

Royal Borough of Greenwich

Domestic Dropped Kerb Policy 2026

Applicable for new applications from August 2026.

Last updated: 1 July 2026

1. Introduction

- 1.1 This Policy document sets out the assessment criteria and processes for new domestic dropped kerbs and extensions to existing dropped kerbs from 1 July 2026. The Policy also aims to be a guide to Greenwich residents, setting out the considerations, expected timeframes and costs associated with dropped kerb works. This policy supersedes the Residential Domestic Vehicle Crossover Policy 2019.
- 1.2 A dropped kerb, also known as a crossover, provides a safe and legal means for motorised vehicles to cross the public highway and access private off-street parking (driveway or hardstand). It is an offence to drive a vehicle across a footway where there is no authorised dropped kerb or vehicular crossover in place.
- 1.3 Legally constructed dropped kerbs require a reduction in kerb height to near road level to enable the crossing (this section of kerb is known as the “drop”), typically transition kerbs either side of the drop and strengthening works to the footway behind the dropped kerb to help prevent future damage caused by vehicles passing over. The existing footway material may need to be changed as part of any works.
- 1.4 For an application to be successful, it must meet the criteria set out in this document. A domestic dropped kerb is appropriate for vehicles up to 3.5 tonnes and serving residential properties. Vehicles in excess of this weight limit requires the installation of a Commercial dropped kerb, which is a more robust design and which is usually only applicable in industrial areas or to serve construction sites. You can apply for a Commercial dropped kerb by searching for “*Apply for a dropped kerb near your business*” on the Council’s website.
- 1.5 The Royal Borough of Greenwich recognises that there will be existing dropped kerbs across the borough that were installed historically, and those may fall below the criteria set out within this Policy. However, this Policy, and the criteria set out within, has been updated to reflect modern standards, practices and designs and aims to ensure the safety of all highway users. Past practices and decisions will not be used as a precedent for future assessments.

2. Background and Legal Position in Relation to Dropped Kerbs

2.1 Section 184 of the Highways Act 1980 provides the Council, as the Local Highway Authority, a power to grant the construction of a domestic vehicle crossing. This is a power, rather than a duty, and as such the Council will only undertake dropped kerb related works when the dropped kerb;

- Complies with current criteria,
- Does not unduly impact the safety and free flow of highway traffic,
- Does not result in a highway obstruction,
- Will not lead to an increase in parking stress or reduce kerb space parking where it is currently, or may become, in high demand and,
- Meets any planning, environmental and regulatory requirements.

Illegal crossing of the Public Highway and Overhanging Vehicles

2.2 It is illegal for motorised vehicles to be driven across a public footpath without the Local Authorities consent and appropriate provisions put in place under S184(17) of the Highways Act 1980.

2.3 At no point is it permitted for any part of a vehicle parked within private property to project on to, or over, the public highway. The dropped kerb itself does not permit parking on or adjacent to, and no part of it is exempted for the purpose of footway parking. The dropped kerb is simply a means for a motorised vehicle to transition from public highway to private land.

2.4 The Council will check and monitor any instances of, or complaints about, the overhanging of vehicles or the illegal crossing of any public footpath. This will involve an initial warning letter and the issuing of a penalty notice and fine, if appropriate. Acts of illegally crossing the footway, or vehicles overhanging onto the public highway can be reported to the Council's Highways Team via the Council's website by searching "*Report a road or Pavement problem*".

3. Prerequisites

3.1 In some circumstances, it may be necessary to obtain permission from the Local Planning Authority, before seeking permission from the Local Highway Authority. There may be circumstances where planning permission is given, but the highway authority reject the application for non-compliance with the

criteria set out in this Policy. In all cases, the highway authority's decision takes prejudice over any planning decision.

