

Appendix 2 SCHEDULE OF CHANGES TO TECHNICAL STANDARDS FOR FOOTWAY CROSSOVERS

<u>ITEM NO.</u>	<u>ORIGINAL PAGE NO.</u>	<u>ORIGINAL SECTION HEADING</u>	<u>ORIGINAL TEXT</u>	<u>AMENDED / REPLACED WITH / ADDED / REMOVED</u>
1	Pg 1 middle	Primary Considerations	If the Highway Authority does agree to the provision of a crossover, it must provide the occupier with a quotation for the costs of the works and once this amount has been paid, the crossover must be constructed.	If the Highway Authority does agree to the provision of a crossover, it must provide the occupier with a quotation for the costs of the works and once this amount has been paid, the crossover will be constructed.
2	Pg 1 bottom	Road Safety	Acceptability is likely to depend on the level of visibility along both the carriageway and footway, the volume of traffic, the width of the road and the presence of street furniture, traffic islands etc.	Acceptability is likely to depend on the level of visibility along both the carriageway and footway, the volume of traffic, the width of the road, the impact on pedestrians and the presence of street furniture, traffic islands, etc.
3	Pg 2 top		<ul style="list-style-type: none"> • immediately adjacent to pedestrian refuges, traffic islands which would prevent a vehicle turning through 90° in a single manoeuvre • at bus stops where use of a crossing could conflict with passengers waiting of make it difficult for disabled passengers to board or alight a bus 	<ul style="list-style-type: none"> • immediately adjacent to, or opposite, pedestrian refuges/traffic islands • at bus stops where use of a crossover could conflict with passengers waiting, or make it difficult for disabled passengers to board or alight a bus
4	Pg 2 middle			<ul style="list-style-type: none"> • (Added) where visibility is restricted.
5	Pg 2 middle		Account must be taken of the visibility and speed of approaching traffic but, as a general guide, a crossover should not be provided within 14 metres of the tangent point of a standard kerb radius (approximately 4.5-6.0 metres) . A greater distance will be needed if there is a larger radius and speeds are therefore higher. The 14 metre requirement may be relaxed on the approaches to a junction (but not the exit sides) if traffic	Account must be taken of the visibility and speed of approaching traffic but, as a general guide, a crossover should not be provided within 10 metres of a junction . A greater distance will be needed if there is a larger radius and speeds are therefore higher. The 10 metre requirement may be relaxed on the approaches to a junction (but not the exit sides) if traffic flows and speeds are low . In all cases, safety and traffic flow must be considered.

			flows and speeds are low. However, in no circumstances should a crossover be provided across a radius kerb forming a junction with another road.	
6	Pg 2 bottom		(Left diagram – top & bottom) Crossover may be OK on approach even if <14m from tangent point	(Left diagram top & bottom) Crossover may be OK on approach even if <10m from junction (intersection of kerb lines).
7	Pg 2 bottom		(Right diagram – top & bottom) Crossover must be >14m from the tangent point on junction exit	(Right diagram – top & bottom) Crossover must be >10m from junction (intersection of kerb lines).
8	Pg 3 top	Carriageway Visibility	(Top diagram) the Y dimension may reduced to 60 and 33 metres respectively.	(Top diagram), the Y dimension may be reduced to 60 and 33 metres respectively.
9	Pg 4 top	Forecourt Dimensions	A vehicle hardstanding should therefore normally be at least 4.8 metres deep Angled bays 4.8 metres long by 2.4 metres wide may be acceptable on unclassified roads if the additional manoeuvring would not adversely affect pedestrian or traffic flow. Bays parallel to the highway will not be acceptable unless provided as part of a carriage drive where vehicles can enter and leave the property in forward gear (refer also to section on second crossovers below).	A vehicle parking area should therefore normally be at least 4.8 metres deep (Removed)
10	Pg 4 middle		<ul style="list-style-type: none"> The forecourt is an absolute minimum of 3.8 metres deep, and (Removed) The applicant is willing to enter into a legal agreement that restricts the size of vehicle that can be parked on the forecourt to fit within the available space. This agreement will then be registered as a land charge so that it binds future occupiers of the property to the same restriction, or The size of vehicle is restricted by planning condition. 	<ul style="list-style-type: none"> the forecourt is an absolute minimum of 3.5 metres deep (Removed) (Added) a vehicle can be parked at any angle so long as the additional manoeuvring would not adversely affect pedestrian safety and traffic flow, and does not extend beyond the limits of the footway crossover. Special consideration must be given to ensure the width of the crossover is wide enough to accommodate this any vehicle parked on the property must not overhang the public footway.

