. Where the verge is in no danger of having construction traffic mount the concrete footpath; the Council standard 1.2 metre concrete footpath can be constructed. However, wider widths may be requested if deemed necessary by the Engineering Officer Development & Regulatory Services.

8.6 KERB RAMPS

Kerb ramps are required where a concrete footpath:

- Leads to a street intersection.
- At a pedestrian crossing.
- At median islands.

Kerb ramps must be clear of obstacles such as stormwater gullies, street signs, posts and trees. The ramps must be constructed in accordance with Standard Drawing No. UMS 213.

8.7 FOOTPATH SURFACE TREATMENTS

General

Specialised verge surface treatments may be approved in particular areas to match in with the streetscape of the area. Refer *Development Control Plan, Local Area Plan and City Signature Program*. Standard concrete strip footpaths are generally preferred. In most cases asphalt footpaths will require removal and replacement. Non standard footpath surfacing such as pavers or exposed aggregate concrete in residential streets is not permitted unless approved otherwise by the Engineering Officer Development & Regulatory Services.

For narrow verges less than 2 metres wide, a full width concrete footpath must be constructed. This will depend on the existing footpath within the street.

Grassing

Any disturbed areas within the verge must be re-established, trimmed, shaped and re-grassed as soon as possible.

Approval of Specialised Verge Surface Treatments

The specialised surfacing of verges may or may not be a part of the development approval conditions. However, it is common practice that Developers include verge improvements in their proposed development.

Specialised verge surface treatments are generally considered appropriate in those areas detailed in *Development Control Plans, Local Area Plans and the City Signature Program.* Types of specialised surface treatments include all forms of paving slabs and segmented pavers. Proposal of specialised verge surface treatments must be approved by the Engineering Officer Development & Regulatory Services.

8.8 PERMITS

When a Developer has to undertake work on an existing verge, a permit is required. Permits are available from Development & Regulatory Services.

8.9 RURAL SUBDIVSIONS

Footpaths

The minimum verge width is 5.0 metres as shown in Table 8.2.1 in accordance with *Queensland Streets*.

If practical constraints limit the formation of the verge to the correct profile across the full width, a section of verge minimum 2.5 metres wide at ultimate level with maximum 1V:40H crossfall and maximum 1V:6H longitudinal grade may be approved. Each case will be considered separately.

Concrete footpaths are usually not required in Rural Residential subdivisions unless pedestrian movements demand.

The verges in the internal roads must be trimmed, shaped and re-grassed. Retaining walls are not permitted on the verge. All retaining walls must be located within the allotments and must be constructed from stone, concrete or masonry. A 300 mm wide x 100 mm deep mowing strip must be provided at the base. Timber retaining walls are not acceptable. Details of all retaining walls must be shown on the engineering drawings. For further information, refer Chapter 4 of Part B of this document.