- 3.2 Checking if planning permission is required should be the applicants first step, and if required, that process should be completed prior to the application being made to the highway authority. Planning permission should be applied for via the Council's Planning Team under the Town and Country Planning Act 1990, to create a vehicular access, for which a fee is payable.
- 3.3 An applicant will need to apply for planning permission if the property:
- Is accessed from a Classified Road,
 - Is in a Conservation Area,
 - If the location is subject to an 'Article 4' directive (the removal of permitted development rights),
 - Is a flat or maisonette or,
 - If the property or boundary wall is listed.
- 3.4 Whilst the creation of a vehicular hardstanding is 'permitted development' under the terms of the General Development Order, a request for a crossover, made under Section 184(11), can be refused on grounds contained in Section 184(5) of the Town and Country Planning Act 1990.
- 3.5 Planning approval only serves as a prerequisite to the application process, and any necessary highway approvals must be granted before any hardstand (driveway) construction and dropped kerb works can begin. In the event that planning permission is granted, but highway approval is refused, any fees paid will not be reimbursed.

4. Application, Inspection and Assessment

- 4.1 Providing all pre-requisites are met, a dropped kerb request can be made online by searching "*apply for a dropped kerb*" on the Council's webpage. A non-refundable payment for a site inspection will need to be made with the submission of any application. An application can only be made by the landlord / property owner and the Council will only correspond with the applicant unless this is formally delegated on the application form, or in writing to the Council.
- 4.2 Upon receipt of a valid application and payment of the inspection fee, the Council will undertake a site assessment within 30 days. Fees can be found

on the Council's website. The purpose of this inspection is to determine if a dropped kerb is appropriate for the location.

- 4.3 The inspection will consider;
- Is sufficient hardstand (driveway) space available,
 - Does the location fall within an area of high parking stress,
 - Are alterations / diversions to utility services required,
 - Does the construction of a dropped kerb impact any other Highway furniture such as street trees, lighting columns and other assets,
 - Are existing parking bay alterations required and,
 - Does a dropped kerb at the location comply with all of the criteria set out within this Policy.
- 4.4 Should the Council need to obtain information on utility services at the location then a utility enquiry (search) will need to be undertaken. The cost for undertaking this will be borne by the applicant. If utility services are affected then further costs may be incurred by the applicant for any alteration / diversion works to the impacted services.

Assessment Criteria and General Considerations

- 4.5 All applications are assessed based on the criteria set out in this Policy. Failure to comply with any of the criteria will result in the application being refused. In some refusal cases, it may be possible to achieve compliance at a later date under a new application.
- 4.6 The Highway Officers assessment is treated as final, subject to any appeal. To maintain the integrity of this Policy, Highway Officers are able to overturn an incorrectly made decision.
- 4.7 Dropped kerbs are required to be a minimum of 500mm away from any street furniture. It may be possible for some items of street furniture to be repositioned, and in these instances the cost for any repositioning works would be borne by the applicant.
- 4.8 When it comes to street trees, dropped kerbs are required to be a minimum of 1.2 metres away from the tree trunk, to accommodate for

tree roots. Trees will not be removed to facilitate the construction of a dropped kerb.

- 4.9 If a lamp column is required to be repositioned as part of a dropped kerb request, the cost for those works will be borne by the applicant.

5. Dropped Kerbs in CPZ Areas & Managing Parking Stress

- 5.1 Some areas of the borough experience very high parking stress (i.e. more drivers seeking to park on the street than available kerb space). The removal of kerb side parking space as a result of the installation of a dropped kerb would only add to this stress.
- 5.2 Not all areas of high parking stress are within a Controlled Parking Zone (CPZ). Any application therefore needs to specifically consider the impact on parking stress in the area, and an application may be refused if the impact on parking is deemed too high.
- 5.3 Accordingly, the Parking Services team shall be consulted where, during the course of an assessment, the impact of parking is deemed a relevant factor. The Parking Services team may recommend that an application be refused due to a loss of kerb side parking that would result from the application. The borough aims to maintain kerb side parking due to on-street parking stress in many areas of the borough as well as providing on street space for sustainable transport initiatives such as cycle hangers, dockless bikes, Electric Vehicle charging points & Car Clubs.
- 5.4 If the construction of a dropped kerb requires alterations to an existing Controlled Parking Zone (CPZ), firstly this need to be agreed by the Council's Parking Team, who take into consideration the parking stress levels at the location. If agreed, the formal approval/changes to the CPZ is processed through the Traffic Management Order (TMO) process.
- 5.5 Amending a TMO is legally required to make changes to parking bays and lines. If a TMO is required, the cost for this process is borne by the applicant. The process requires the undertaking of an initial assessment that can take up to four weeks and, if that initial assessment is successful, amending a TMO could take up to 16 weeks to complete.