11	Pg 4 bottom	Minimum Crossover Widths	<p>A single width crossover must normally be a minimum of 2.4 metres wide at the back of the footway.</p> <p>the minimum crossover widths should be increased to 3.0 metres.</p>	<p>A single width crossover must normally be a minimum of 2.4 metres wide at the back of the footway and the width of the access onto the property must also normally be a minimum of 2.4 metres.</p> <p>the minimum crossover width should be increased to 3.0 metres.</p>
12	Pg 4 bottom – Pg 5 top		<p>Where a property has a hardstanding that is significantly wider than the width of crossover applied for (e.g. a 2.4 metre crossover serving a hardstanding capable of accommodating two cars) either:</p> <p>a) the crossover width must be widened to match the width of the hardstanding, up to a maximum of 4.8 metres, and/or</p> <p>b) the applicant must erect a low (less than 1.0 metre) wall, fence or permanent landscaping to physically prevent vehicles crossing over an area of footway that has not been strengthened.</p>	<p>Where a property has a parking area that is significantly wider than the width of crossover applied for, either:</p> <p>a) the crossover width must be widened to match the width of the access to the parking area, up to a maximum of 4.8 metres, and/or</p> <p>b) the applicant must erect a suitable permanent boundary to ensure that vehicles can only use the properly constructed crossover to access the property. This may be:</p> <ul style="list-style-type: none"> • a low wall or fence, or • posts with a minimum diameter of 75mm, or • permanent landscaping on raised beds <p>all with appropriate foundations of a minimum depth of 300mm. Structures and raised beds must have a minimum height of 300mm, and a maximum height of 1.0 metre.</p>
13	Pg 5 bottom	Maximum Crossover Widths	<p>In order to maintain the safety of pedestrians on the footway and to retain on-street parking provision the maximum crossover width should not normally exceed 4.8 metres at the back of the footway. However, this width may need to be slightly exceeded to take account of site constraints, such as the bonding pattern of the paving etc.</p>	<p>In order to maintain the safety of pedestrians on the footway and to retain on-street parking provision, the maximum crossover width should not normally exceed 4.8 metres at the back of the footway. (Added) In areas of high demand for on-street parking, the maximum width may be limited to less than 4.8 metres where it is considered that the crossover will adversely affect the provision of on-street parking. However, the maximum</p>

				<p>width may need to be slightly exceeded to take account of site constraints, such as the bonding pattern of the paving, etc.</p>
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14	Pg 5 middle	Maximum Crossover Widths	Where an access is shared between adjoining properties the total crossover width for each property, measured to the centre line of the shared access, should not exceed 4.8 metres.	Where an access is shared between adjoining properties, the maximum crossover width for each property, measured to the centre line of the shared access, should not exceed 4.8 metres.
15	Pg 5 middle	Distance Between Crossovers	A minimum level platform of 600 mm must be provided between adjacent dropped kerbs.	<i>(Removed)</i>
16	Pg 5 bottom	Second Crossovers	<p>Normally, to limit any adverse impact on pedestrians using the adjoining footway and to minimise the loss of kerb side parking, only one crossover will be permitted per property. However, a second crossover may be permitted where:</p> <ul style="list-style-type: none"> • The property frontage abutting the highway is at least 9 metres wide, and • The property fronts a classified road where a second crossover would enable the formation of a carriage drive so that vehicles do not have to reverse either onto or off the highway, or • The property is a street where the majority of properties have off-street parking and demand for kerb side parking is low, and • The crossover would not involve the loss of a street tree or shrub verge in a conservation area. 	<p>Normally, to limit any adverse impact on pedestrians using the adjoining footway, and to minimise the loss of kerbside parking, only one crossover will be permitted per property. However,</p> <ul style="list-style-type: none"> • second crossovers will be permitted where the demand for on-street parking is low, and • the property frontage abutting the highway is wide enough to allow a minimum of 4.8 metres at the back of the footway between the two crossovers, and • the crossover would not involve the loss of a street tree, shrub bed or grass verge in a conservation area, and • the second crossover will not exceed 3.0 metres.
17	Pg 6 top	Traffic Flow	The impact of a new access on bus reliability will also need to be considered, particular where access is proposed onto a road forming part of the London Bus Priority Network or the London Bus Initiative (which are all classified).	<i>(Removed)</i>

