56.08 STREET CONSTRUCTION

56.08-1 Pavement construction objectives

To provide street pavement and edges that reinforce the function and amenity of the street.

To construct streets of appropriate strength to enable the carriage of vehicles at a minimum total cost to the community.

Standard C28

Street pavements should be designed to:

- Carry wheel loads of travelling and parked vehicles.
- Enable the carriage of vehicles at a minimum total cost to the community over a 20 year period, including maintenance costs.

Street pavements should be strong enough not to be damaged by construction or building equipment.

Street pavement surfaces should be of a quality and durability to ensure the:

- Safe passage of vehicles, pedestrians and cyclists.
- Discharge of rainfall.
- Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.

Flexible street pavement construction should be based on the requirements of the Austroads Pavement Design - A Guide to Structural Design of Road Pavements, Revised 1999 (AP 17/92) using equivalent standard axle loadings based on an average traffic generation rate of 10 vehicles per day per lot and a 20 year design life.

Concrete street pavement should be based on the Concrete Pavement Design for Residential Streets, Cement and Concrete Association, 1997 (CCA T51-1997), to a minimum 20 year life span.

Interlocking block street pavement should be based on the requirements of the Austroads Pavement Design - A Guide to Structural Design of Road Pavements, Revised 1999 (AP 17/92), to a minimum 20 year life span.

56.08-2 Pavement edge objective

To provide a pavement edge that is appropriate for the control of vehicle movements, performs any required drainage function and is structurally adequate.

Standard C29

The pavement edge treatment and cross sectional profile of the street reserve should perform the required drainage functions and enable connections from house drains where necessary.

The pavement edge should clearly delineate to all street users the edge of the carriageway and be detailed to take into account streetscape character and amenity.

The pavement edge treatment should provide for:

- An appropriate level of control for vehicles.
- Safe crossing by cyclists at driveways and other appropriate locations.

The pavement edge treatment should allow for efficient and comfortable access to abutting properties at appropriate locations.

The pavement edge and drainage method on local streets should be designed to facilitate infiltration of stormwater run-off where soils and topography permit.

The pavement edge treatment should provide sufficient strength to prevent edge fretting.

Kerbs of the type specified in Table C7 should be provided.

Pavement edge material should be concrete, stone or mortared brick.

Single driveway kerb crossover length should be:

- 4.5 metres in streets 5.5 metres or less wide.
- 3.8 metres in streets greater than 5.5 metres wide.

56.08-3 Path construction objective

To ensure the geometry and construction of footpaths and bicycle paths is appropriate.

Standard C30

Pedestrian paths in access lanes, access places and access streets should be constructed of bitumen, concrete or blockwork to an approved construction standard. Where street pavements are 5.5 metres or less in width, footpaths may abut a kerb.

Pedestrian paths in trunk collector streets or collector streets should be constructed of bitumen, concrete or blockwork to the requirements of the Austroads Guide to Traffic Engineering Practice, Part 14: Bicycles, 1999 (AP 11.14-99/HB 69.14-1995) clear of the street pavement from which there is access to lots or where there is a planned pedestrian or bicycle path.

Pram crossings with a maximum gradient of 1:12 should be provided at upright kerbs.