

P4 – Vehicle Crossovers on Footways

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Residential Footway Crossovers

Vehicle access to properties must not disrupt the continuity or level (see layout and Detail 3) of the footway.

Crossovers can provide access for single or multiple households. If necessary, the footway should be realigned and/or strengthened.

Location

- Do not reinstate redundant crossovers unless an historic feature (contact Planning).
- No new crossovers on retail and employment streets, with the exception of local streets.
- No crossover within 0.8m of any street furniture, trees, parking bays or bus stops.

Materials

- Crossover surfacing should match that of the surrounding footway.
- Where unit paving is used, smaller units may be required for durability if crossover is likely to be used by heavier vehicles.
- flat-topped setts can be used for historic streets or heavy use crossovers.

Widths

- Typical width for residential crossovers is 1.8m up to 4.5m for multiple dwellings or commercial crossovers to minimise risk of footway overrun.

Layout

- The ramp should be flanked with dropper kerbs (Detail1) or radius kerbs (Detail 2).
- Must provide a continuous footway surface highlighting to vehicles that it is a footway crossing.
- Max ramp depth will be 0.5m to leave the maximum possible level and clear walking zone behind the ramp (see details)
- Retain kerb edges (min. 25mm upstand) parallel to carriageway and residential boundary.
- Design crossover such that surface water runs into carriageway.

- In new streets, the whole width of footway must not be dropped to provide vehicle access (image 1 and 2). In existing streets, this approach is only acceptable if it is the only way to deliver an evenly graded clear walking zone of acceptable width or if there is an overriding historic reason (e.g. in WHS or Conservation areas – contact Planning). See Detail 3.

Rear of footway

- At least 1.5m wide evenly graded walking zone
- 0.9m absolute minimum ONLY in exceptional circumstances (e.g. providing disabled parking within property boundary)



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Relevant Factsheets:

Vehicle Crossovers on Footways – Details (P4)
Footway Materials and Surfacing (M1)

Footway Widths (P3)

Commercial Footway Crossovers

Vehicle access to commercial property must not disrupt the continuity or level of the footway.

Crossovers can provide access for multiple dwellings (up to 50).

Footway is realigned and/or strengthened. Only in exceptionally heavy use (traffic volume) can it be designed as a side road.

Location

- Do not reinstate redundant crossovers unless an historic feature (contact Planning).
- No new crossovers allowed on retail and employment streets, with the exception of local streets.
- No crossover allowed at less than 0.8m from any street furniture, trees, parking bays or bus stops.

Materials

- Crossover surfacing should match that of the surrounding footway.
- Where unit paving is used, smaller units may be required for durability if crossover is likely to be used by heavier vehicles.
- flat-topped setts can be used for historic streets or heavy use crossovers.

Widths

- The width can vary between 1.8-4.5m for commercial vehicle crossovers to ensure no footway overrunning.

Layout

- Use configuration Detail 2 (toe crossing with radius /corner kerbs) with the area level with the footway behind the ramp strengthened to withstand heavier vehicles.
- Must provide a robust continuous footway surface highlighting to vehicles that it is a footway crossing.
- Max ramp depth will be 0.5m to leave the maximum possible level and clear walking zone (1.5m min) behind the ramp (see details).
- Retain kerb edges (min. 25mm upstand) parallel to carriageway and property boundary.

- Design crossover such that surface water runs into carriageway.
- In new streets, the whole width of footway must not be dropped to provide vehicle access (image 1 and 2). In existing streets, this approach is only acceptable if it is the only way to deliver an evenly graded clear walking zone of acceptable width or there is a historic reason (e.g. in WHS or Conservation areas – contact Planning). See detail 3.

Rear of footway

- At least 1.5m wide evenly graded walking zone
- 0.9m absolute minimum ONLY in exceptional circumstances (e.g. providing disabled parking within property boundary)



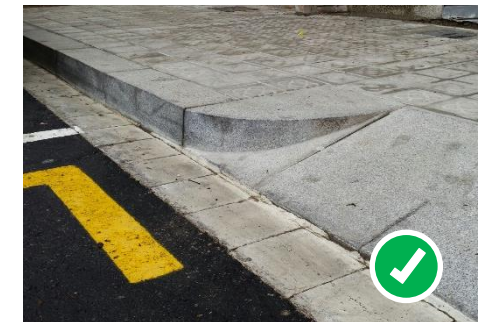
The City of Edinburgh Council



[Designing Streets](#)



