



STOCKPORT

METROPOLITAN BOROUGH COUNCIL

Vehicular Dropped Crossings (VDC's) – Guidance & Self Assessment

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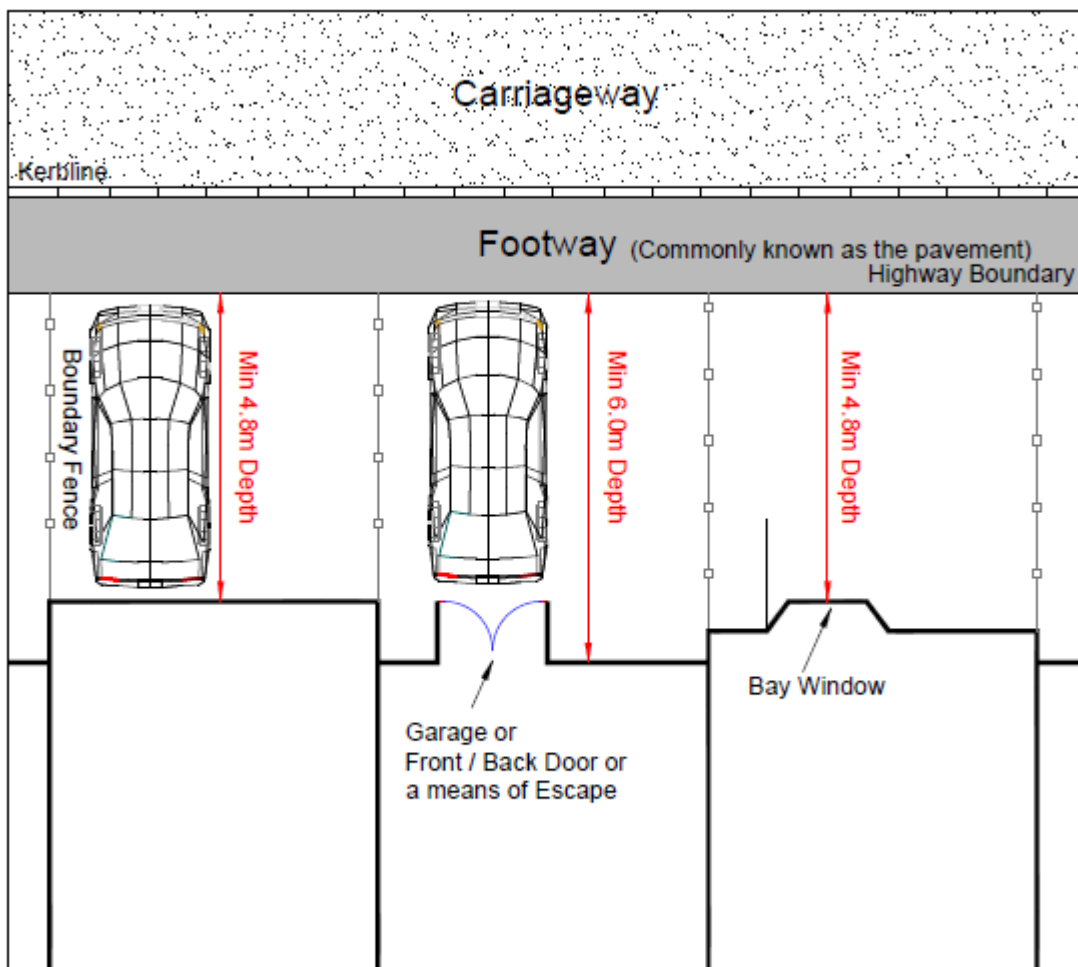
Vehicle Crossing Guidance and Self-Assessment

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 must not be used as a parking area and no part vehicle must hang over the footway. 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
- Additional space may be required where the parking is in front of a garage (at least 6 metres) or door where adequate means of escape needs to be provided, like front or back door, escape out of windows etc. If you have any questions on adequate means of escape please contact your local Fire and Rescue service.



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 manoeuvring on the footway of a vehicle when entering or exiting the property.

