

Bath and North East Somerset Council

Application to Construct a Vehicle Crossing over the Highway, Footway or Verge in Accordance with Highways Act 1980 Section 184 New Roads and Street Works Act 1991(NRSA, Traffic Management Act 2004 (TMA)

Bath and North East Somerset Council is responsible for maintaining public highway footpaths.

A vehicle crossing (often referred to as a dropped kerb or footway crossing) is a specially constructed section of pavement or verge to enable vehicular access to a property.

If you require a dropped kerb for non-vehicular access (eg for a mobility scooter or wheelchair) you will not need to go through this process. Please contact council connect@bathnes.gov.uk

SCHEDULE OF CONDITIONS

Important Notes: Applicant/Homeowner

You are fully responsible for payment of the licence and construction costs.

We can only approve a vehicle crossing with the homeowner's consent.

Works on the Public Highway must only be carried out by Contractors with the appropriate accreditation. (New Roads and Street Works Act (NRSA) Supervisor and Operative also £5 million Public Liability Insurance)

The crossover between your property boundary and the carriageway is a public footway and must not be used for parking.

The length of your parking area should be adequate to ensure no part of your vehicle extends beyond the boundary of your property. The parking area must be a **minimum of 4.8m in length** from the front of your property to the footway, (6m in front of a door or garage) and be of a minimum **width of 2.8m** for a single and **4.8m** for a double.

A standard single vehicle access consists of 4 dropped kerbs and 2 dropper kerbs (tapered kerbs). Any variation to this must be with the agreement of the Highway Authority.

Your proposed access must be located more than 10m away from a road junction. 15m on major roads and busy road junctions.

If the distance between your access and any adjacent access is less than three full kerbs, the kerbs in between may also have to be dropped and the entirety constructed as a vehicular crossing at the expense of the applicant/homeowner.

Any street furniture, including Street Lighting, or Public Utility apparatus which needs to be relocated to enable access will be at the applicant's expense.

Drives should meet the highway at right angles and be constructed of a consolidated material such as bitmac, concrete or blocks (subject to planning approval).

Provision shall be made within the site for the disposal of surface water so as to prevent discharge on to the highway. Details to be provided on proposed plan which will need to be submitted with your application.

Any drain or watercourse which may be crossed or met within the course of the works must be reconstructed or diverted at the applicants expense to the satisfaction of the Highways Principal Engineer, the Land Drainage Authority or the Flood Management Authority.

To obtain (wherever applicable) consent from the relevant Lead Local Flood Authority, Drainage Board or Environment Agency to carry out works in a watercourse, a legal requirement under section 23 of the Land Drainage Act.

The completion notice should only be submitted by the contractor once the permanent reinstatement of all materials, inclusive of bituminous materials, kerbing and associated works, have been completed.

If retrospective approval is needed for an existing vehicular access, the Highways Principal Engineer may instigate investigatory works prior to approval being granted.

A signed Letter of Approval should be kept with the deeds of the property.

A fee may be incurred if a duplicate record is required.

Important Contractor Conditions

To provide the Council with the necessary evidence of competence and accreditation, Public Liability Insurance and NRSWA (Supervisor and Operative) to work on the public highway.

To abide by all restrictions or directions, given by the Highways Principal Engineer as to the timing and phasing of your works.

To give the Highway Principal Engineer 7 working days' notice of commencement of the works.

If the work is planned to take longer than 7 working days from start to finish the Highway Principal Engineer must be notified in writing stating the reasons why.

To carry out the works in accordance with the specification and in such a manner that no danger, unreasonable obstruction or undue inconvenience is caused to the public user of the highway.

To carry out works to the satisfaction of the Highways Principal Engineer who may, if he thinks fit, carry out remedial works on the crossing at any time from the opening until the expiration of twelve months from the date of completion, at the applicants expense. The twelve month period starts from the date on the completion notice that should be returned by the contractor

To provide, erect, maintain and subsequently remove warning signs and traffic control in accordance with Chapter 8 of the Traffic Signs Manual

Statutory Undertakers plans must be obtained from the homeowner. It is recommended a hand dug investigatory trench is carried out prior to mechanical excavation. Cable avoidance tools should be used to locate services in the footway prior to works commencing.

All excavated material from the site shall be removed as soon as is practicable. Excavated material, if retained on site adjacent to the trench, shall be stockpiled at a safe distance from the trench edge

On the kerb line at the limits of the crossing, provide and lay 2 no pre cast concrete (pcc) dropper (DL2 and DR2) kerbs and in between lay the necessary number of 150mm x 125mm pcc bullnosed (BN) kerbs to ensure a vertical face of 25mm above finished road channel line level, all kerbs are to be laid on a bed of C6/8 or ST1 concrete not less than 125mm thick and 375mm wide, backed up to within 50mm of the top with 150mm of concrete of the same quality. Kerbs should be butt jointed but any open joints should be filled with 3:1 sand; cement mortar. All pcc kerbs channels and edgings and quadrants shall conform to BS EN 1340

Any boundary of this crossing with a grass verge or private driveway to have 150mm x 50mm pcc (EF) edgings laid on and backed up with either side with 100mm of C6/8 or ST1 concrete

On the crossing the sub-base must be 150mm thick of unbound granular material to Clause 803 of the Specification of Highway Works, the binder course must be 60mm compacted thickness of AC 20 dense bin 40/60 and the surface course to be 20mm compacted thickness of AC 6 dense surf 100/150 PSV 50 .All bituminous surfacing must accord with the requirements of BS EN 13108

Where the existing footway is being altered, the full width of the footway shall be reconstructed to give an even crossfall from the back edging to the new kerbs (maximum crossfall 1:14)

The bound vertical face of all joints with existing surfaces on the footway and carriageway should be painted with bitumen based edge sealant. Concrete or mortar shall not be mixed on the footway or carriageway