Access to historic street



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Relevant Factsheets:

Vehicle Crossovers on Footways – Detail (P4)

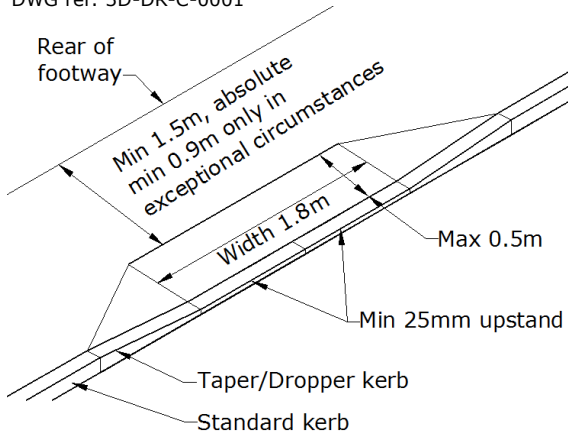
Footway Widths (P3)

Details

For motor vehicle access to private land.

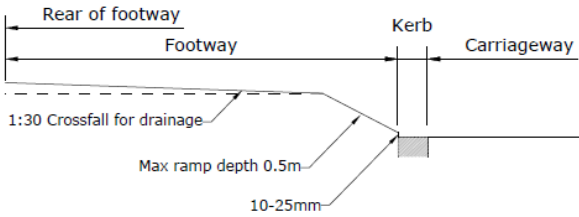
Detail 1 - Toe crossing with dropper kerbs*

DWG ref: 3D-DR-C-0001



Plan Of Vehicle Drop Kerb

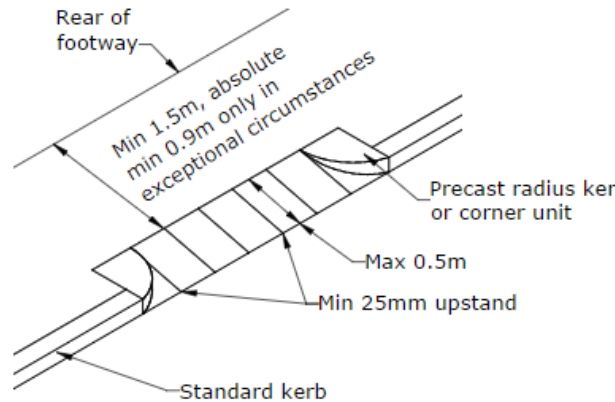
DWG ref: 3D-DR-C-0003



Section Through Dropped Kerb

Detail 2 - Toe crossing with radius/corner kerbs**

DWG ref: 3D-DR-C-0003



Plan Of Vehicle Drop Kerb

DWG ref: 3D-DR-C-0003

Notes:

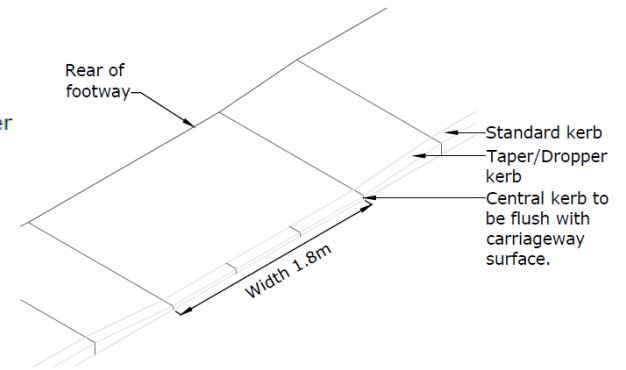
* Applicable for residential crossovers

** Applicable for residential and commercial

Consideration must be given to the potential for the grounding of vehicles using the crossover and how to mitigate the risk of this.

Detail 3 – Flush/drop kerb (Only for use if Details 1 or 2 are not deliverable due to footway being too narrow)

DWG Ref: 3D-DR-C-0008



Plan Of Pedestrian Drop Kerb

DWG Ref: 3D-DR-C-0008



Relevant Factsheets:

Footway Widths (P3)

Dropped Kerbs (G4)

Image References

Vehicle Crossovers on Footways

Images left to right

1. The City of Edinburgh Council
2. The City of Edinburgh Council
3. The City of Edinburgh Council
4. The City of Edinburgh Council

Commercial Footway Crossovers

Images left to right

1. The City of Edinburgh Council
2. Designing Streets, 2010
3. The City of Edinburgh Council
4. The City of Edinburgh Council

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