

Appendix A3 - Table 3: List of current and proposed criteria for crossovers and hard standings

<p>A. Footway crossover current criteria</p> <ol style="list-style-type: none"> 1. We do not take into account implications of loss of on street spaces due to crossover applications within CPZ areas. 2. Planning permission is required for formation of an access on to principal and classified roads. 3. Planning permission is required when the access is required to a maisonette or block of flats. 4. In conservation areas, if the crossover works require substantial demolition of a boundary wall with height exceeding 1metre planning permission is required. 5. In all other instances highways consents are granted for construction of footway vehicular crossovers to facilitate ease of access/egress and prevent damage of the footway. 6. Our current charging structure does not include costs associated with amendments to traffic orders in CPZ areas. 7. The current administrative charge for preliminary site visit and preparation of cost estimates is £50.
<p>B. Footway crossover proposed criteria</p> <ol style="list-style-type: none"> 1. In considering the application, we will assess the need for safe and efficient operation of the existing CPZ. Applications will be refused where it is deemed that the construction of crossover and subsequent loss of parking spaces would have a detrimental impact to on-street parking within the CPZ. 2. The proposed administrative charge for a preliminary site visit and preparation of cost estimate is £100. 3. The cost of installing access bars across constructed crossovers is £60. 4. Construction costs will rise annually to reflect the Baxter Indices and supervision, admin and overhead charges will remain at 40% of construction costs. 5. The cost of amending traffic management orders for crossovers in CPZs is charged at £1300.
<p>C. Hard standing current criteria</p> <ol style="list-style-type: none"> 1. Hard standings to be constructed in Article 4 Direction Areas are subject to Planning Permission. Where the depth of private hard standing is less than 4.8m and the car can conveniently park parallel to the kerb, the council can grant approval for the crossing on the proviso that the resident enters into agreement forbidding him/her from overhanging or obstructing the footway when parked within the hardstanding.
<p>D. Hard standing proposed criteria</p> <ol style="list-style-type: none"> 1. There must be sufficient space within the boundary of the property to ensure a parked vehicle does not overhang the footway. Where vehicles must be parked at 90 degrees to the carriageway, forecourts must therefore be a minimum of 4.8m deep. 2. Where the hard standing involves removal of soft landscaped gardens within the property, the applicant must arrange to keep the hard surface to a minimum (where feasible and practical). This can possibly be achieved by creating just two paved tracks wide enough to accommodate the car wheels. However applicants are strongly advised to consult with the Planning and Development section for further guidance and advice to ensure proposed works do not detract from the character of the surroundings and drainage is not compromised.

Table 4: Comparison of current crossover charges with other neighbouring boroughs

Current Charges	Cross over Application/ Estimate Fee £	Light duty cross over £	Medium duty cross over £	Heavy duty cross over £	TMO Amendment £
Haringey	50	500	750	1200	Nil
Neighbouring borough A	80	800	N/A	1400	1200
Neighbouring borough B	Nil	450	900	1400	1000
Neighbouring borough C	66	600	N/A	1200	Nil
Neighbouring borough D	Nil	850	N/A	N/A	Nil

Note that charges are based on average unit cost

Table 5: Number of applications and crossovers constructed (2003 – 2006)

YEAR	NO OF APPLICATIONS RECEIVED	NO OF XOVERS CONSTRUCTED
2003	371	139
2004	410	149
2005	468	151
2006	578 (up to Dec. 2006)	107 (up to 12/06)