



Vehicle Crossing: - Guidance and Self Assessment

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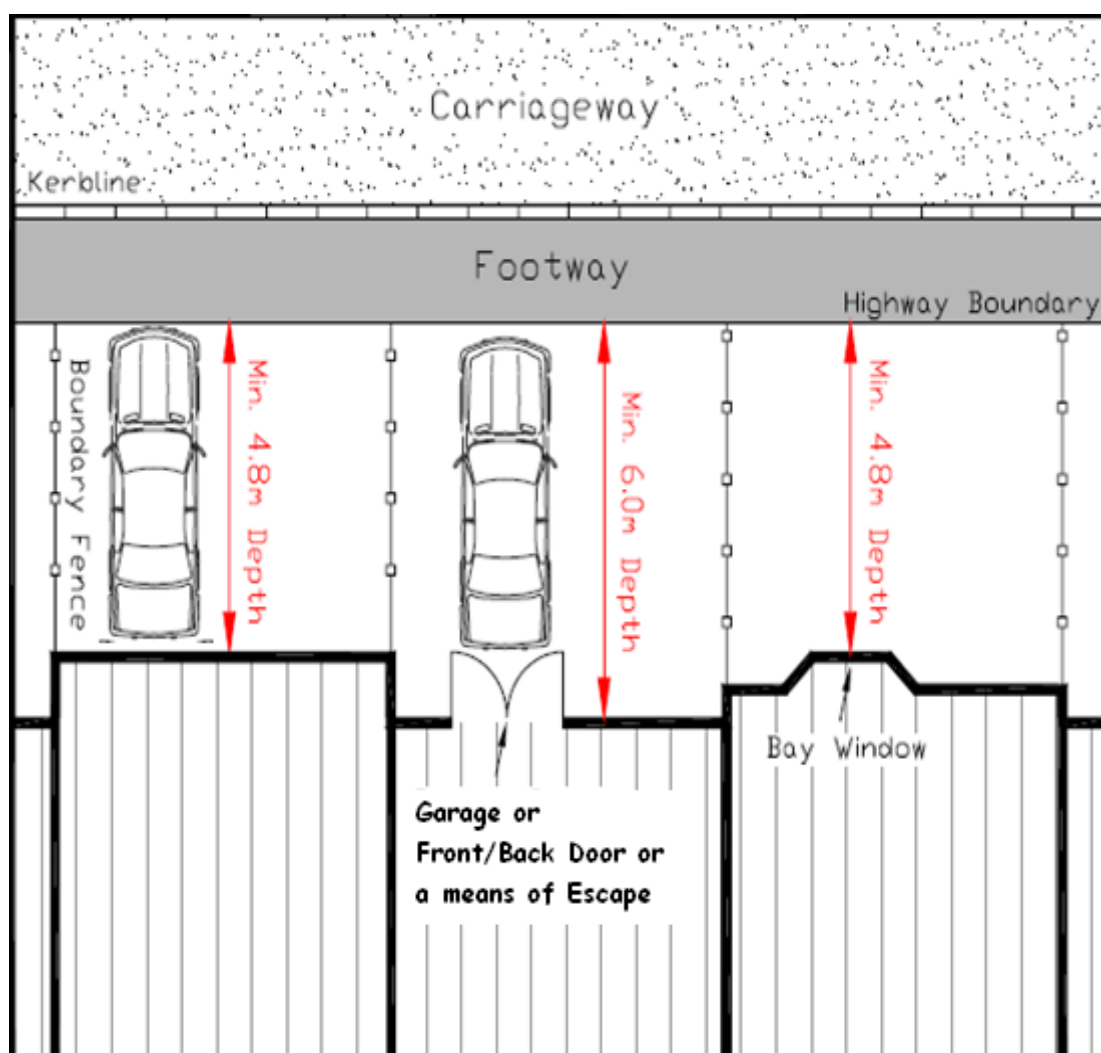
Vehicle Crossing Guidance and Self Assessment

Before submitting your application you are advised to check your proposal against the following criteria: -

1 Is there enough space in your garden?

No part of a vehicle parked within your property may project on to or over the highway. The vehicle access crossing may not be used as a parking area and no part of it is exempted for the purpose of footway parking. In order to comply, the parking space must be:-

- at least 4.8m long between the back of the pavement or property boundary (the face of any wall, fence or hedge for example) and the front of your building.
- Or at least 6.0m long where the parking area is in front of a garage or door where adequate means of escape needs to be provided, like a front/back door, escape window etc. If you have any questions on the adequate means of escape please contact your local Kent Fire and Rescue Service, Safety Office.



