

ROYAL BOROUGH OF GREENWICH

RESIDENTIAL DOMESTIC VEHICLE
CROSSOVER POLICY

Applicable for new applications from 15 April 2019

1. Introduction

- 1.1 The following sets out the process and assessment criteria of applications for new or extended domestic vehicle crossovers.
- 1.2 A domestic crossover is the term given to describe an access off the road, over the pavement (footpath) and into a residential property, usually a driveway. Legal crossovers usually include a drop in the height of the kerb and strengthening the footway to prevent future damage caused by vehicles passing over.
- 1.3 A domestic crossover is appropriate for vehicles up to 3.5 tonne serving residential properties. Vehicle use in excess of this requires a commercial crossover.
- 1.4 Royal Greenwich recognises that many existing historical crossovers across the Royal Borough may fall below the criteria set out within this document. However, the criteria below reflect modern standards aimed at protecting all highway users today and into the future. Past practices and decisions cannot be used as precedents for future assessments.

2. Background and Legal Position in Relation to Domestic Crossovers

- 2.1 Section 184 of the Highways Act 1980 provides the Council, as Local Highway Authority, a power to grant the construction of a domestic crossing for vehicular use. This provision is a power rather than a duty and as such the Council can set criteria which must be fulfilled to ensure any new or extended (existing) crossover:
 - is constructed to current standards
 - does not unduly impact the safe and free flow of traffic
 - is safe for use by the property owner and causes no potential safety risks to general highway users
 - does not result in a highway obstruction
 - does not lead to unintended consequences such as increase parking stress or reduce kerb space parking where it is, or may become, in high demand
 - meets any planning and environmental requirements

2.2 In assessing applications for new domestic crossovers and installing new or extended crossovers the Council will recover all incurred costs from the application. The scale of charges is published annually.

3. Inspection and Assessment

3.1 Requests for new or extensions to existing domestic crossovers must be applied for via application form.

3.2 Upon receipt of a valid application form and payment of the appropriate inspection fee a highway officer will complete a site inspection. The purpose of the site inspection is to determine if the site is appropriate for a new or extended crossover.

3.3 An assessment of the impact of the work to the highway, utility company apparatus, street trees, streetlights and other street furniture will be made and various measurements taken.

3.4 Should the Council need to obtain utility company apparatus information then an enquiry (“search”) to the relevant utility company(s) will need to be completed. If utility company apparatus is affected by the crossover additional costs may be incurred by the applicant.

3.5 A “desktop” assessment will also be completed to ensure the application meets all the relevant criteria, as set out below.

4. Assessment Criteria and Requirements

4.1 All applications for new or extended crossovers are assessed based on the following criteria and requirements:

Criteria	Explanation
The minimum width of new crossovers shall be 3.9m (made up of 2.7m width plus 2 x 0.6m “wings”)	The width is set to ensure a domestic vehicle can comfortably use the crossover

<p>The maximum width of new or amended crossovers shall be 5.4m (made up of 4.2m plus 2 x 0.6m “wings”)</p>	<p>5.4m is a generous width for all domestic vehicles to comfortably use the crossover. Increasing the width further reduces kerb side parking space to the disadvantage / inconvenience of other residents.</p>
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<p>The minimum depth of hardstanding parking space on the property shall be 4.8m. This shall be the clear depth that the vehicle can safely and comfortably park within</p>	<p>To ensure vehicles do not overhang the footway (pavement). Whilst some small cars are shorter than this the Council needs to protect the highway for the future – future occupants may have larger cars. Lengths of typical family cars are:</p> <table data-bbox="742 734 1220 981"> <tr> <td>Ford Fiesta</td> <td>4.05m</td> </tr> <tr> <td>Ford Focus</td> <td>4.36 to 4.56m</td> </tr> <tr> <td>Audi A3</td> <td>4.3m</td> </tr> <tr> <td>Vauxhall Astra</td> <td>4.37m</td> </tr> <tr> <td>Vauxhall Zafira</td> <td>4.66m</td> </tr> <tr> <td>Ford Mondeo</td> <td>4.8m</td> </tr> </table> <p>A car park parking bay is typically 4.8m long.</p>	Ford Fiesta	4.05m	Ford Focus	4.36 to 4.56m	Audi A3	4.3m	Vauxhall Astra	4.37m	Vauxhall Zafira	4.66m	Ford Mondeo	4.8m
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Vauxhall Astra	4.37m												
Vauxhall Zafira	4.66m												
Ford Mondeo	4.8m												
<p>The minimum width of hardstanding parking space on the property shall be 2.5m</p>	<p>To ensure suitable parking provision is in place on the property before a new or extended crossover is built</p>												
<p>Planning Permission, were required, needs to be secured prior to the crossover application being considered</p>	<p>To ensure compliance with the Town and Country Planning Act 1990</p>												
<p>Street trees shall typically not be removed to facilitate a crossover. In exceptional circumstance street trees may be removed where the applicant agrees suitable compensation and off-set planting</p>	<p>To maintain a healthy street tree population and amenity to all residents.</p>												
<p>The cost of moving other street furniture shall be borne by the applicant (see Costs, below)</p>	<p>To ensure the cost of crossovers are borne by the applicant.</p>												
<p>The distance from trees or other street furniture shall be at least 500mm from the edge of the crossover</p>	<p>To allow the crossover to be comfortably used and reduce risk of damage to street furniture</p>												

