Supplementary Planning Guidance (SPG)
Sustainable Transport

SPG 7a Vehicle and Pedestrian Movement

1. INTRODUCTION

1.1 In assessing schemes for vehicle and pedestrian movement the Council will have will have particular regard to the following: adopted Haringey Unitary Development Plan (1998) Policies TSP1.3, Haringey UDP First Deposit Consultation (2003) Policies M 3 – M 5, SPG 1b and SPG 4 and this supplementary guidance.

1.2. Supplementary guidance is provided below on the following:

- Design objectives
- Highway geometry
  - Minor an major access roads
  - Carriage and footway widths
  - Carriage and footway visibility
  - Radii
  - Turning areas
- Other highway considerations
  - Crossfalls
  - Longitudinal gradients
  - Headroom
  - Shared surfaces
- Connection to the public highway
  - Domestic footway crossovers
- Planning permission and other consents for footway crossovers
  - Planning permission
  - Listed building consent
  - Highways Act
- Parking design
  - Bay size
  - Manoeuvering space/aisle widths
  - Location of bays
  - Garages
  - Cycle parking
  - Design of spaces
- Refuse collection
- Access by fire appliances
- Lighting

- Street trees
- Street furniture
- Highway adoption
- Contact details

2. DESIGN OBJECTIVES

2.1. The design objectives for this supplementary planning guide are:

- To create a layout which is safe for all road users.
- To create a pleasant environment.
- To cater for the needs of pedestrians, cyclists and people with disabilities as well as vehicular traffic. (See also SG4: Access For All – Mobility Standards)
- To use materials and design layouts in keeping with the surrounding townscape, but which minimise maintenance costs.

3. HIGHWAY GEOMETRY

A. Minor and Major Access Roads

A.1. Different standards are appropriate in different circumstances and a distinction is sometimes made between major and minor access roads. A **minor access road** is typically a road used by relatively low volumes of traffic and few pedestrians. This is likely to apply to roads serving less than 15-20 residential units, or small scale commercial uses. Normally a segregated footway will be required on both sides unless either (i) the access road is designed as a shared surface or (ii) pedestrian flows are low and a 0.5 m raised strip is provided on either side to protect the building fabric

A.2. A **major access road** is typically a road carrying a significant amount of traffic or pedestrian movement. This is likely to apply to roads serving more than 15-20 residential units, or large commercial developments. Normally, a segregated footway would be required on both sides of the carriageway.

B. Carriage and Footway Widths

B.1. The required carriageway width will be determined by the scale and nature of the development, the site's servicing requirements, the tolerance required by passing vehicles, and the likelihood of the access road being used for parking.

B.2. Access roads should normally have a minimum carriageway width of 5.5 m, this will enable two vehicles to pass comfortably and will enable vehicles to easily manoeuvre in and out of accesses. A greater width may be required where the road will be used by large commercial vehicles.

B.3. It may be possible to reduce the carriageway width along sections of Minor access roads, which, because of their design, are unlikely to be

used for parking. However, roads with a carriageway width of less than 5.5m will not normally be adopted.

B.4. Carriageway width will be reduced in the following circumstances:

- 4.8 m Minimum to allow access by refuse vehicle, and wide enough to allow a car to pass a large commercial vehicle.
- 4.1 m Minimum for two cars to pass, but not wide enough to enable access by a refuse vehicle
- 3.7 m Minimum to enable access by a fire appliance, but not wide enough for two cars to pass or to enable access by a refuse vehicle.
- 3.0 m Absolute minimum where access by a fire appliance/refuse vehicle not required. Not wide enough for two cars to pass therefore only practical over short lengths unless passing bays provided.
- Where a carriageway less than 5.5 m is appropriate, it may still be necessary to widen the access where it meets the highway to allow vehicles to turn easily into the site.

B.5. Normally a segregated footway should be provided on both sides of the carriageway. For **minor access roads** 1.5m would be required. It will enable use by people in wheelchairs and allows for pedestrians to pass each other. Normally this will be acceptable to utility companies where the range of services provided is divided along each side of the carriageway.

B.6. For **major access roads** a width of 1.8m would be required. It allows for two wheelchairs or for two people pushing prams to pass each other, and allows for the full range of underground services to be accommodated.

C. **Carriageway and Footway Visibility**

C.1. Adequate sight lines along both the carriageway and footway are essential to ensure road safety. Sightlines are defined by the visibility setback (the X dimension) and the forward visibility that are required to enable a vehicle to stop safely (the Y dimension).

