

Highways Management PFI Contract - Provision of Vehicular Access Policy

Approved by - Committee Member for Traffic and Transportation

On - 28-01-10

Background

There is increasing pressure on on-street parking throughout the City as the economy grows and more and more residents own one or more cars. This has led to increased demand for off-street parking, with a particular emphasis on the potential conversion of front gardens into off-street parking areas.

All Local Authorities have policies, which set out criteria defining an acceptable area of private forecourt on which a vehicle can be safely parked. The City Council as Highway Authority, may approve, or approve with modifications or reject requests for vehicle crossings to be installed under the auspices of Section 184 of the Highways Act 1980. When determining the decision the City Council must have regard to matters specifically set down in the Act, but may have regard to other matters as long as these are not unreasonable.

Criteria to be assessed :

Available Space

Transverse Parking (At Right Angles to Footway): Forecourt depth 4.9m and width 2.4m.

Longitudinal Parking (Parallel with Footway): Forecourt depth 3.0m and 6.0m
Maximum width of crossing 5.4m from bottom of kerb tapers.

Safety issues

Safety issues to be taken into consideration on an individual basis, including but not exclusively driver's sight lines (including the effect of any on-street parking, proximity to road junctions, nearby street furniture). In general street furniture must be at least 1.0m away from the crossover. There should be no significant adverse impact on pedestrian and other footway users, including those with mobility needs.

Gradient of footway/carriageway

The slope of the footway leading to a private driveway cannot be too steep for a pedestrian including those with mobility issues and vehicles. Any slope steeper than the optimum 1 in 12 (approx. 60mm up for every 1 metre along) is likely to prove difficult for pedestrians with mobility issues and 1 in 14 (approx. 70mm up for every 1m along) is likely to cause damage to the underside of a vehicle.

Construction of a vehicular access creating a gradient steeper than these requirements will not be permitted.

Property Owners Consent

Consent of owner of property is required if the property is rented.

Entrance Bar Markings

Where requested by residents then a bar marking will be placed across the vehicle access in accordance with The Traffic Signs Regulations and General Directions 2002 Schedule 6 Road Markings diagram 1026.1. This marking is advisable only. The City has since 1st June 2009 been able to introduce powers under Section 86 of the Traffic Management Act 2004, which allows a 'penalty charge notice' to be issued to vehicles parked across or obstructing a properly constructed vehicle access. Signage to advise of this restriction is not required under DfT guidelines. However a publicity campaign will be undertaken prior to the commencement date of 1st September 2009. Accordingly the existing Council policy of not providing prohibition of waiting (i.e. not providing yellow lines) to protect the entrance

Street Trees

Comply with "Trees in relation to construction—Recommendations", British Standard 5837: 2005 and the Portsmouth PFI Arboriculture Plan 2010-14.

"Where an application is received from a member of public for the construction of a vehicle crossover in proximity to an existing highway PFI tree then the subject is assessed:

To determine its safe remaining life expectancy and grade according to British Standard 5837:2005 Trees in relation to construction recommendations.

To determine its root protection area as defined in 5.2.2 British Standard 5837:2005.

Should the proposed construction fall within the defined root protection area and the subject tree deemed to have a safe remaining life expectancy of more than 10 years (tree age is determined using method described by Mitchell 1974) and have a BS 5837 grade of A, B or C then the application will be refused.

In situations where the tree has a life expectancy of less than 10 years and has a BS 5837 "R" grade then the monetary value of the tree will be determined using the Helliwell amenity valuation system 2008. The applicant will be required to pay the monetary value of the tree before the crossover can be constructed. This will only be applicable where there is a viable alternative planting site in the road. The reason for this procedure is to ensure that there is no net loss of tree cover in the road."

Number of Vehicle Crossings

Only one vehicle crossing will normally be allowed per property. Provision of a second crossover will be considered only in exceptional circumstances.

Proximity to a Bus Stop

Approval will not normally be given to crossovers within the lines of a bus cage or within 10m of a bus stop where they would be likely to interfere with buses stopping to pick up/set down passengers. This will take into account the likelihood of the bus stop being extended to meet the requirements of the Disability Discrimination Act.

Proximity to Controlled Crossing and School Zig-Zags

Approval will not normally be given to crossovers within the zigzag of road crossings and school keep clear markings, as they cause hazards close to where a high number of vulnerable pedestrians may be expected to congregate.

Proximity to Controlled Crossings

In accordance with Local Transport Note 2/95 - The Design of Pedestrian Crossings - there must be a minimum distance of 20 metres between a dropped kerb and a signalised crossing and an absolute minimum of 5 metres between a dropped kerb and a zebra crossing.

Presence of Grass Verges

Approval will not normally be given to crossovers where its construction requires a part of a grassed verge to be removed. The verge being 1m in width or more. The removal of part of the verge will have an adverse effect on the street-scene and visual amenity of the road.

Presence of a garage

Where a property has benefit of a 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.

Residents Parking Zones

In many areas of the City 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 in heavily parked areas in a Controlled Parking Zone where on street parking will be lost, will not normally be agreed to unless exceptional circumstances can be demonstrated.

Street Furniture

Where a crossover provision requires the relocation of street furniture, lamp columns, telegraph pole or utility box, the applicant in all cases will meet the cost of relocation.

Planning Requirements

Construction of a driveway will usually fall within the limits of Permitted Development, apart from properties directly fronting a classified road. It is the responsibility of the property owner to ensure that all correct permissions are applied for.

If planning permission is required, a separate application to the Highway Authority for the construction of the crossover will be required if/when permission is granted.

There are separate costs involved for each application which are the responsibility of the property owner.

Existing vehicle crossovers

Crossovers granted under the criteria of previous policies are not subject to another assessment under the 2010 revision of the policy.

End

Post policy note British Standard 5837:2005 Trees in relation to construction recommendations has been replaced with British Standard 5837:2012 and is adhered to.