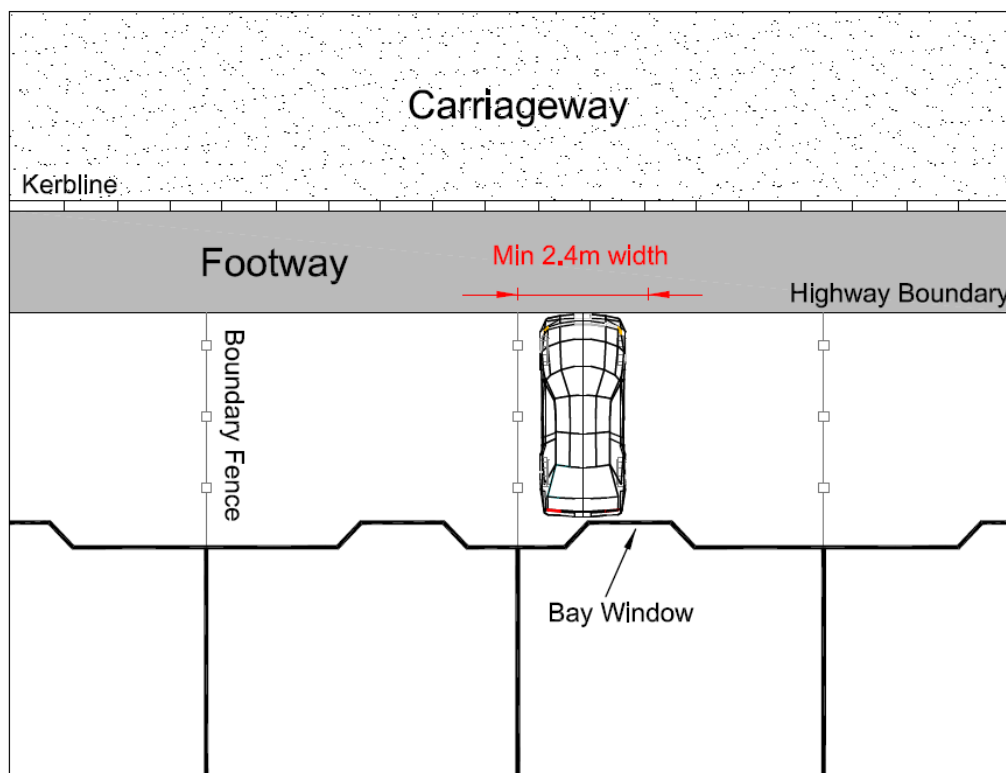
Approval to construct and use a vehicle crossing is only given to allow vehicles to cross from highway to private property and back, and for those vehicles to be parked wholly off the highway and not overhanging the highway at all (highway includes carriageway, footway and verge). Property Owners/Occupiers will be notified if a breach of this condition occurs and if it continues after notification Stockport MBC 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:-