Footway Visibility

C.2. In figure 1, together the X and Y dimension define an area that should have unobstructed visibility between 0.6 m and 1.0 m above the carriageway

- X dimension 2.0 m
- Y dimension 2.0 m

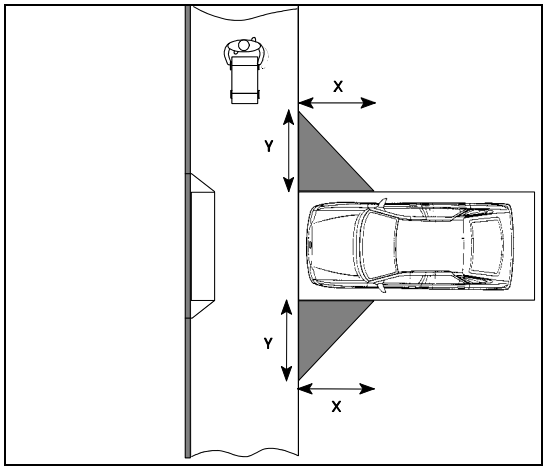

Fig.1 Footway Visibility

C.3. In Fig.2 the X and Y dimension define an area that should have unobstructed visibility 1.0 m above the level of the carriageway

- X dimension: 2.4 m for minor access road and 4.5 m for major access road
- Y dimension: 60 m normally acceptable. 90 m may be required if the access meets a Principal Road

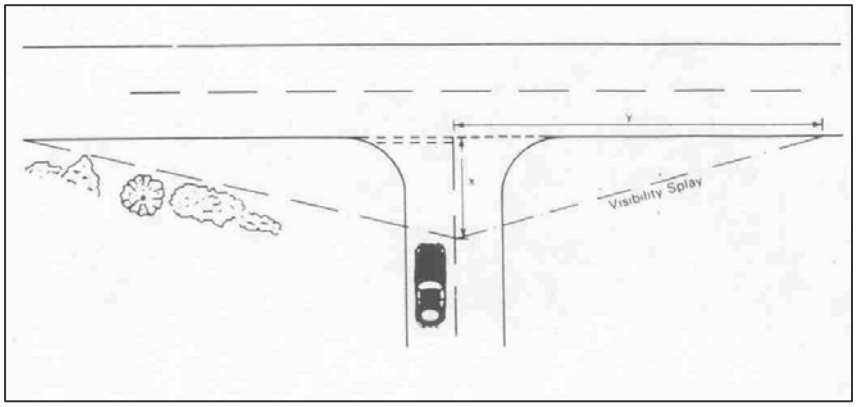

Fig.2 Carriageway Visibility

D. **Radii**

D.1. The required kerb radii will depend on the type of junction:

- Minor Access: Minor Access — Radius kerb not normally required
- Minor Access: Major Access — 3.0 m, wherever possible
- Minor Access: Highway — 3.0 m, wherever possible
- Major Access: Highway — 6.0 m, wherever possible.

D.2 A larger radius may be required where access is provided to commercial development attracting HGVs.

E. **Turning Areas**

Turning Areas for Residential Development

E.1. Normally, turning areas should be provided at the head of any cul-de-sac. Examples of acceptable turning areas are indicated below. Other designs will be considered but should envelop the shape of one of the standard turning heads.

E.2. Where the access is wide enough and a refuse vehicle or pantechnicon can safely reverse into the site without obstructing traffic flow it may be acceptable to omit a turning area if the reversing distance is less than 40 m (to within 25 m of the furthest bin store) for a refuse vehicle, and less than 60 m for a pantechnicon.

E.3. Casual parking in turning areas will be discouraged if they also provide access to designated parking bays. Where this is not possible the turning area should be delineated using contrasting materials and clearly marked out.

Turning Areas for Commercial Development

E.4. Turning areas in commercial developments should cater for the maximum size of vehicle likely to visit the site. Examples of suitable turning areas are given in Designing for Deliveries (Freight Transport Association, 1983), and Roads and Traffic in Urban Areas (Institution of Highways and Transportation/ Department of Transport, 1987).