18	Pg 6 middle	Impact on Neighbouring Properties	In order to limit the impact on neighbours, a crossover should only normally be provided over the section of footway abutting an applicant's property.	In order to limit the impact on neighbours, a crossover should only be provided over the section of footway abutting an applicant's property, except in particular situations where the geometry of the footway dictates otherwise.
19		(Title added) Street Trees, Shrubs and Grass Verges		
20	Pg 6 bottom	Street Trees	<p>Crossovers should not be provided where their construction might sever major roots, damage the buttress or impede future growth. Where there is any doubt, and in all cases, where the crossing would be within a distance of 4 times the circumference of the tree trunk, the Council's Arboricultural Officer should be consulted before approval is given.</p> <p>Removal of an existing street tree will only be considered where:</p> <ul style="list-style-type: none"> • The tree is nearing the end of its natural life, or • A person permanently residing at the property has a disability that requires them to park within the curtilage of their property, or • The tree is causing structural damage that cannot be prevented by appropriate tree maintenance, or • The tree is young and yet to be established, or • The property is in a street where trees have been programmed to be replaced in line with the Council's adopted Tree Strategy. 	<p>Crossovers should not be provided:</p> <ul style="list-style-type: none"> • within a minimum distance of 1.5 metres or 4 times the diameter of the tree trunk, whichever is the greater, at the first point of excavation • where their construction might sever major roots, damage the buttress or impede future growth. <p>The Highway Services Arboricultural Officer should be consulted where there is any doubt.</p> <p>Removal of an existing street tree will only be <u>considered</u> where:</p> <ul style="list-style-type: none"> • the tree is nearing the end of its natural life, (added) or is in decline, or • a person permanently residing at the property has a disability that requires them to park within the curtilage of their property, or • the tree is young and yet to be established, or • the tree has outgrown its location, or • the property is in a street where trees have been programmed to be replaced in line with the Council's adopted Tree Strategy.

			In all cases where it is agreed to remove a street tree, the applicant will be required to pay for removal and replacement to be located, wherever possible, elsewhere outside their frontage.	In most cases where it is agreed to remove a street tree, the applicant will be required to pay for its removal and a replacement tree to be located, wherever possible, elsewhere within the Borough. <i>(Added)</i> In exceptional circumstances, trial holes may be required to ascertain the extent of any tree roots present within the proposed footway crossover area. The cost of this work will be borne by the applicant. <i>(Added)</i> The Council aims to retain as much greenery as possible within the Borough, therefore any future requests for a tree to be removed on the grounds that it causes a nuisance to the person's property, or obstructs their sight lines, will be refused.
21		<i>(Sub-heading added)</i> <u>Shrub Beds and Grass Verges</u>		<i>(Added)</i> In all cases where it is agreed to remove an area of shrub bed or grass verge in order to facilitate the construction of a footway crossover, applicants will be required to pay for the cost of planting an equivalent area of soft landscaping, in accordance with the Council's Schedule of Fees & Charges, elsewhere within the Borough.
22		<i>(Sub-heading added)</i> <u>Removal/Relocation of Street Furniture</u>		<i>(Added)</i> All costs for the removal/relocation of street furniture and/or utility apparatus in connection with the construction of a footway crossover will be borne by the applicant.
23	Pg 7 top	Alternative Access	It is desirable to minimise the number of new accesses (and associated stopping and turning manoeuvres) onto main roads in order to maintain their importance as traffic routes in the Borough's road hierarchy. Where a property fronts a Classified Road and has or could have rear or side access, there will therefore be a presumption against providing a crossover directly onto the Classified Road.	<i>(Removed)</i> Where a property already has a reasonable alternative means of access via the rear or side, and there is a high demand for on-street parking, applications for new footway crossovers may be refused.

			Where the property does not front onto a Classified Road a crossover may be permitted, but this should be limited to the minimum width (2.4 metres) where the property has a reasonable alternative means of access and is in an area of on-street parking pressure.	<i>(Removed)</i>
24	Pg 7 middle	Surfacing and Drainage of Hardstandings	<p>Surfacing and Drainage of Hardstandings</p> <p>The crossover should not be constructed unless the applicant has a suitable hardstanding. The hardstanding:</p> <ul style="list-style-type: none"> • must not be surfaced in loose material, such as unbound gravel with a nominal size of less than 20mm, that could spill out onto the highway. <p>Where a loose material with a nominal size of 20mm or more is used, a suitable hard surfaced strip the same width as the crossover and at least 1.0 metre deep wide must be provided at the property threshold.</p> <ul style="list-style-type: none"> • must not drain onto the highway. The hardstanding should therefore be constructed with a fall back towards the property, ideally draining to a landscaped strip or soak away. Alternatively, if the hardstanding falls towards the highway, a drainage channel connected to a soak away should be provided at the highway threshold. 	<p>Surfacing and Drainage of Parking Area</p> <p>The crossover should not be constructed unless a suitable parking area is in place. In a recent amendment to the Town and Country Planning Order 1995, a restriction was introduced on the paving over of front gardens. This amendment requires a householder to apply for planning permission if they wish to create a parking area using more than five square metres of impermeable surfacing, and have no facility within the property's curtilage to drain all rainwater falling upon it.</p> <p>If a new parking area is to be created, in order to avoid the need for planning permission and to comply with the new regulations, the new parking area should be constructed using either:</p> <ul style="list-style-type: none"> • permeable surfaces such as gravel or grasscrete. Where loose material is used, this must have a nominal size of 20 millimetres or more, and a suitable hard-surfaced strip the same width as the crossover and extending at least 1.0 metre into the property must be provided at the property threshold • impermeable surfaces such as asphalt or block paving, so long as <u>all</u> rainwater is directed to a soakaway area such as a flower border, lawn or purpose-built soakaway within the property boundaries.