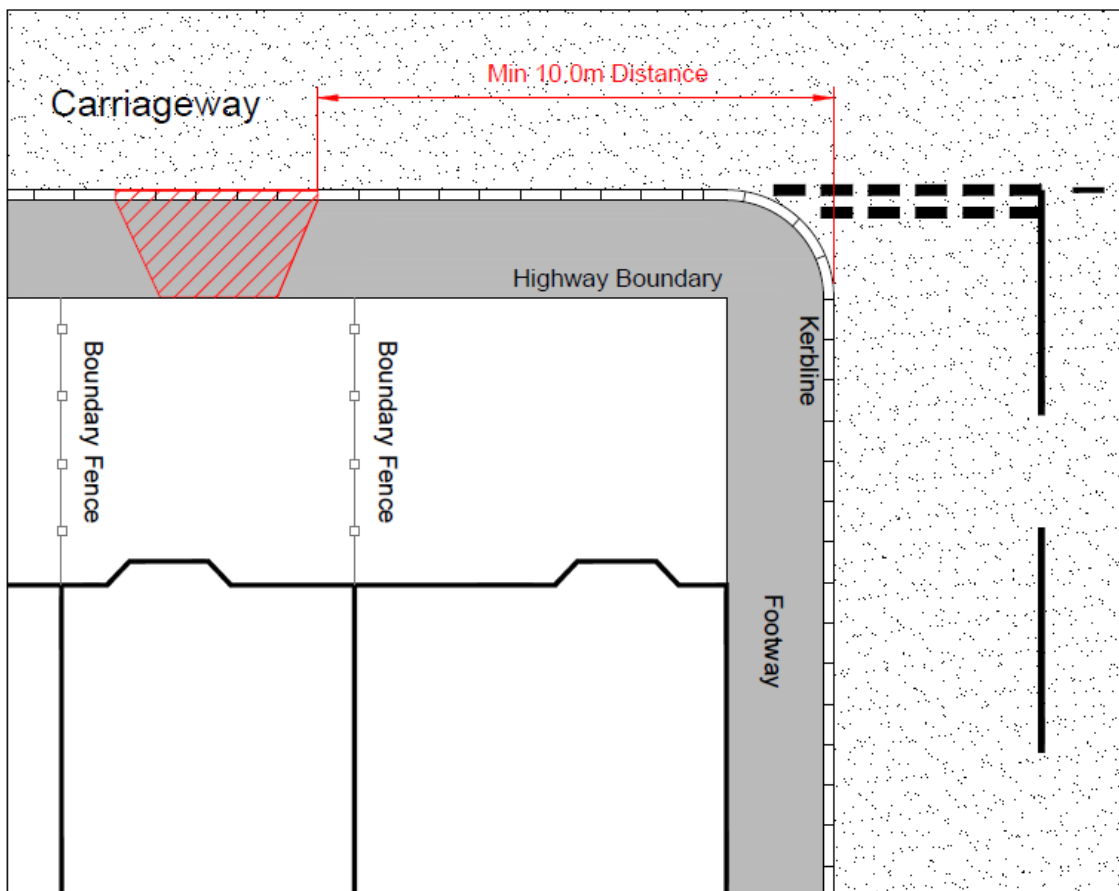
- How a second access will add to the safety of the access arrangements
- Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access.

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 -20m 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 locate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.

5. Visibility requirements



When considering a new access, 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 DfT standards. Greater visibility may be required on faster, busier roads.

Stockport Metropolitan Borough 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 if the visibility meets the required standard, 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 (walls, vegetation, fencing, etc) over the height of 0.6m above footway level. 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: 2.4m from the kerb line

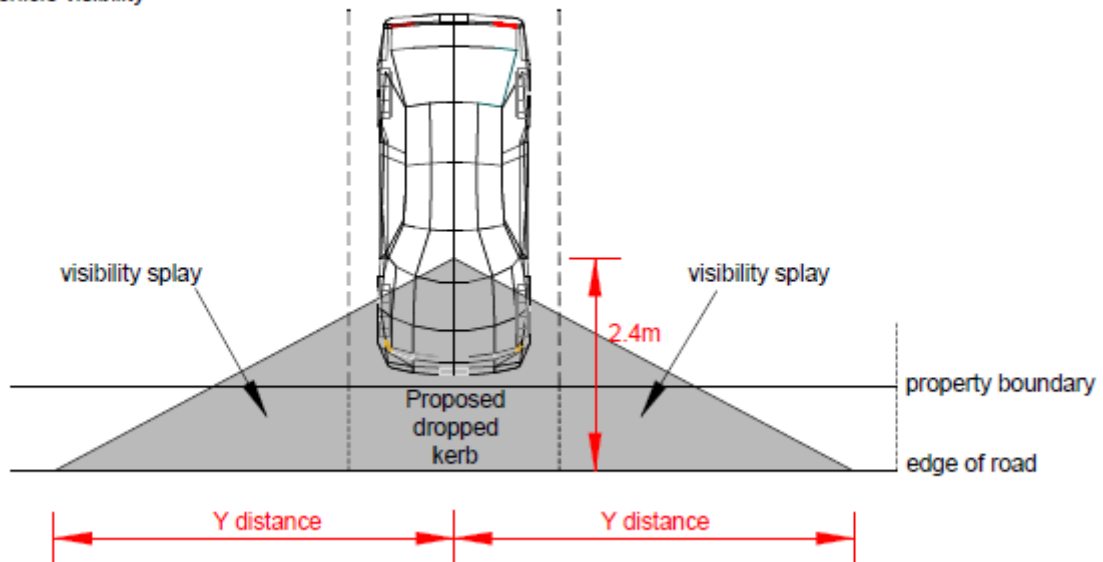
Y-dimension: based upon the following table:-

Speed Limit	40mph	30mph	20mph
Y – Distance	120m	43m	25m

Together, the x and y-dimensions define an area in which there should be unobstructed visibility between a height of 0.6m 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.