The parking space must be:-

- At a right angle to the highway with the vehicle able to enter and exit the property in one movement.
- There must be no adjusting movements of a vehicle made on the highway when entering or exiting the property.

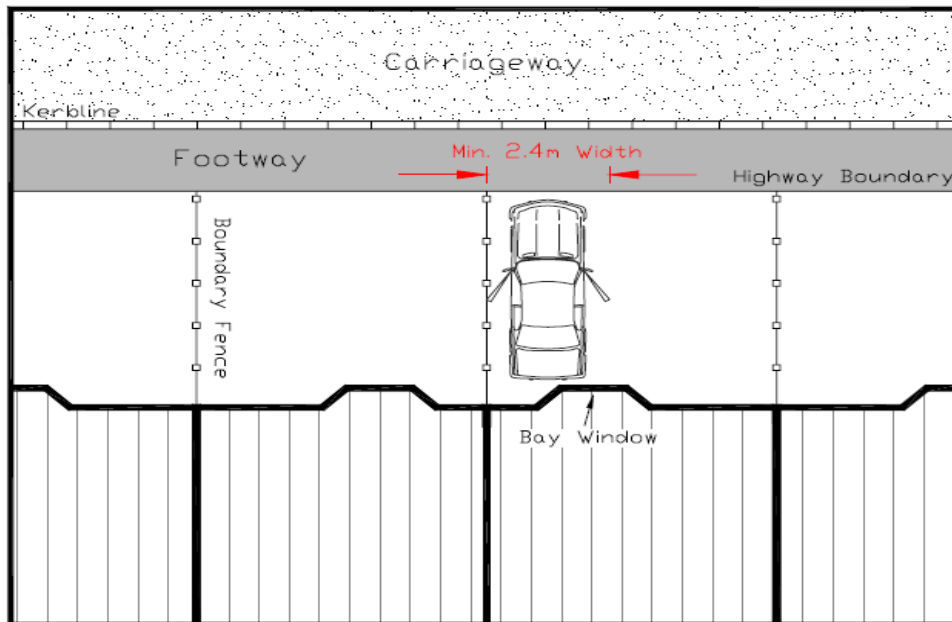
Approval to construct and use a vehicle crossing is only given to allow vehicles to cross from highway to private property and back, and for those vehicles to be parked wholly off the highway and not overhanging highway at all (highway includes carriageway, footway and verge). Property Owners/Occupiers will be notified if a breach of this condition occurs and if it continues after notification KCC reserve the right to remove the vehicle access with immediate effect by reinstating the highway to its original state and recharging costs of any related works to the owner and/or occupier as appropriate

The policy of the Highway Authority in relation to minimum depths has changed over time. This may mean that properties in your road have a vehicle access crossing that does not comply with the above criteria and appears in all respects to be very similar to your own proposals. Nevertheless, you will need to comply with the standards set out above and the fact that someone else may have a shorter parking space will not be taken into account when assessing your proposals.

2. Is the access wide enough?

For a single width access serving no more than one dwelling: -

- A minimum width of 2.4m is required through the entire parking bay.
- This dimension is the absolute minimum and cannot be reduced.
- There must be no obstructions in this area (for example a bay window or tree).



