



**Revised Technical Standards
for Footway Crossovers
(excluding Heavy Duty Crossovers)**

April 2013

Primary Considerations

In determining whether to use its powers, the Highway Authority must consider the need to prevent damage to the footway/verge and, in determining the works to be specified in the notice, shall also have regard to:

- a) the need to ensure, so far as practicable, safe access to and egress from premises
- b) the need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

Anyone may request the Highway Authority to construct a crossover and the Highway Authority may approve the request with or without modifications, may propose alternative works, or may reject the request. In determining how to use its powers, the Highway Authority must consider the need to prevent damage to the footway/verge and factors a) and b) above. 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.

The Highway Authority must have regard to the primary considerations set out in the Act. The following section sets out examples of the type of considerations arising out of factors a) and b) above that should be considered when assessing crossover requests. Consideration should always be given to whether any concerns/ problems can be overcome by the Highway Authority exercising its power to modify the request or propose alternative works. Each case must always be considered on its own merits.

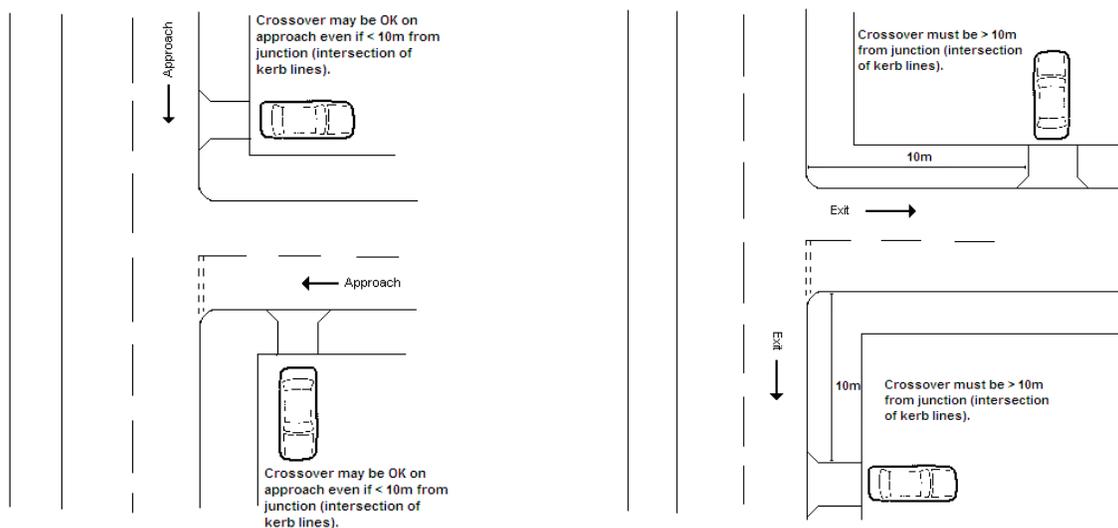
Road Safety

In many cases there will not be sufficient space within the curtilage of individual residential properties for vehicles to enter and leave forwards. However, as domestic crossovers are not generally intensively used, it may be acceptable for vehicles to reverse either onto or off the highway. 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.

Situations where manoeuvring onto or off the highway may be hazardous include:

- onto a section of road where traffic speeds are high
- on the approach to traffic signal junctions where regular queuing takes place
- onto a roundabout
- within the zig-zag markings of pedestrians crossings
- 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
- in the immediate vicinity of a junction, because of the conflicting movements that can take place and the need to maintain inter-visibility between vehicles emerging from driveways and vehicles on the adjoining highway
- where visibility is restricted.

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.



Visibility

Sight lines are defined by the visibility setback (the X dimension) and the forward visibility required to enable a vehicle to stop safely (the Y dimension). The following minimum requirements should be satisfied:

Carriageway Visibility

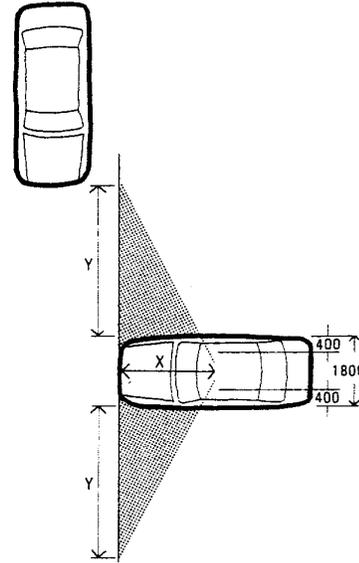
X dimension = 2.0 metres behind the kerb line

Y dimension = 120 metres for a 40 mph road:

90 metres for a 30 mph road.

Where it is known that vehicle speeds will be contained to 30 mph or 20 mph, the Y dimension may be reduced to 60 and 33 metres respectively.

Together, the X and Y dimension define an area that should have unobstructed visibility 1.0 m above the level of the carriageway. Street trees, bus shelters, parked cars and other street furniture will often fall within the visibility splay. Crossovers may still be permitted if vehicle speeds on the adjoining road are low and the impact on visibility is not significant.