- 5.6 Where a TMO is required, the Council will inform the applicant of the cost for undertaking this process and once payment is received, the Council will then begin the process. This includes the preparation and advertising of the Order, manage any public objections that may arise, completing a decision report and the final step of making the Order. If any objections are received and upheld, the dropped kerb would be unlikely to proceed. The fees paid for the TMO process is non-refundable.

6. Private Hardstand Requirements

- 6.1 Construction of a dropped kerb will not be undertaken until there is a suitable hardstand in place. Due to the potential number of pre-requisites (planning permission, highways decision, TMO approval etc.), it is not advised to begin construction of the hardstanding until prompted by the Council to do so. The Council will not be held liable for any abortive costs if a hardstanding is constructed before instruction from the Council is given.
- 6.2 Some hardstand criteria, along with other dropped kerb criteria, can be found in Appendix I and should be considered in conjunction with the following information.
- 6.3 Any private hardstanding will need to be of a solid surface and not constructed of loose material, since this presents a risk of overspill onto the highway which could present a hazard to highway users.
- 6.4 The hardstanding will need to be designed with adequate drainage in mind, considerate to containing any surface water run-off within the private boundary.
- 6.5 The hardstanding should be constructed with a fall back towards the property, ideally draining into a landscaped strip or soakaway. Alternatively, if the hardstanding falls towards the public highway, a drainage channel connected to a soakaway should be provided before the highway threshold. Surface water run-off from private land onto the public highway is an offence.
- 6.6 Applications for dropped kerbs where hardstand parking would be parallel to the highway will not be accepted. This is because it would require an unacceptable number of vehicle movements over the highway and possibly cause a hazard and nuisance to pedestrians and risk the free flow of

highway traffic. It would be expected that the vehicle will be able to enter and leave any hardstanding in one manoeuvre.

- 6.7 Gates fitted across the hardstand entrance must not open outwards onto the public highway (SI53 Highways Act 1980). For safety reasons, gates will not be permitted on dropped kerbs constructed on Principal Road (i.e. “A” roads).
- 6.8 If the dropped kerb affords vehicle access to the applicant’s premises across land that is outside the limits of the public highway, the Council will not construct the dropped kerb without first seeing the written consent of all affected landowners.

7. General Further Information

- 7.1 Specific conditions relating to the creation of new hardstanding in front gardens applies and applicants should seek advice to ensure compliance.
- 7.2 Applications for properties on the Transport for London Road Network (red routes) are administered by Transport for London and all require planning permission.
- 7.3 Applications will not be granted where a vehicle would be required to cross an ‘amenity green’ or highway grass verge to reach the private hardstanding.
- 7.4 Where formal access to off-street parking already exists, an additional second dropped kerb will normally be refused. However, a second dropped kerb may be permitted where;
- The property frontage abutting the public highway is at least 12 metres wide and,
 - The property fronts a classified road where a second dropped kerb would enable the formation of a carriage drive and the garden is deep enough to accommodate this so that vehicles do not have to reverse either onto or off of the public highway or,
 - The property is in a street where the majority of properties have off-street parking and demand for kerbside parking is low.
- 7.5 Due to varying vehicle designs and road conditions, construction and topography, the Council does not guarantee that vehicles can use dropped

kerbs without the possibility of vehicles grounding and will not be held responsible for any resulting damage. No part of a dropped kerb should be sited directly in front of the normal access to the property i.e. front doors or porch doors, in line with London Fire Brigade advice, to ensure that a clear access and egress route remains in case of emergencies.