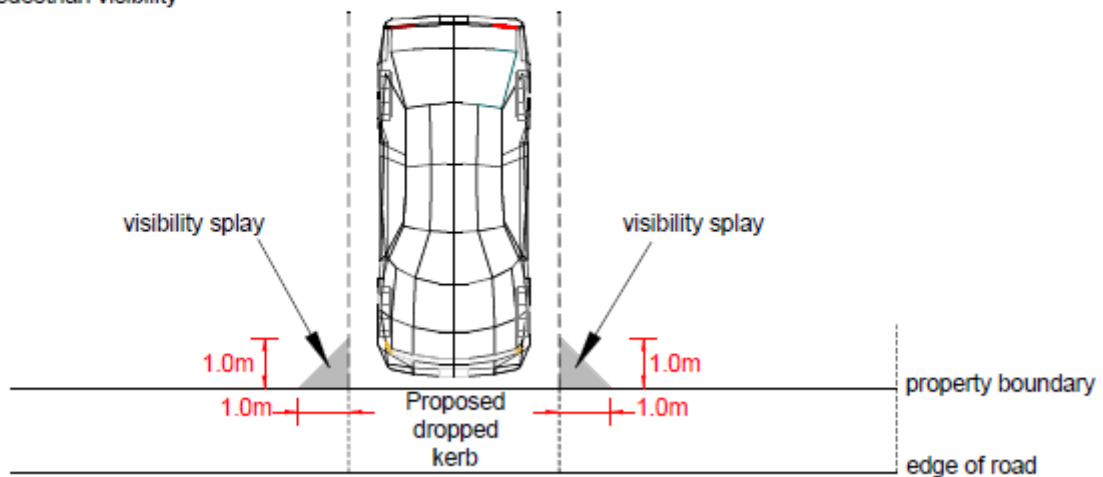
The following diagrams may assist when considering carriageway & pedestrian visibility:

Vehicle visibility



If you have a footway outside your property, you must also have clear visibility of on-coming pedestrians. The technical drawing below shows our requirements. In effect you must have clear visibility either side of your driveway of 1.0m. Low level planting is OK, but nothing that grows above 0.6m high so that you are able to see a small child.