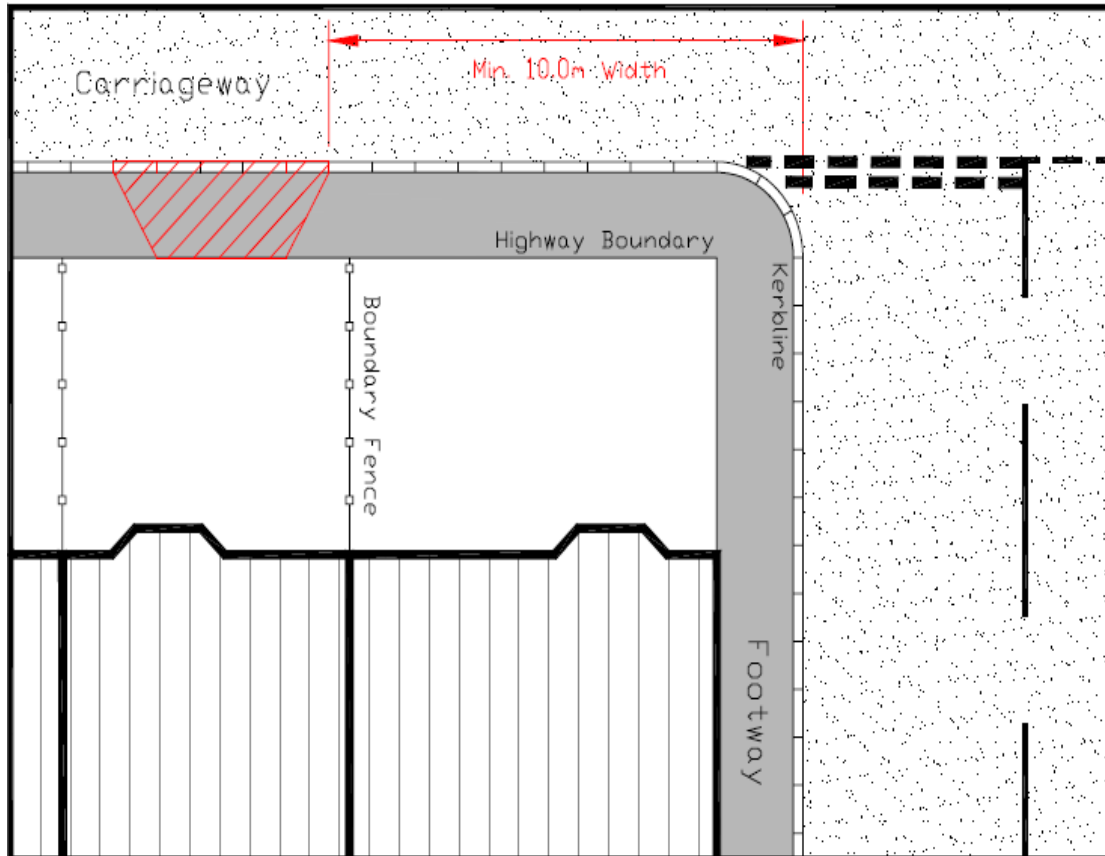
3. Separate entrance and exit

The general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict. Therefore, applications for two access crossings to a single property, or a second access point where one already exists, will not normally be approved for domestic dwellings unless there is strong evidence that it will add significantly to highway safety. For such applications to be considered, the applicant will need to show:-

- How a second access will add to the safety of the access arrangements
- Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access.

4. Distance from road junctions

If the location of the proposed crossing is closer than 10m to a road junction it would create a serious hazard and the application will be refused. This dimension may be increased to 15m on major roads or near to busy junctions. If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.



5. Visibility requirements

Will you be able to see pedestrians and vehicles clearly enough to drive out of the driveway without causing danger to yourself or other road users?

Probably the most important contribution to road safety is the provision of adequate visibility. Adequate visibility enables road users to see a potential hazard in time to slow down or stop comfortably before reaching it.

The application will be refused if the crossing does not meet visibility requirements set within published industry standards. Greater visibility may be required on faster, busier roads.

Kent County Council considers each request on its own merits.

Consideration will be given to the driver's line of vision in both the vertical and horizontal planes.

In order to determine the exact level of visibility required, a site inspection will be needed from an experienced officer.