- 7.6 As a guide, the process from application to construction can typically take up to 6 months. If a TMO is required, the process from application to construction could typically take up to 10-12 months.
- 7.7 Applications will be prioritised in the order they are received. Approved applications will be valid for 12 months. An application is considered closed when either construction is completed, or a refusal letter has been sent (detailing the reasons for the refusal) and any appeals process has been exhausted. More information on the appeals process can be found in Section 10.

8. Construction

- 8.1 The construction or extension of a dropped kerb will be undertaken by the Council's Highway Maintenance Contractor. The cost for any works will be based on agreed contract rates, plus any associated administrative costs.
- 8.2 A construction cost estimate and payment details will be provided and will be upheld for a 3 month period from the date of issue. If this 3 month period spans across multiple financial years, contractual inflationary increases may apply.
- 8.3 As part of any dropped kerb works, the entire width and depth of the footway will be reconstructed with materials designed to take vehicle loading of up to 3.5 tonnes.
- 8.4 Large concrete flag paving is not suitable for taking vehicle loading due to their high susceptibility to rocking / cracking under repeat loading. The decision on which materials are used is provided in the Council's Highway Maintenance Plan. The choice of the material is entirely at the Council's discretion.
- 8.5 The Council does not install a white line across a completed dropped kerb as standard. If a white line is required, an application for this can be made via the Council's webpage. If approved, a white line will be installed across

the entirety of a dropped kerb, extending past the dropped kerb by up to 1 metre. If alterations to a Controlled Parking bay is required, the distance between the new dropped kerb and the start of the amended bay will be 1 metre.

9. Costs and Making Payment

9.1 Dropped kerb related work does not form part of the Council's statutory functions. Therefore, to save an officer's time, it is the applicant's duty to ensure all payments associated with the work is made in a timely manner when prompted by the Council. Payment will be required in advance of any works being undertaken.

9.2 Due to the process potentially requiring multiple approvals, payments will be prompted at the following stages to avoid having to return any monies paid by the applicant. As a guide, the table below indicates the tasks that require payment in order for the task to be undertaken.

Payment	Task
Initial Inspection Fee	Officer undertakes a site assessment.
Traffic Management Order Fee	For alterations to Controlled Parking Zone bays, if required.
Cost for repositioning any street furniture	For the repositioning of any street furniture, if required.
Construction Fee	For the construction of the dropped kerb.

9.3 When assessing applications, the Council will seek to recover all incurred costs from the applicant. The Council reviews these costs annually, typically in line with inflation, and updated costs are published on the Council's webpage.

10. Right of Appeal

10.1 Where applications do not conform to the criteria set out in this Policy, applicants will be informed in writing and will be provided with details of the reasons for refusal. Any appeal will be responded to in accordance with the Council's Complaints Process, details of which can be found on the Council's website. There's no right to appeal when the dimensions of a hardstand does not comply with criteria.