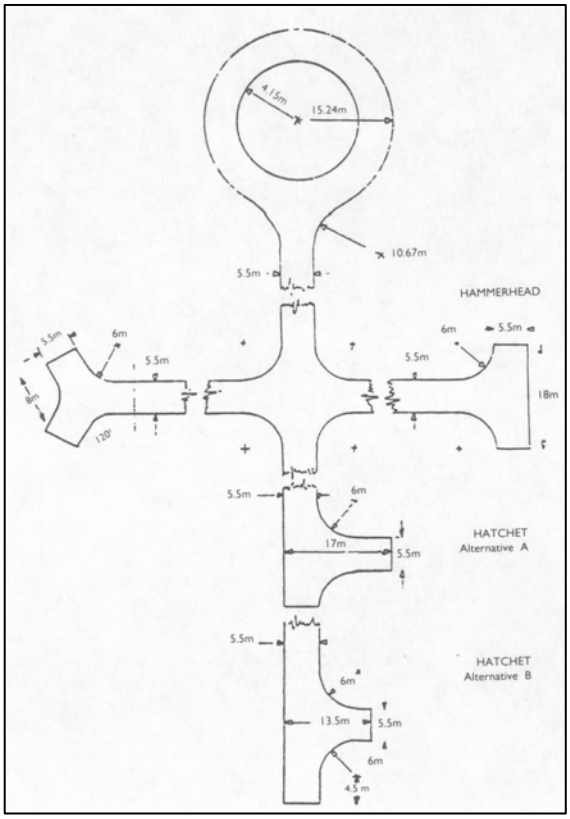

Fig.3 Turning Areas

4. OTHER HIGHWAY CONSIDERATIONS

A. Crossfalls

A.1. In order to assist drainage, the following crossfalls should be provided:

- 2.5% (1:40) - Minimum for footways and carriageways, maximum of 8% (1:12) at dropped kerbs with 5% (1:20) preferred
- 5% (1:20) - Preferred for dropped crossings, 8% (1:12) maximum

B. Longitudinal Gradients

B.1. Whilst there must be sufficient gradient to allow surface water to drain, excessive gradients can cause problems for pedestrians, particularly those in wheelchairs, as well as motorists. The table below summarises the maximum and minimum gradients normally required on carriageways and footways:

- Max: 5% (1:20) , Min 0.55% (1:180) at junctions & turning bays
- Max: 8% (1:12), Min 0.55% (1:180) elsewhere

C. Headroom

C.1. A headroom of 4.0 m would allow access by a refuse vehicle and most large vehicles. However, a commercial site catering for the largest commercial vehicles should provide a clearance of 5.1 m. Where the road is to be adopted a minimum headroom of 5.3 m will normally be required.

D. Shared Surfaces

D.1. It is normally safe for both footways to be omitted from cul-de-sacs and provide a shared vehicle and pedestrian access where the following criteria are met:

- The shared surface provides access to less than 25 dwellings.
- Vehicle speeds can be kept very low, either because the shared surface is of a short length, or speed reducing features are incorporated as part of the design.
- Drivers are warned (by tight corner radii, a carriageway narrowing, a ramp, or a rumble strip etc.) that they are entering a shared surface.
- The shared surface does not look like a conventional road, but is surfaced with block paving or brick paviours etc. rather than black asphalt.
- Parking areas are clearly demarcated from pedestrian and vehicular routes.
- The shared surface is wide enough to allow pedestrians and vehicles to pass comfortably and vehicles to manoeuvre. Normally, a minimum width of 5.5m should be provided between flanking boundaries (although localised narrowing may be acceptable).

5. CONNECTION TO THE PUBLIC HIGHWAY

5.1. Gates, door and windows must not open onto any road or footway, and no part of a building will normally be permitted to overhang an adaptable highway.

6. PLANNING PERMISSION AND OTHER CONSENTS FOR FOOTWAY CROSSOVERS

A. Planning Permission

A.1. Planning permission is required for the following works:

- The formation of an access onto either a trunk road or a classified road.
- Where the works involved in forming the access would create a dangerous obstruction to the view of persons using the highway.
- The construction of a hardstanding within the curtilage of a property which is not a single family dwelling house, e.g. a property which has been divided into flats or is in multiple occupation.
- The construction of any hardstanding in the Tower Gardens, Noel Park, or Rookfield Estate Article 4 Direction Areas, identified in Appendix 1.

A.2. In any of the above circumstances, a crossover must not be provided until planning permission has been granted. Where there is any doubt, the applicant should be advised to obtain confirmation from the Council's Head of Development Control that planning permission is not required. See also (SPG1b: Parking in Front Gardens)

B. Listed Building Consent

B1. Listed Building Consent is required to carry out any alterations to the boundary of a Listed Building.