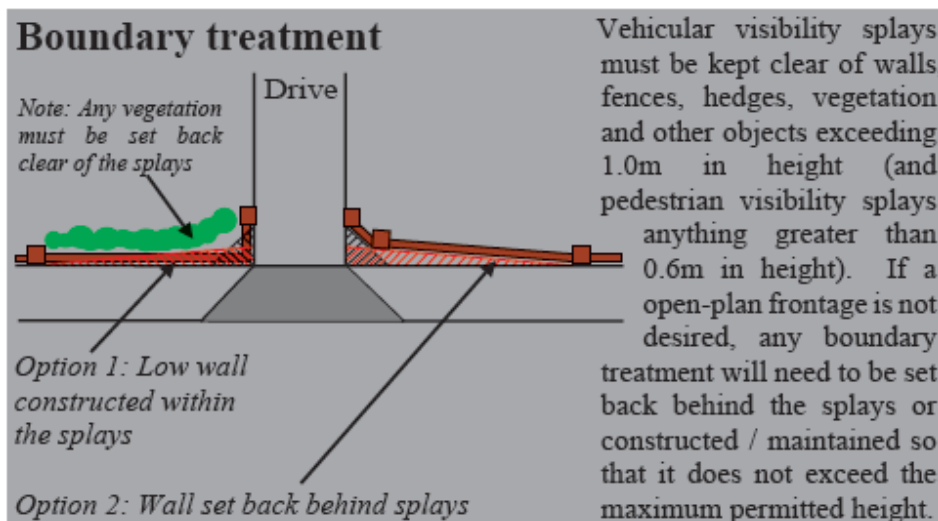
Sight lines are defined by the visibility setback (the X dimension) and the forward visibility required enabling a vehicle to stop safely (the Y dimension).

Where it is in the applicant's control, the following minimum requirements should be satisfied:

Footway visibility

X-dimension 2.0m from back of footway

Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

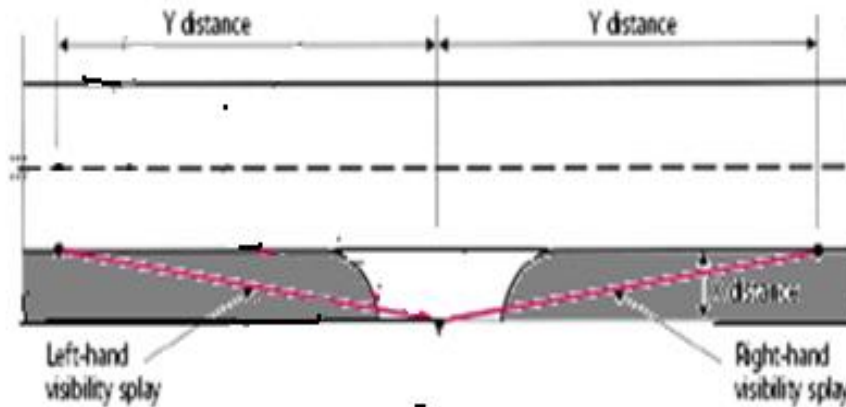
Carriageway visibility

X-dimension: 2.0m from the kerb line

Y-dimension: based upon the following table:-

Speed Limit	40mph	30mph	30mph	30mph	20mph
Road Classification	"A" Road	"A" or "B" Road	Local Access road	Local Access road with Traffic Calming	20mph Zone
Y- distance	120m	90m	60m	43m	33m

Together, the x and y-dimensions define an area in which there should be unobstructed visibility between a height of 1.0m and 2.0m above carriageway level. Street furniture and parked cars will often lie within the visibility splay and the impact of such obstacles will be assessed. In general though, obstacles that are not large enough to fully obscure a whole vehicle or pedestrian will be acceptable.