The distance from a new or extended edge of an existing crossover to the nearest junction shall be at least 10m	To ensure road safety
Applications for extending existing crossovers shall only be agreed up to the maximum width stated above (provided all other criteria are met)	5.4m is a generous width for all domestic vehicles to comfortably use the crossover. Increasing the width further reduces kerb side parking space inconveniencing other residents.
The distance between the edge of a new or extended crossover and the edge of an existing crossover or dropped kerb shall be 5.5m	To ensure a typical car can continue to park in the gap without overhanging either crossover.
A safety assessment shall be completed as part of the assessment to ensure no adverse road safety implications result	To ensure road safety
The payment of all costs associated with the crossover are to be made in advance by the applicant, prior to works commencing on site. This includes the costs to amend any Traffic Management order.	To protect the Councils financial position.
An assessment on the impact of the crossover on parking stress shall be made, in accordance with the below detailed criteria.	To ensure the impact on parking is understood and managed

4.2 It's not possible for the above list to be exhaustive. Other, site specific, circumstance may be taken into account in the assessment of an application in order to ensure the site is suitable (and safe) for a new or extended crossover.

Parking Stress and Crossovers in Control Parking Zones

4.3 Some areas of the borough experience very high parking stress (i.e. more drivers seeking to park on street than available kerb space). The removal of kerb side parking space to allow the installation of a crossover would therefore add to this stress.

4.4 Not all areas of high parking stress are within a controlled parking zone. The assessment of an application for a new or extended crossover therefore needs to specifically consider the impact on parking stress in the area the

work would have and a crossover application may be refused if the impact is deemed to be too high.

- 4.5 Accordingly, the Parking Services team shall be consulted where, during the course of an assessment, the impact of parking is deemed to be relevant factor.
- 4.6 The Parking Service Team may recommend that a crossover application should be refused due to a loss of kerbside parking that would result from the application – putting local residents at inconvenience. The borough is aiming to maintain kerb side parking due to parking stress in many areas.

5. Construction Materials

- 5.1 Where a new or extended crossover is approved the entire width and depth shall be renewed with materials design to take vehicle loading.
- 5.2 Flag paving is not a suitable material for new or extended crossovers. The material decision making process is provided in Section 5 of the Highways Maintenance Plan.

6. General Further Information

- 6.1 Planning permission may be required for a new crossover or extended crossover if the property fronts a classified road, is in a Conservation Area, or if the land in question is subject to an 'Article 4' directive (the removal of permitted development rights).
- 6.2 Whilst the creation of a vehicular 'hardstanding' is 'permitted development' under the terms of the General Development Order, a request for a footway crossover, made under Section 184 (11), can be refused on grounds contained in Section 184 (5) of the Town and Country Planning Act.
- 6.3 Specific conditions relating to the creation of new hard standing in front gardens applies and applicants should seek advice to ensure compliance.
- 6.4 Applications for crossovers and extensions for properties on the Transport for London Road Network (red route) are administered by TfL and all require planning permission.

- 6.5 If the required crossover affords vehicular access to the applicant's premises across land that is outside the limits of the maintained highway, the Council does not construct the crossover without first seeing the written consent of all affected landowners.
- 6.6 Access is not normally granted across an 'amenity green'.
- 6.7 A crossover to a wide frontage that allows a vehicle to park off-street but parallel to the line of the carriageway is not normally permitted.
- 6.8 The access and egress to new crossovers needs to be negotiated easily without repeated manoeuvres back and forth across the footway. If for any reason this cannot be achieved, then the application will be unsuccessful.
- 6.9 A standard crossover is 2.7 metres wide plus 0.6m wide ramps either side.
- 6.10 Where formal access to off street parking already exists an additional second crossover ramp will normally be refused.
- 6.11 If an application for a vehicle crossover ramp requires the removal of an established controlled parking zone (CPZ) bay, this will be referred, in the first instance, to the area traffic engineers to inspect and either approve or refuse the bay removal based on parking impact in that area. Parking Services shall also be consulted before the decision is made.
- 6.12 Healthy trees will not be removed to facilitate the construction of a vehicle crossover ramp. Where this is agreed compensation / offset planting will need to be provided.
- 6.13 If a lamp column is required to be repositioned to allow a new crossover the cost of the work will need to be met by the applicant (and typically ranges from £1000 to £3000).