

Vehicle Crossover Guidelines

How to apply for your crossover:

Highway Authority Permission:

If your property is not on a Classified Road (see <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Vehicle-crossover-classified%20roads.pdf>), an application should be made directly to the Highway Authority for the construction of the crossover. The crossover will be considered against the requirements of this document. There will be a **non-refundable** administration fee charge as well as a charge for the construction of the crossover and associated works, if the application is approved.

If an application is refused the applicant has the right of appeal to the Highway Authority.

For more information contact Highways Development Team on Highwaysdevelopment@croydon.gov.uk

Croydon Council Planning Permission:

Planning permission will be required for a new vehicular access onto a Classified Road including borough classified roads and where changes to boundary walls or the front garden are required in conservation and/or Article 4 (rights to permitted development removed) areas.

The following is a link to the Planning Application Forms on the Council Website:

<https://www.croydon.gov.uk/transportandstreets/rhps/pavements/crossovers/vehaccess1>

The following is a link to the classified roads list:

<https://www.croydon.gov.uk/sites/default/files/articles/downloads/Vehicle-crossover-classified%20roads.pdf>

Once planning permission has been granted an application must be made to the **Highway Authority** for approval and construction of the crossover:

<https://www.croydon.gov.uk/transportandstreets/rhps/pavements/crossovers/vehaccess1>

Single, front garden parking spaces:

When constructing a vehicle crossover, the Highway Authority will have regard to the safety and convenience of other highway users and the standards required for the provision of a crossover to a property. These standards are set out below and have been formulated using technical guidance as a basis.

On non-classified roads, the front garden must be able to accommodate a car parked at 90⁰ to the footway and, the car-standing area must be a minimum size of 2.4m wide and 4.8m long. The parking space should not be sited in front of the main door to the house, although it may be acceptable where a minimum of 1.0m can be provided between the parking area and the front door and the parking area and any bay window. This will maintain access to the building for all pedestrians, people with disabilities and in case of emergencies. The size of the parking space will allow most vehicles to be parked without overhanging the footway. If gates are to be used they must not open outwards as they will obstruct the footway and this may require a longer space, unless sliding or folding gates are used.

Where the front garden slopes, a crossover will not be provided where the gradient of the garden is greater than 1:12. In most cases, drainage will need to be provided between the public footway and the site to prevent water draining onto the footway. Prior to construction of the crossover it must be demonstrated that it is connected to a private drainage system. The use of permeable material should be considered in addition to the drainage. The choice of material should not spread onto the highway.

For classified roads within the Borough, a vehicle crossover to a front garden will only be approved if it can be demonstrated through swept path computer aided diagrams that a vehicle can enter and leave the site in forward gear (reversing into the parking area from the public area is not permitted). This is because classified roads are heavily trafficked, support cycle and bus routes and therefore are also prone to heavy pedestrian traffic. Turning on site will avoid vehicles being reversed onto these busy roads, creating a road safety hazard. While each application will be considered on its own merits, a minimum front garden turning area of 8.0 x 10.0m is desirable for single dwellings. Planning permission is required prior to construction of the forecourt, the boundary access opening and vehicular crossover to a classified highway.

Visibility and Sightlines:

Visibility splays (vehicular and pedestrian) must be provided in accordance with national guidelines. As a minimum, pedestrian sightlines of 1.5x1.5m as described in the Suburban Design Guide will be required at a property boundary with the public highway and also dependent on the width of vehicle access required, the sightlines may be required either side of the vehicle access point. Boundary and landscape treatment within pedestrian and vehicle sightline envelopes, should not exceed 0.6m in height, although a 0.6m wall with railings above may be acceptable subject to design. This will ensure that pedestrian and vehicular sightlines are unimpeded, so enabling safe entry and exit from a property.

Requirements for crossover provision:

Crossovers will not be constructed within 10.0m of a road junction (measured from the edge of the kerb). Road safety is compromised by the proximity of a private vehicle access to a road junction, including opposite a junction, as it will generate conflicting traffic movements. A vehicle's turning movements into a private drive could be misinterpreted by other drivers or pedestrians, and could lead to an increase in accidents.

Only one vehicle crossover will be allowed per property. Provision of a second crossover will be considered only when exceptional circumstances. Multiple crossovers cause hazards to pedestrian road users, particularly vulnerable groups such as the elderly, disabled and children. They are also detrimental to the street-scene where they result in all or most of the front garden being made into hard-standing.

Crossovers will not be constructed within the lines of a bus cage or within 10.0m of a bus stop where they would be likely to interfere with buses stopping to pick up/set down passengers. This also takes into account the likelihood of the bus stop being extended to meet the requirements of the Disability Discrimination Act.

Applications for crossovers within the zig-zag lines of road crossings and school keep clear markings will not be agreed to, as they cause hazards close to where a high number of vulnerable pedestrians may be expected to congregate.

Approval for a vehicle crossover will not be given where its construction requires a part of a grass verge (**the verge being 1.5m in width or more**), to be removed. The removal of part of the verge will have an adverse effect on the street-scene, biodiversity, drainage and visual amenity of the road. It should be designed holistically as part of the overall landscape and public realm design.

A single crossover will be provided at a width of 2.4m with 0.5m ramps on either side. The maximum width of a crossover (flat section) allowed for two parking spaces will not exceed 4.0m. This is considered suitable to enable two vehicles to park on a forecourt, given that the additional 0.5m ramped sections either side will give an overall crossover width of 5.0m. This will standardise the size of accesses, avoid large lengths of footway being made over to crossovers and minimise their visual impact on the street-scene.