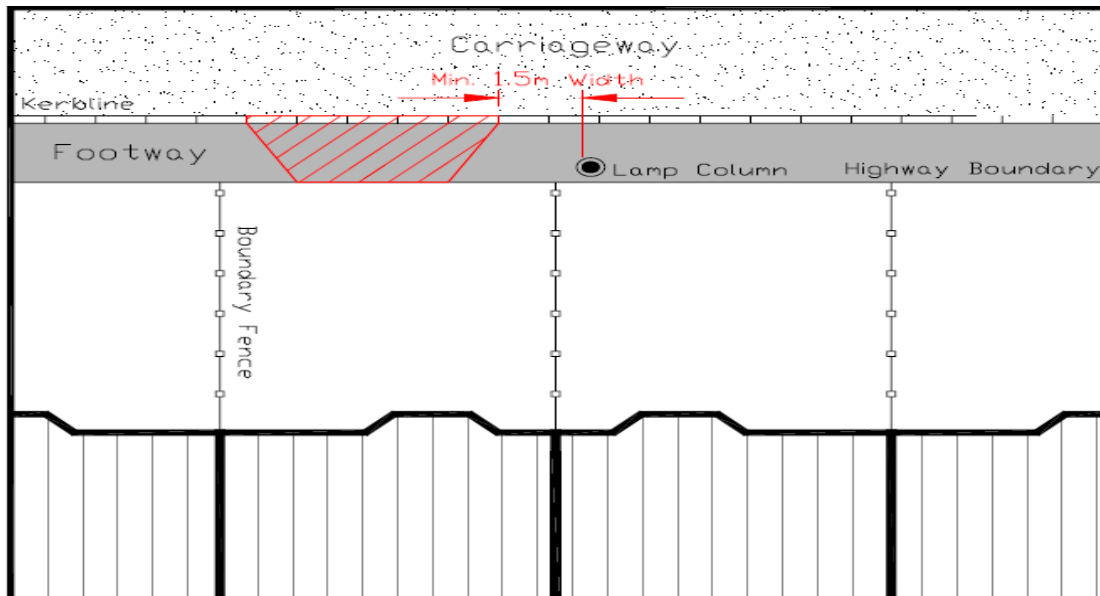


6. Drainage

The parking area within your property must be built so that water does not drain from it across the highway. Suitable drainage must be provided within the boundaries of your property.

7. Lamp columns and street furniture

All street furniture, lamp columns and utility plant needs to be situated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover. Any street furniture, lamp columns and utility plant within 1.5m must be relocated at the expense of the applicant.

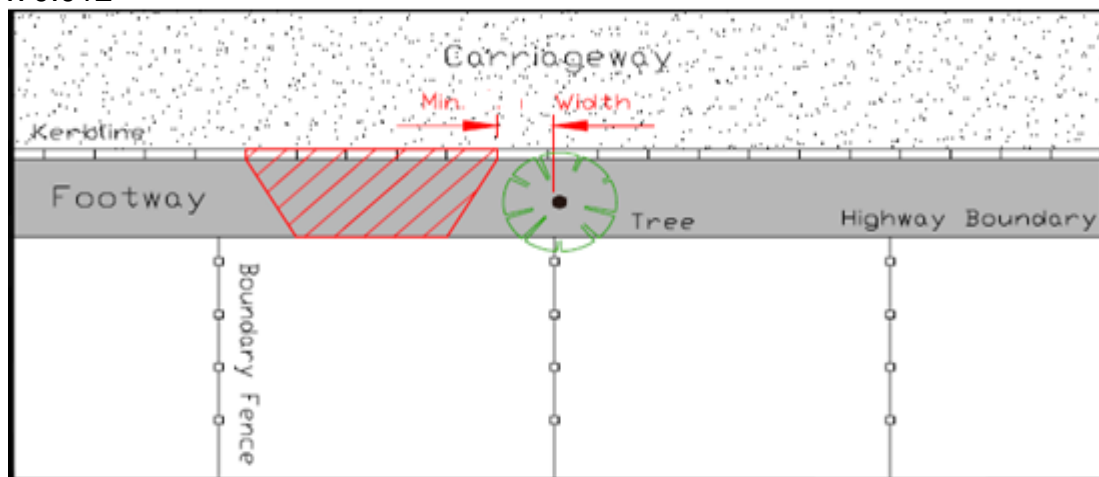


8. Trees and Root Protection Calculation

Applications requiring the removal of a highway tree are likely to be refused. To avoid damage to the tree roots or rooting environment, a minimum root protection area (RPA) needs to be left undisturbed around each tree.