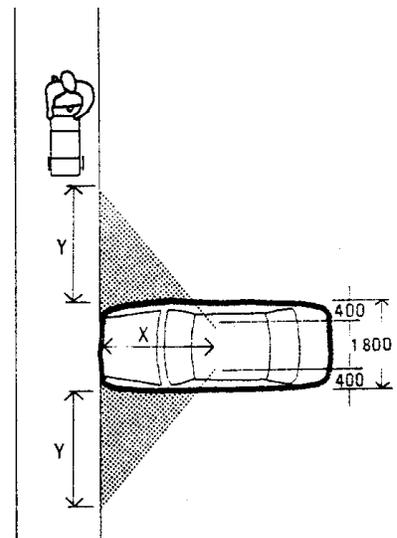
Footway Visibility

a) New Development

X dimension = 2.0 metres from back of footway

Y dimension = 2.0 metres

Together the X and Y dimension define an area that should have unobstructed visibility between 0.6 m and 1.0 m above the carriageway.



b) Existing Development

Application of the above standards is desirable in all circumstances to ensure the safety of pedestrians on the adjoining footway. However, it is recognised that they may not always be achievable, e.g. if the land required to provide the sight line is outside the control of the applicant. In such circumstances, the following factors will need to be taken into account in determining crossover requests: the width of the footway; the level of pedestrian flow on the footway; and the number and speed of vehicles using the access.

Forecourt Dimensions

There must be sufficient space within the curtilage of a site to ensure that a parked vehicle does not overhang the footway and that manoeuvring on and off the highway can be carried out safely. A vehicle parking area should therefore normally be at least 4.8 metres deep by 2.4 metres wide, and be set out at 90° to the carriageway.

4.8 metres is a standard bay length that caters for the vast majority of cars currently on the market. However, there are many commonly-owned cars that are less than 4.8 metres long. A crossover may be offered where the forecourt is less than 4.8 metres deep, but only if the following criteria are met:

- the forecourt is an absolute minimum of 3.5 metres deep
- 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 footway crossover is wide enough to accommodate this
- any vehicle parked on the property must not overhang the public footway.

Minimum Crossover Widths

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. Narrower crossovers can be difficult to use and the resultant manoeuvring can disrupt the flow of traffic on the adjoining highway. However, where turning space on the carriageway is restricted to less than 4.0 metres, eg. by parked cars opposite the crossover, the minimum crossover width should be increased to 3.0 metres.

Where a property has a parking area that is significantly wider than the width of crossover applied for, either:

- 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
- 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:
 - a low wall or fence, or
 - posts with a minimum diameter of 75mm, or
 - permanent landscaping on raised beds

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.

Maximum Crossover Widths

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. 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 width may need to be slightly exceeded to take account of site constraints, such as the bonding pattern of the paving, etc.

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.

Second Crossovers

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,

- 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.

Traffic Flow

The creation of an access will lead to vehicles slowing down and turning off the highway. In some cases this can adversely affect the safety and free flow of traffic, particularly where traffic flows and/or speeds are high. The impact of each application will need to be carefully considered, but this is likely to be a particular issue where access is proposed onto a classified road. The impact of a new access on bus reliability will also need to be considered.

Other Considerations

Impact on Neighbouring Properties

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.

Street Trees, Shrubs and Grass Verges

Street Trees

Crossovers should not be provided:

- 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.

The Highway Services Arboricultural Officer should be consulted where there is any doubt.

Removal of an existing street tree will only be considered where:

- the tree is nearing the end of its natural life 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 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.

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.

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.

Shrub Beds and Grass Verges

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 Charges, elsewhere within the Borough.

Removal/Relocation of Street Furniture

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.

Alternative Access

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.

Surfacing and Drainage of Parking Area

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.

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:

- 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 all rainwater is directed to a soakaway area such as a flower border, lawn or purpose-built soakaway within the property boundaries.

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.

Planning Permission

Planning permission is required:

- 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.

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.

An application to construct a crossover should only be submitted once the required planning permission has been granted.

Footway Crossover Extensions

Where an application is made to extend an existing footway crossover:

- 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.

Lay-By Parking and Modern Estates

Crossovers that reduce casual parking in purpose-built parking areas, lay-bys, etc, should not be approved. Generally, parking provision within modern housing developments will have been determined as part of the planning permission and further parking should be resisted. Planning permission may, in any event, be required if permitted development rights were removed as part of the planning consent.

Controlled Parking Zones and Pay & Display Bays

The Council may refuse crossover requests where the resulting loss of public on-street parking would adversely affect the operation of the CPZ or other parking scheme. All crossover applications within a CPZ or affecting a designated parking bay should therefore be referred to the Head of Traffic & Transportation so that their impact can be evaluated.

Where approved, a crossover that affects a designated on-street parking bay will require changes to the Traffic Management Order (TMO). In the case of domestic applications, the cost of altering the road markings should be met by the applicant and a contribution made towards the cost of amending the TMO (the level of contribution to be set in the annual Schedule of Fees and Charges report). Ideally, the crossover should not be implemented until the TMO process has been completed. However, in view of time taken, the Head of Traffic & Transportation may agree to the crossover being constructed and the road markings changed in advance of the TMO being amended. However, the applicant must be made aware that there could be objections to amending the TMO which, if not resolved, could mean that the crossover would have to be removed and the road markings reinstated. This risk must be explicitly accepted by the applicant so that there is no risk that the Council is liable for compensation.

In the case of applications for crossovers to commercial premises, or where access arrangements are changed as part of a redevelopment, the full cost of amending both the TMO and road markings will be charged.

Materials

Footway crossovers should be constructed using the following materials:

Type of Footway Surfacing	Footway Crossover Ramp
Artificial Stone Paving (ASP) Modular Paving	<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>
Dense Bitumen Macadam (DBM)/Asphalt	DBM/Asphalt

Redundant Crossovers

Any redundant crossover(s) should be removed and the footway reinstated at the applicant's expense if a new access is to be created.