C. Highways Act

C.1. Section 184 of the Highways Act 1980 is mainly concerned with situations where vehicles are crossing the footway/verge and causing damage. Where a vehicle is being habitually driven over the footway the Highway Authority can serve notice that it intends to construct a crossover and recover the costs. The owner/occupier has the right to object to the notice, as set out in Schedule 14 of the Act.

C.2. In determining whether to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and, in determining the works to be specified in the notice, shall also have regard to:

a) the need to ensure, so far as practicable, safe access to and egress from premises;
b) the need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

C.3. Anyone may request the Highway Authority to construct a crossover and the Highway Authority may approve the request with or without modifications, may propose alternative works, or may reject the request. In determining how to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and factors a) and b) above. If the Highway Authority does agree to the provision of a crossover, it must provide the occupier with a quotation for the costs of the works and once this amount has been paid, the crossing must be constructed.

C.4. Highways Requirements for the Construction of Domestic Crossovers

- In the majority of cases there will not be sufficient space within the curtilage of individual residential properties for vehicles to enter and leave forwards. However, as domestic crossovers are not intensively used, it is normally acceptable for vehicles to reverse either onto or off the highway, providing there is adequate visibility along both the carriageway and footway.
- Crossovers should not be provided within the zig-zag markings of pedestrians crossings.
- Footway and carriageway visibility dimensions should conform with the standards set out in this guide.
- There must be sufficient space within the curtilage of a site to ensure that a parked vehicle does not overhang the footway. Where cars will be parked at 90^{o} to the carriageway, forecourts must therefore normally be a minimum of 4.8 metres deep.
- Where this cannot be achieved, a crossover may still be provided if an angled bay 4.8 metres long can be provided clear of the footway. However, angled bays should not normally be provided on classified roads as vehicles manoeuvring into and out of them can adversely affect traffic flow.
- 4.8 metres is a standard bay size that will cater for the vast majority of cars currently on the market. Even if an applicant has a vehicle which is less than 4.8 metres long, this standard should be adhered to as future occupiers of the property may own a larger car and the Council has little control on how the crossover is used once it has been constructed. However, in exceptional circumstances, a bay size of less than 4.8 metres may be permitted where the applicant has a small car which fits into the available forecourt, and where either:

i) the applicant is an orange badge holder, or

ii) on-street parking pressure is severe and a significant number of crossovers have already been constructed in the vicinity.

In such cases a condition should be attached limiting the maximum length of vehicle able to use the forecourt. This restriction should be contained in an agreement made under Section 16 of the Greater London Council (General Powers) Act 1974 and registered as a land charge. A standard agreement, should be signed by the applicant and sealed by the Borough Solicitor.

- The crossover must normally be a minimum of 2.4 metres wide at the back of the footway. Narrower crossovers can be difficult to use and the resultant manoeuvring can disrupt the flow of traffic on the adjoining highway.

7. PARKING DESIGN

A. Bay Size

- The standard bay size is 2.4m x 4.8m where there is no walls/fences etc adjacent to the bay
- Where a bay is adjacent to walls/fences etc the standard bay size is 3m x 4.8m
- Where there is no footway or paved margin along side parallel bays the bay size is 2.4m x 6.0m
- Where there is a footway or paved margin along side parallel bays the bay size is 2.0m x 6.0m
- Single disabled bay comprise of a standard bay width plus 1.2 (0.9 m minimum) manoeuvring strip (3.6m x 4.8m)
- Where more than 1 disabled bay is provided the 1.2m (0.9 m minimum) manoeuvring strip may be shared between adjacent bays.
- Parallel disabled bays should be longer (6.6 x 2.4) to allow wheelchairs to be unloaded form the rear of the vehicle.

45^{o} Parking

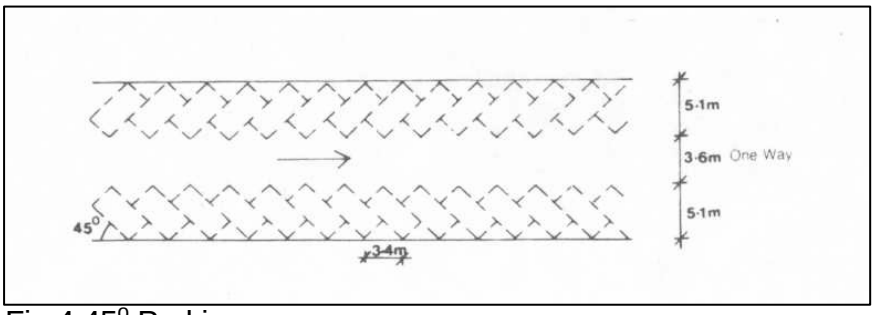

Fig.4 45^{o} Parking

B. Manoeuvering Space/Aisle Widths

B.1. 90^{o} Parking: 6.0 m is required to enable a car to turn through 90^{o} out of a standard bay. This may be reduced to 5.0 m where the bay width is increased in width to 3.0 m.