10.2 If an appeal is received, the Council will respond in a staged process;

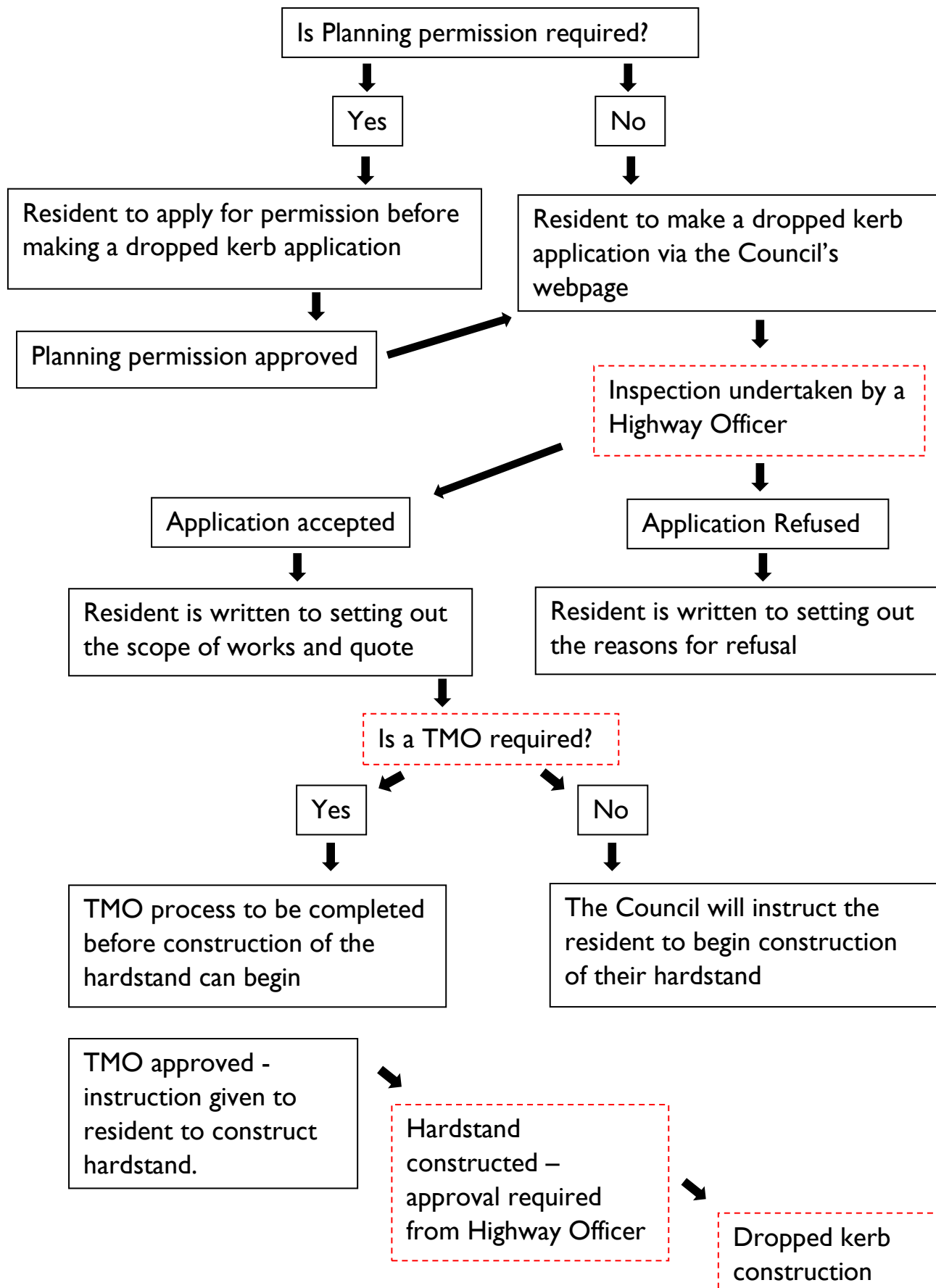
- Stage 1 Response – Responded to by an officer who will investigate the appeal and set out their findings.
- Stage 2 Response – Responded to by a senior officer who will review the appropriateness of the Stage 1 response.

Appendix I – Compliance Criteria

It is not possible for this list to be exhaustive as site specific factors may need to be considered as part of any assessment. The following criteria should also be read in conjunction with the information set out in this Policy. The officer undertaking the assessment reserves the right to consider anything that may pose risk or harm to highway users.