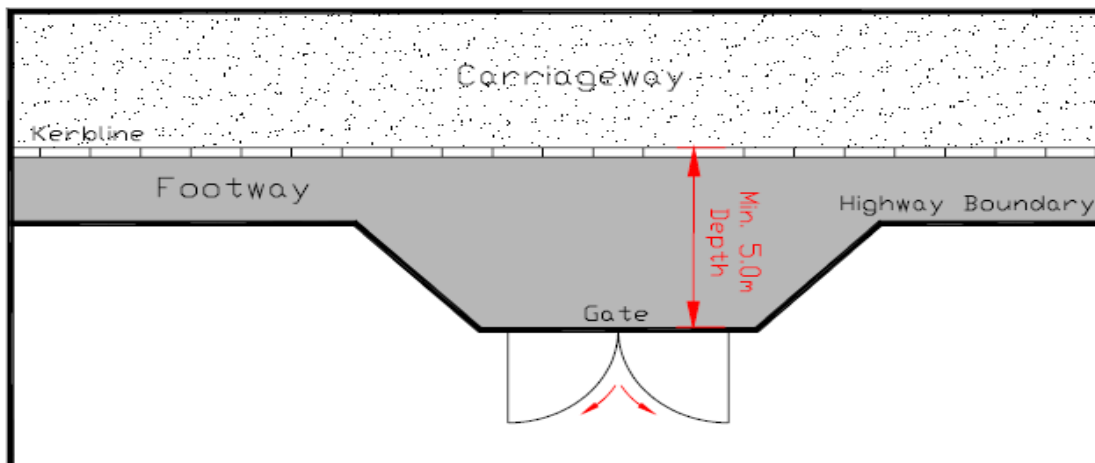
The following calculation will provide the radius of the RPA which should be used as the minimum distance between a tree and any construction. In certain cases it may be possible to reduce the distance based on advice from an arboriculture's.