Pedestrian visibility



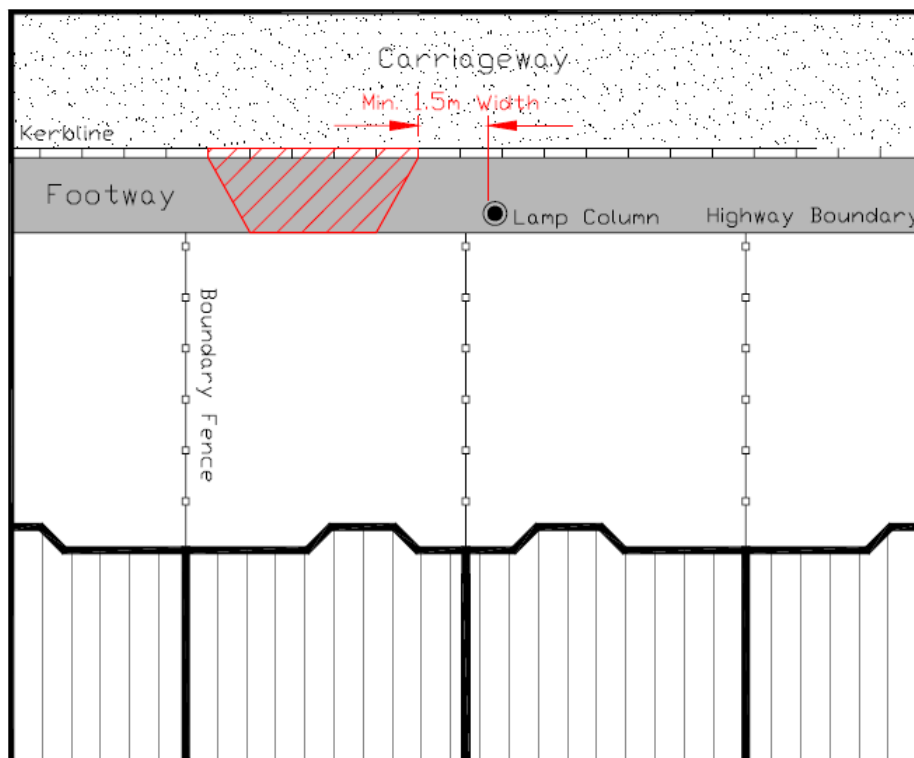
6. Drainage

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. Drainage may be inspected to determine that it has an adequate capacity.

7. Lighting 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.

Please see the image below for further details



8. Trees

Applications requiring the removal of a highway tree are more complicated. In the past it has been Stockport's policy not to put vehicular dropped crossings in place where there is a tree on the highway. However, the council will now consider removing a tree following consultation with adjacent properties and providing it is replaced with two trees in alternative locations (on the highway), preferably one as close to the existing location as possible. The cost of removing and replacing the trees will need to be paid for by the applicant and is in the region of £3,000. Furthermore, even if the tree is not directly in front

of the intended driveway that it would need removing, the roots from nearby trees may also be affected.

If there is a tree of concern please contact Network Management to discuss further, before making an application or payment.

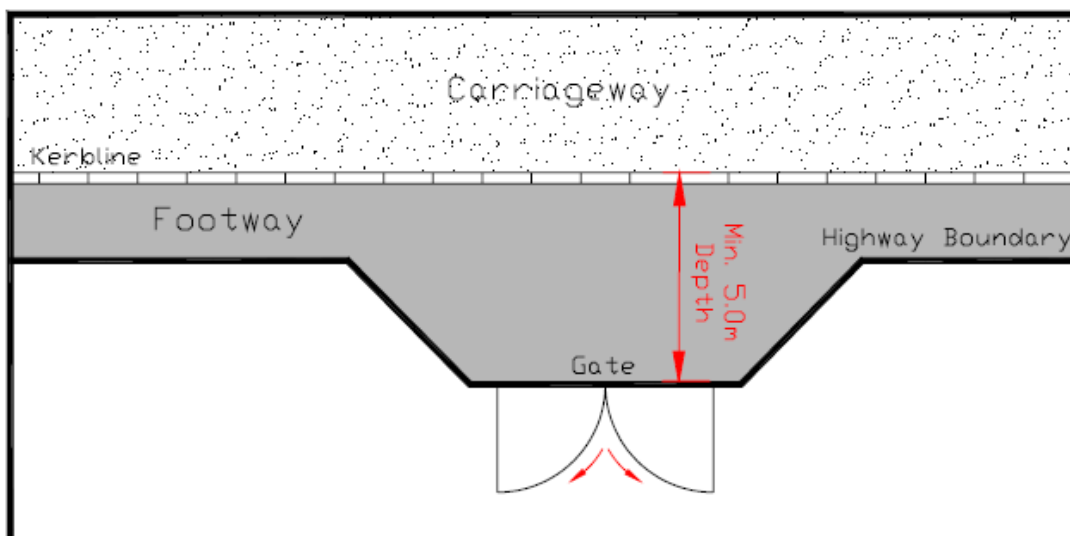
9. Statutory Services

Statutory Services such as Gas, Water, Electricity, Drainage and Telecommunications may be affected by the proposed location of the vehicular dropped crossing. These are known as Statutory Undertaker apparatus and can be identified as a utility box, chamber with manhole cover, telecommunication cabinets, telegraph poles or other elements of the utility network. It will be necessary to contact the individual statutory undertakers in order to obtain agreement from the Utility concerned to move/alter the apparatus. The Utility will in turn need the agreement of Stockport Council to move the apparatus to the new location. In all cases all costs for the relocation of the apparatus will be a matter of negotiation between the applicant and the utility. The Council will not install any vehicular dropped crossing until all affected apparatus have been moved or altered.