C. Location of Bays

- Parking for residential developments should be provided wherever possible within the curtilage of individual dwellings rather than in communal parking areas.
- Where forecourt parking is proposed for a series of individual properties, each with direct access from the highway, the bays should wherever possible be grouped into pairs served by a double width crossover. Footway crossovers greater than 4 bays wide will not normally be permitted.

- Where long rows of parking bays are unavoidable, hard and/or soft landscaping features should be incorporated into the layout to break up the bays.
- Disabled parking bays should be located as close as possible to pedestrian entrances. There should be no obstruction, such as a raised kerb, between the bays and the building entrance.

D. **Garages**

- Open hardstandings are preferred to garages (which are often used for storage rather than parking).
- Garages within the curtilage of individual dwellings should be set back at least 2.0 metres from the back edge of the footway to ensure adequate visibility along the footway.
- Where garages are provided they should have internal dimensions of at least 2.4 x 4.8 m. An aisle width of at least 7.3 m should be provided between rows of garages. The aisle with may be reduced to 6.5 m where the garages are 3.0 m wide.

E. **Cycle Parking**

E.1 Location of Spaces

E.2. Parking for employees should either be provided within the building or within a secure area within the curtilage of the site. Parking for visitors should be provided as close as possible to the main entrance, preferably under cover.

F. **Design of Spaces**

F.1. Sheffield type stands are preferred for visitor parking as they provide satisfactory security for all types of cycle. Where necessary, each Sheffield stand can provide space for two cycles. A clearance of 650 mm (600 mm min.) should be provided between a stand and any adjacent structure, and stands should normally be located 1.0m apart (750 mm min).

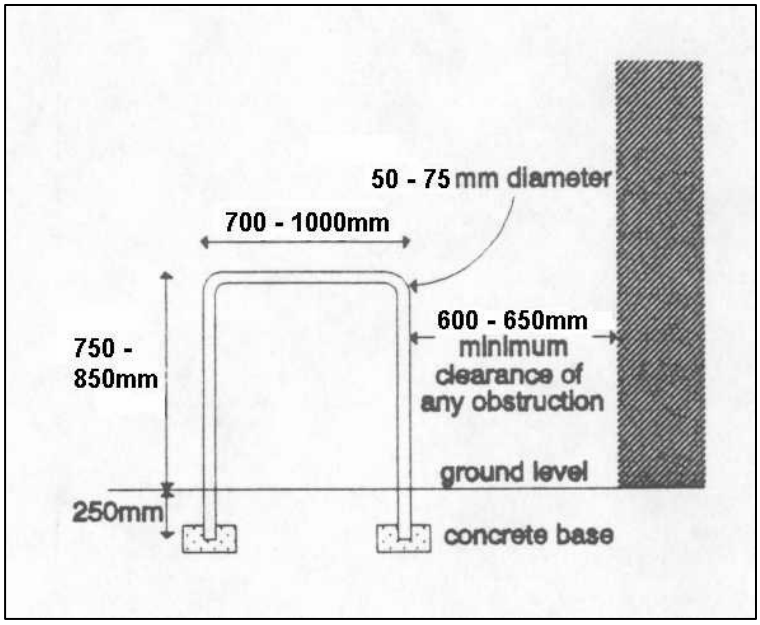

Fig.5 Design of Cycle Parking Spaces

8. REFUSE COLLECTION

8.1. The maximum carrying distance for dustbins and sacks and the maximum pushing distance for wheeled bins are 25m.

8.1. Where these maximum distances cannot be achieved a refuse vehicle will need to enter and turn within the site. The previous section provides details of suitable turning areas. Further information on refuse collection and storage is contained in the Code of Practice for Refuse Storage that can be obtained from the Council's Contract and Construction Service.

9. ACCESS BY FIRE APPLIANCES

9.1. The requirements for access by fire appliance are contained in Part B5 of the Building Regulations (and the London Fire and Civil Defence Authoirity's Fire Safety Guidance Note Number 29) and all developments will need to obtain the necessary building regulation approval. However, for information, the normal access requirements for buildings without a fire main that have a total floor area up to 2,000 sqm and are less than 9.0 metres above ground level are indicated below:

9.2. There should be vehicle access (minimum width 3.7m) to within 45m of any point on the projected footprint of the building, or to 15% of the perimeter which ever is less onerous. Any elevation to which vehicle access is provided should have a suitable door, not less than 750 mm wide, giving access to the interior of the building.