Criteria	Explanation
The minimum width of a new dropped kerb shall be 3.9 metres (m) (made up of 2.7m drop plus 2 x 0.6m transitions).	The width is set to ensure a domestic vehicle can comfortably use the dropped kerb.
The maximum width of a new or amended dropped kerb shall be 5.4m (made up of 4.2m drop plus 2 x 0.6m transitions).	5.4m is a generous width for all domestic vehicles to comfortably use the dropped kerb. Increasing the width further reduces kerb side parking space.
The minimum depth of hardstand shall be 4.8m. This shall be the clear depth that the vehicle can safely and comfortably park within without overhanging onto the public highway. If parking is in front of the property's front door, the minimum depth of the hardstand shall be 5.8m.	To ensure vehicles do not overhand onto the public highway. Whilst some cars are smaller than this, the Council need to protect the highway from future occupants of the property who may have larger cars. Lengths of typical family cars are: - Ford Fiesta - 4.05m - Ford Focus - 4.56m - Audi A3- 4.3m - Vauxhall Astra – 4.37m - Vauxhall Zafira – 4.66m - Ford Mondeo – 4.8m An on-street parking bay is typically 4.8m long.
The minimum width of a hardstand parking space on the property shall be 2.5m.	To ensure suitable provision in place on the property before dropped kerb works take place.
The distance from a new or extended dropped kerb to the nearest junction shall be at least 10m.	To ensure road safety.
Typically, the distance between the edge of a new or extended dropped kerb and the edge of an adjacent existing dropped kerb shall be 5.5m in areas considered to have high parking stress and/or Controlled Parking Zones, unless the officer's proposed location can join an existing dropped kerb. Other onsite factors may need to be taken into consideration.	To ensure a typical car can continue to park in the space between a dropped kerb without overhanging.
Applications for extending existing dropped kerbs shall only be agreed up to the maximum width of 5.4m, as stated above. Compliance with all other criteria is required for an extension request to be successful.	
Hardstand to be constructed of bound material with surface water run-off contained within the private boundary.	

Appendix 2 – Application Flow Chart



Inspection undertaken by a
Highway Officer

- An inspection will be undertaken within 30 days of receiving the application.

Is a TMO required?

- If a TMO is required, the process could collectively take up to 20 weeks to complete. The process will start when payment is received.

Hardstand constructed
– approval required
from Highway Officer

- A Highway Officer will review the constructed hardstand for compliance within 30 days of being informed that hardstand construction has been completed.

Dropped kerb
construction

- If your hardstand is compliant, and the construction fee is received, the work will be issued to our contractor and will be completed within 12 weeks. Residents will be given a minimum of 48 hour's notice prior to works starting.

Appendix 3 – FAQ's

What materials should the hardstand (driveway) be?

Any private hardstanding will need to be of a solid surface or solid permeable materials and not constructed of loose material, since this presents a risk of overspill onto the highway which could present a hazard to highway users.

What is classed as suitable drainage?

The hardstanding will need to be designed with adequate drainage in mind, considerate to containing any surface water run-off within the private boundary. The hardstanding should be constructed with a fall back towards the property, ideally draining into a landscaped strip or soakaway. Alternatively, if the hardstanding falls towards the public highway, a drainage channel connected to a soakaway should be provided before the highway threshold. Surface water run-off from private land onto the public highway is an offence.

What is a Classified Road? (and why does it need planning permission?)

Classified roads, designated as A, B, or C roads by the local highways authority, generally require planning permission for dropped kerb works or constructing a hardstand, as these routes are considered important to the road network. The online application will inform you if you live on a classified road once you enter your address.

How long does the TMO process take?

The TMO process can take up to 20 weeks to complete, taking account of internal and statutory processes. If the Order is objected to, this process could be longer.

Will I be told when the contractors are coming?

A minimum of 48 hour's notice will be given before starting the dropped kerb construction.

Why has the application been refused when The Planning Team/ Housing Team provided their approval?

There may be circumstances where other Council departments have agreed to the principle of a dropped kerb but the highway authority reject the application for non-compliance with the criteria set out in this Policy. In all cases, the highway authorities decision takes prejudice over any other decision.