RPA radius (m) = Stem diameter (mm) measured @ 1.5m above ground level x 0.012



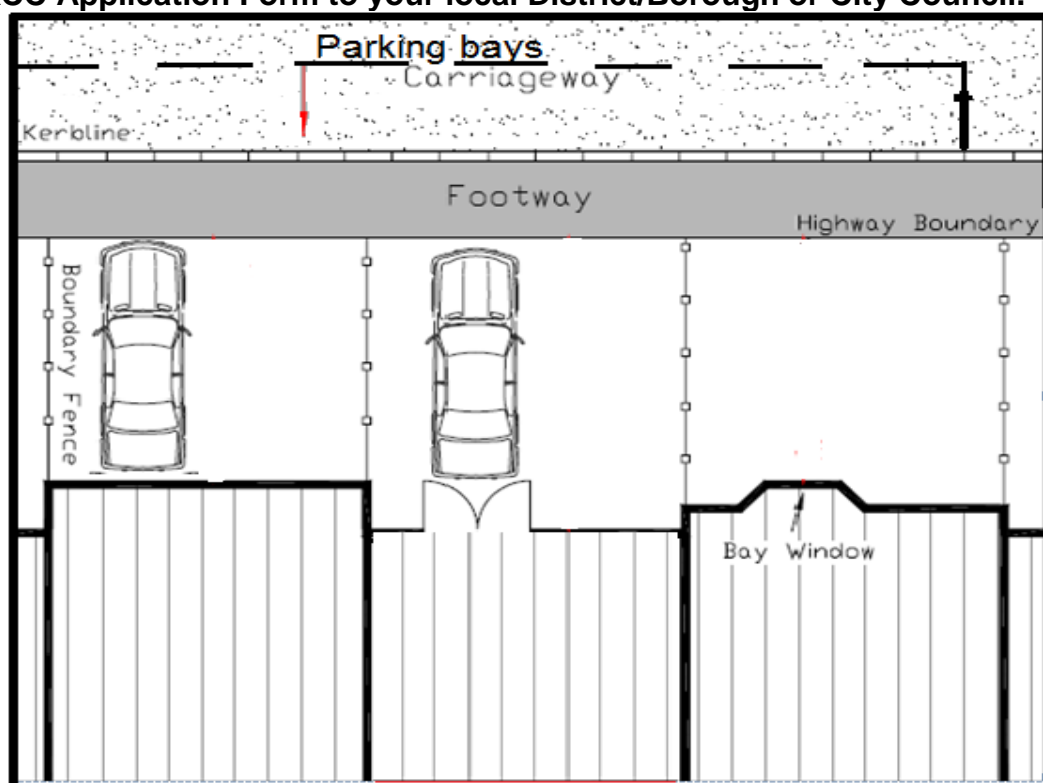
9. Gates

If gates are to be fitted across the vehicle entrance to your property they must not open outwards across the highway. Additionally, on busy roads they must be set back at least 5m from the edge of the carriageway to allow the driver to park clear of the highway whilst opening the gates. Remember, sufficient space must exist within the site for the gates to close.



10. Parking bays

If your proposed vehicle crossing has a parking bay across it, you will need to contact your local District/Borough or City council before applying for a vehicle crossing to discuss the possibility of altering the parking bays. A copy of any agreement or contact name should be included with your application form. It is important to make this enquiry first, where possible, to establish whether this could be a relevant factor in your application. **As part of applying for the removal of the parking bay please also send a copy of your completed KCC Application Form to your local District/Borough or City Council.**



11. Is there a bus stop / bus stop clearway in close proximity?

Buses will need to retain the ability to pull up to and depart from the bus boarding point safely. Buses should still be able to fully utilise their easy access technology and make use of the full bus stop clearway where one is

present. Vehicular traffic should be able to turn into and out of the vehicle crossing safely when a bus is at the stop to ensure that the flow of traffic on the main carriageway is unaffected. Kent County Council will not re-locate bus stops in relation to vehicle crossing applications so you should ensure that this issue is fully considered before submitting an application. Please contact Bus.Stops@kent.gov.uk if you have concerns in this respect from whom a position can be provided.

12. Are you the owner of the property or do you have their consent?

If you are not the freehold owner of the property, you will need to obtain the permission of the owner for the construction to be undertaken before Kent County Council will consider your application.

13. Refusal

In most instances the application are successful., however, if your proposed crossing puts other road users at risk or seriously interferes with the free flow of traffic on a busy road, it may be turned down. Notwithstanding the guidelines above, in certain circumstances it will be necessary for the Council, as Highway Authority, to refuse to allow the construction of a footway crossing to your premises. In these circumstances you will be informed in writing of the reason why permission has been refused.

Reasons for refusal may include:

- Planning grounds
- Land ownership objections
- Local parking implications
- Safety implications such as poor sight lines at the proposed access point
- The proposed access is in close proximity to a road hump, road safety feature etc.

The Council's decision as to whether the application will be approved or refused is final. An appeal will not be considered due to parking conditions in your area or where you feel that an access that has already been built in your road or elsewhere does not comply with the current criteria for approval and should not have been approved. The presence of other historic substandard accesses cannot be accepted as mitigation.

14. Costs

The estimated cost will vary depending on individual circumstances since it is based on the cost of the work required to construct the proposed crossing.

15. Your responsibility

The applicant will be solely responsible for all planning permissions that may be required. Consultation with the Local Planning Authority must be made before any works commence.

We request that the applicant provides evidence that they have consulted with any neighbours that may be affected by the re-location of street furniture nearer to their property.

The applicant will be solely responsible for ensuring that there are no restrictive covenants preventing access over land between the boundary of the property and the carriageway edge.

To apply for a vehicular access please complete form: Application to Construct a Domestic/Light Duty Vehicular Access (Footway/Verge)

Self Assessment

What is the depth of your parking area?.....

Adequate means of escape of 1.2m on top 4.8m

How wide is your parking area?.....

Are you near any junction? If so are you within 10/15m?.....

Are you more than 1.5m from a lamp column?.....

Are you within the vicinity of a tree?.....

Are you going to have a gate?.....

Do you need planning permission?.....

Are you the freeholder?.....

Are there any parking bays in front of your proposed crossing?.....