9.3. Designers should refer to Part B5 of the Building Regulations for details of the access requirements to buildings which either have a floor area greater than 2,000 sqm, are higher than 9.0 meters, or include a fire mains.

10. LIGHTING

10.1. Lighting should be planned as an integral part of the layout of a development as it can have a significant impact on accidents, personal security, crime, and amenity. Street lighting should normally be provided to the British Standard 5489 (Part 3). Adequate lighting should also be provided for any footpaths and parking areas within the development.

10.2. It may be necessary to alter the layout of the street lighting on the highway adjacent to the new access. In such circumstances, the lighting design and installation works will be carried out by the Borough Engineer at the applicant's expense.

11. STREET TREES

11.1. Existing street trees are considered an asset and the provision of appropriate trees can significantly enhance the street scene and will generally be encouraged. However, care should be taken in the positioning of trees:

- Normally the outside edge of the base of the trunk should be located 850 mm from the back of the kerb.
- Footways will normally need to be a minimum of 3.0 metres wide to accommodate a tree pit and retain sufficient room for pedestrians.
- The position of underground and overground services should be considered, as they can be damaged by and cause damage to trees. Any trial holes to establish the position of services should be hand dug.
- Trees should be sited away from gulleys, as they can cause root damage and become blocked by leaf fall.
- Adequate sight lines at junctions must be maintained.
- Trees should not be located too close to proposed or potential vehicular accesses.
- Trees should be positioned so that they will not obscure street lighting, traffic signals, signs and street nameplates.
- Tree species should be selected which have a low risk of causing structural damage to buildings and which are suited to the room available for growth.

11.2. Where roads are to be adopted, the species of tree to be planted, and their location should be agreed with the Recreation Team.

11.3. Planted areas adjacent to carriageways or parking areas should be protected with bollards, raised kerbs or low fences to minimise the risk of damage by vehicles. However, such landscaped areas will not normally be adopted.

12. STREET FURNITURE

12.1. Street furniture should normally be positioned at the back of the footway, with a gap of 75-100 mm between any adjacent structure to prevent litter getting trapped and to enable the footway to be swept. Particular care should be taken

to ensure that street furniture is not positioned so that it could adversely affect the security of adjacent property.

13. HIGHWAY ADOPTION

13.1. Section 38 of the Highways Act 1980 enables roads to be adopted by mutual agreement as publicly maintainable highways. Generally, the Council will not adopt access roads to new developments unless they are sufficient public utility to justify being maintained at public expense. This may be the case where:

- A road serves a large number of residential dwellings (generally greater than 200 units),
- A road forms a link in the highway network,
- A road forms a useful extension to an existing highway

13.2. Where it is agreed that a development road will be adopted:

- The road must be designed and constructed to the standards set out in this SPG.
- The construction works will be supervised by the Borough Engineer.
- The Council's costs associated with preparing the S.38 agreement, checking the designs and supervising the construction works will be met by the developer.
- The boundary between the adopted and unaccepted areas must be clearly delineated on the ground.
- The location and design of lighting columns must be agreed with the Borough Engineer. The installation works can, if required, be carried out by the Borough Engineer. If the work is carried out by others, the Borough Engineer will need to test the installation on completion, for which an appropriate fee will be charged.
- Parking areas will not normally be adopted.

13.3. The construction details of roads for adoption and the Council's model S.38 Agreement are available from the Transportation Team (Tel: 8489 5574)

13.4 Section 104 of the Water Industries Act 1991 enables sewers to be adopted by the Sewerage Authority (Thames Water Utilities). General advice and specifications are contained in Sewers for Adoption (4th Edition), published by the Water Industries Association.

14. CONTACT DETAILS

14.1 For further information contact the following Council sections:

Transportation Planning, 639 High Road, London N17 8BD, Tel: 020 8489 5574

Development Control (Planning Services). 639 High Road, Tottenham N17 8BD, Tel: 020 8489 5508

Highway Engineers, Hornsey Town Hall, The Broadway, Crouch End N8 9JJ

Other tree matters: Tree Officer (Recreation Services) Tel 020 8489 5656. The Tree Line is open Fri 9 am-1pm.

This SPG has been consulted on as part of the Haringey UDP First Deposit Consultation. As such, it is a material consideration in determining planning applications.