				<p><i>(Added)</i> Where a parking area already exists and a new crossover has been applied for, the applicant will be required to ensure that they comply with the above criteria, which may involve alterations to the parking area.</p>
25		<p><i>(Added) Planning Permission</i></p>		<p><i>(Added)</i> Planning Permission is required:</p> <ul style="list-style-type: none"> • for all applications for footway crossovers on classified roads • for all applications for footway crossovers to serve flats/maisonettes where the parking area is yet to be created, or was created within the previous four years • for all applications for footway crossovers for non-residential uses • if the parking area does not meet the criteria above for surfacing and drainage • if the applicant wishes to demolish or erect a wall or fence higher than one metre alongside the public footway • if there is any land between the property and the carriageway which is other than footway or normal shrub bed/grass verge. • planning permission may also be required for an application for a footway crossover in a conservation area. The applicant must seek confirmation of whether this is required from the Council's Planning Team. <p>Planning permission for applications on classified roads will be considered in accordance with the criteria set out in Enfield's Development Management Document and supporting documentation, particularly with regards to minimising any adverse impact on road safety and congestion. The criteria may be relaxed and a more sympathetic approach may be taken to approving applications on Class B and C roads.</p>

				An application to construct a crossover should only be submitted if the required planning permission has been granted.
26		(Added) Footway Crossover Extensions		<p><i>(Added)</i> Where an application is made to extend an existing footway crossover:</p> <ul style="list-style-type: none"> the maximum width of the crossover must not exceed 4.8 metres in total a boundary must be constructed to ensure vehicles can only use the properly constructed crossover no part of the parking area (existing or extended) shall discharge surface water on to the public highway, to accord with S163 of the Highways Act 1980. This may require the implementation of a drainage system retrospectively.
27	Pg 7 bottom	Lay-By Parking and Modern Estates	Crossovers should not be approved that reduce casual parking in purpose built parking areas in lay-bys, etc.	Crossovers that reduce casual parking in purpose-built parking areas, lay-bys, etc, should not be approved.
28	Pg 8 top & middle	Controlled Parking Zones and Pay and Display Bays	<p>In particular, crossovers should not be permitted where they would result in the loss of space in residents' parking bays in the following street in the Enfield Town CPZ:</p> <ul style="list-style-type: none"> Fyfield Road River Front St. Andrews Road Little Park Gardens Gentleman's Row Shirley Road 	<i>(Removed)</i>
29	Pg 8 top		be referred to the Head of Traffic and Parking so that their impact can be evaluated.	be referred to the Head of Traffic & Transportation so that their impact can be evaluated.
30	Pg 8 middle		(the level of contribution to be set in the annual Fees Charges report).	(the level of contribution to be set in the annual Schedule of Fees & Charges).

31	Pg 8 middle		However, in view of the time taken, the Head of Traffic and Parking	However, in view of time taken, the Head of Traffic & Transportation
32	Pg 9 top	Materials	<p>Outside Conservation Areas Block paving, normally grey to match in with the colour of the surrounding footway.</p> <p>Within Conservation Areas Same material as the adjoining footway surfacing material. ASP should be laid on 125mm concrete and 25mm lime mortar bed.</p>	<p>Outside Conservation Areas Block paving, colour to be in accordance with the existing streetscape.</p> <p>Within Conservation Areas In accordance with the streetscape principles of the conservation area.</p>
33	Pg 9 top		DBM/Asphalt, or Block Paving if the street is included in a resurfacing programme and DBM/Asphalt is to be replaced by concrete slabs.	DBM/Asphalt. (Removed)
34	Pg 9 top		On all ASP footways, the slabs either side of the footway crossover itself should also be taken up and laid on 125mm concrete and 25 mm lime mortar bed.	(Removed)