White lines to mark crossovers will not be provided and where removed as part of highway maintenance, will not be reinstated. White lines are un-enforceable and have now been superseded by powers under the 8th Local Authorities Act, which allows a 'penalty charge notice' to be issued to vehicles parked across or obstructing a vehicle access. White lines are also detrimental to the visual impact of the crossover and can dilute the impact of other essential lines.

Where a site has the benefit of garage at the front or rear of the property, a second crossover will not be approved if the garage is accessed directly from the public highway for the reasons given above. A crossover can be provided at another location if the existing crossover is reinstated to footway, as long as the standards set out in this document can be met. The applicant will be asked to fund both the reinstatement of the existing and the new crossover in these cases.

In many areas of the Borough, on-street parking is in short supply either due to lack of off-street parking availability or reduced on-street space and capacity because of narrow roads or existing accesses. Provision of a crossover where on-street parking will be lost, in an already heavily parked area**, demonstrated through surveys and/or permit sales/parking availability, either in or out of a Controlled Parking Zone, will not be agreed to. This will maximise the benefit to all residents and their visitors by maintaining access to and maximising the available on-street parking. Where a crossover is agreed in a Controlled parking zone, all costs associated with the removal/changes of the on-street bay including the traffic order, street furniture, drains, parking meters, signage and lining will be borne by the applicant. The removal of on-street parking bays may also necessitate a loss of income payment from the applicant, which will be assessed on a case by case basis.

Where a new development is built as a row of houses on a plot of land adjacent to a publicly maintained footway and vehicle accesses are required, these will be paired to a maximum width of 4.0m flat section with 0.5m ramps. Between each pair a 5.0m gap/footway width must be provided, which will allow a safe area for:

- pedestrians to stand whilst waiting for manoeuvring vehicles
- locating street furniture and utility boxes (in a consolidated approach)
- maintaining a useable on street parking space.

Where parking spaces are set in a landscape or next to walls they must be a minimum of 3m to allow doors to open comfortably for passengers to alight on hard-standing. These crossovers will not be considered for extension so as to maintain the quality of the street-scene, on street parking availability and sufficient footway areas for pedestrians and utility access.

Where a crossover is required to be provided for a new garage directly from a public footway, the garage must be set back 5.0m from the boundary of the footway with the site, so that a vehicle can pull off the road. This will prevent obstruction of the road or footway while the garage doors are opening. The sightline requirements for garages and the provision of gates remain as previously set out in this document. Dimensions for new or re-built garages are 3m x 6m. The measurements are clear internal dimensions and will allow most vehicles to park and the doors to open sufficiently for passengers to alight.

Note: for the purposes of this document, heavily parked is where 85% of the available kerbside parking space, is already used for vehicle parking.

For crossover provision to rear or underground parking areas accessed directly from a footway, a minimum level standing area (maximum gradient 1:12) of 5.0m within the site, adjacent to the footway is required. This will enable a vehicle to achieve the required sightlines before emerging onto the footway and road and two vehicles to meet each other.

Footway crossovers for more than 2 vehicles in a row, will not be permitted on publicly maintained highways. Sightlines from these spaces are diminished and they present a large area of crossover for pedestrians to negotiate, as well as removing on street parking and affecting the streetscene.

On estates that have been built with open plan front gardens that have no formal boundaries between them and the gardens form an integral part of the landscape treatment of the estate, crossovers will be resisted so as to ensure the continuity of appearance of the estate.

Where a crossover provision requires the relocation of a lamp column, telegraph pole, utility box or other street furniture, the cost of the relocation will be met by the applicant in all cases. In some cases the applicant may have to apply for the relocation of utility apparatus direct to the utility company. These works must be completed, prior to the construction of the crossover.

Highway Trees

Location of street trees:

Existing street trees are considered an immensely valuable asset and the provision of trees can significantly enhance the street-scene. With such a large number of street trees within the borough, a number of crossover applications will be refused if their construction would either require the tree to be felled or would potentially damage the tree or its roots.

Where there are street trees, applicants should ensure that the position of the crossover (including 0.5m taper), will not be within 4 times the circumference of the tree, measured 1.5m above the footway level if fully grown, otherwise the size of the tree when fully grown will be taken into account. Approvals for new crossovers within this zone would only be given if the tree in question is deemed to be dead, dying or dangerous by the Arboricultural Officer. This will avoid damage to a street tree that could bring about its premature death and possibly cause instability of the tree threatening the health and safety of the public.

Trees can often suffer if the roots are cut which may lead to damage and loss of the structural integrity of the tree, as well as adversely affecting the environment if it is removed. If roots greater than 25 mm in diameter are encountered when constructing the crossover then the Council's Arboricultural Officer may order the work to stop and the footpath replaced. The crossover would then be abandoned and any payments to the Council by the applicant in respect of the actual construction costs (not processing fee) will be refunded. Cutting of roots greater than 25mm can lead to premature death. If roots are left in situ then there is the likelihood that the root will continue to grow and cause damage to the crossover leading to a hazard for pedestrians.

In exceptional circumstances it may be necessary to remove a street tree. The decision on whether to remove a street tree, will be made by the Director of Place in consultation with the Cabinet Member for Environment, Transport and Regeneration. Where a tree is removed, the applicant will be asked to fund the planting of two trees of commensurate size and maturity, the location of which is to be determined by the Director of Place in consultation with the Arboricultural Officer. This will help to preserve the overall appearance of the street- scene and ensure healthy mature trees are not removed from the street environment.