If there is Statutory Undertaker apparatus of concern please contact Network Management to discuss further, before making an application or payment.

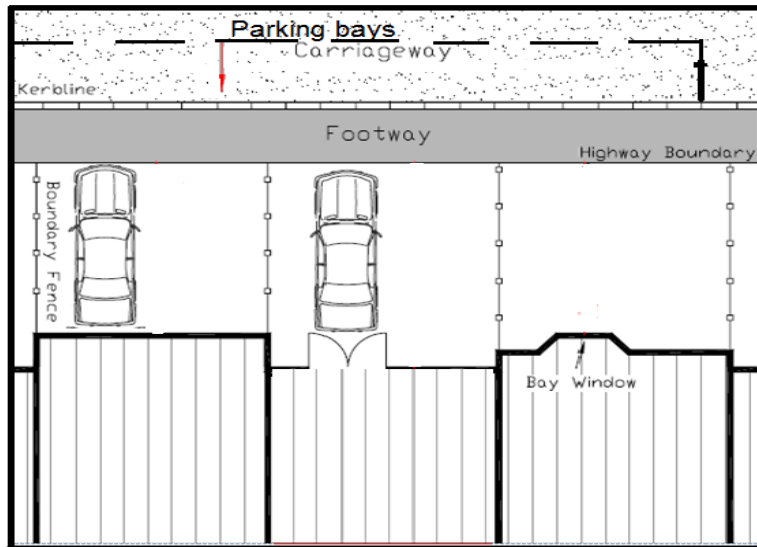
10. Gates

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.



11. Parking bays

If your proposed vehicle crossing has a parking bay across it, you will need to contact your local Traffic Services before applying for a vehicle crossing to discuss the possibility of altering the parking bays. It is important to make this enquiry first, where possible, to establish whether this could be a relevant factor in your application.



12. 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. Stockport MBC will not re-locate bus stops in relation to vehicle crossing applications.

13. Are you the owner or long lease holder (over 7 years) of the property, or do you have the owner's 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 Stockport Metropolitan Borough Council will consider your application.

14. Does the VDC provide access to a Classified Road / Conservation Area?

Where the VDC will provide access to a Classified Road or is within a Conservation Area, you will need permission for it. It may be a requirement of the Planning Permission that the parking area be of sufficient dimension that a vehicle using it can turn on it such that it can enter and exit the Public Highway in forward gear. The requirements for this will be determined on a case by case basis on the grounds of Highway operation and safety

15. Kerb Length

Creation or widening of a VDC to a kerb length greater than 5.4m (excluding the transition kerbs- a transition kerb is shaped in order to link the standard height kerb to the dropped kerb) will not normally be allowed. This is because it may have a detrimental effect on the provision of kerb side parking and, the length of the dropped crossing will make it difficult for a blind person using a long cane or a guide dog to follow the kerb line

16. Gradients

The gradient of the intended parking area will be considered. A VDC will not normally be allowed where the parking area within 5m of the rear footway is of greater gradient than 10%.

- If the drive falls from the rear of the footway more than this then the angle of the vehicle on entering the highway may make visibility difficult
- If the drive rises from the rear of the footway more than this then there is an increased risk of vehicles accidentally rolling onto the highway

17. Traffic Calming

In most instances, the application is successful. If, however, your proposed crossing puts other road users at risk or interferes with the free flow of traffic on a busy road, it may be turned down. In these circumstances you will be informed in writing of the reason why permission has been refused.

18. 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. If an application is successful then a cost for the council to install the crossing will be provided. In the event that you wish your own contractor to build a crossing, you may do so but your contractor will need to apply for and obtain a Section 50 permit to work on the highway. Failure to do so is a criminal offence.

19. Self-Assessment

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 provide 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.

Self-Assessment

- What is the depth of your parking area?
- Is adequate means of escape of 1.2m on top 4.8m needed?
- 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 in the close proximity to a tree?
- Are you going to have a gate?
- Do you need planning permission?
- Are you the freeholder / long lease holder?
- Are there any parking bays in front of your proposed crossing?
- Does the kerb length exceed 5.4m?
- Do you live on a classified road?
- Is your driveway on a gradient?