



KINGSTON & SUTTON SHARED ENVIRONMENT SERVICE

VEHICLE CROSSOVER POLICY AND APPLICATION PACK

January 2024

(Please read this information before making an application)



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VERSION CONTROL

Version	Date	Description
1	10/17	Issue
2	08/18	Update fee
3	12/18	Update to appeals section
4	04/20	Fee and other minor amends
5	09/23	Substantial revisions
6	01/24	Minor edits - published new version

Section 1: General Information

The purpose of this document is to guide an applicant through the process of applying for a vehicle crossover.

About Vehicle Crossovers

A vehicle crossover is required to allow vehicles to legally pass over a public footway and/or grass verge to access private property. To create a vehicle crossover, a section of kerb is lowered (known as a 'dropped kerb') and a driveway is created linking the road to the property. The footway (and sometimes verge) is strengthened to protect against damage to the fabric of the pavement, as well as to any pipes and cables buried beneath. Crossovers will only be constructed once a hard standing on the property has been completed and any crossover approval will be issued as conditional upon that basis.

Legal

To create a vehicle crossover on the public highway or to alter/remove an existing access, an applicant has the right to submit an application for the Council's consideration. Before a vehicular crossover can be constructed or altered, permission from the Council is first required. Please note that the requirement for permission does not apply to private roads.

As the local Highway Authority, the council is responsible for making the final decision. The council may approve your request with or without modification, or may propose alternative works, or refuse the request.

Not every location will be suitable for the council to approve. As the Highway Authority, the council needs to ensure that access and egress to and from the Public Highway is safe and facilitates the passage of traffic including pedestrians and cyclists.

A vehicle crossover is never owned by the applicant or the freeholder and remains an asset of the local Highway Authority, nor does it form part of the boundary of the premises. It simply provides a right of access and remains a part of the public highway maintainable at public expense.

Vehicle crossovers can only be carried out by authorised contractors working on behalf of either the London Borough of Sutton/Royal Borough of Kingston, (unless a Section 278 agreement has been entered into). Upon completion, the vehicle crossover will be deemed a public highway and remain the responsibility of the local highway authority indefinitely.

The following actions are unlawful and may result in the council taking enforcement and/or legal action against those responsible.

- Driving across a footway or verge without the existence of a vehicle crossover
- Creation of a new vehicle crossover without the council's approval
- Have an approved vehicle crossover, but park in such a way that the vehicle overhangs the public footway, causing obstruction of the public highway
- Use an approved vehicle crossover in such a way that causes damage to the vehicle crossing itself, the adjacent footway and/or grass verge.

Other permissions

Apart from the council's approval under the Highways Act 1980, the applicant may also need the following other permissions.

1. Planning Permission

2. **Written consent from the freeholder/ landowner**, if different from the applicant.

This specifically applies to Council Houses or former Council Houses where there are often restrictive covenants covering the land where a hard standing needs to be built.

1. Planning Permission

The planning process and any requirements for permission is a separate process to the vehicle crossover application process. Planning permission may be required for a new access to which a proposed vehicle crossover relates. Therefore in some circumstances to facilitate a new crossover you will require both planning permission and vehicle crossover approval. Please note that there is no guarantee that if you receive Planning Permission for a new access that you will automatically be granted Highways approval for a crossover and vice versa.

- **Planning permission on classified (A,B or C) roads.** Under the Town & Country Planning Act 1990 planning permission is required if your proposed vehicle crossover is on a classified (A, B or C) road. See Appendix B for a list of these streets.

In this situation planning permission is required to grant permission for a new access point on the highway. This process does not grant permission to construct a crossover. A separate vehicle crossover application must be made. A crossover application should be made first and if successful a conditional approval letter will be issued before planning permission is sought.

There are other scenarios where both planning permission is sought and a separate crossover application is required. It is recommended that the crossover application is made first and a conditional approval letter sought before a planning application is submitted.

Further information regarding Planning can be found on the Planning Portal, (<https://www.planningportal.co.uk>). You are strongly recommended to check whether planning permission is required before proceeding with a crossover application.

2. **Written consent** is required from the freeholder/landowner if that is not the applicant.

- The applicant, or their agent, if they are not the owner of the property or land, must provide a signed declaration from the owner (i.e. freeholder), giving their consent for the application proposing a vehicle crossover to their property to be submitted

Other appropriate permissions/approvals may be required prior to submitting your application for a vehicle crossover, e.g. if the property is previously/currently a social housing property, owned by a Housing Association, or is a listed building.

Transport for London Road Network

Proposed vehicle crossovers located on the Transport for London Road Network (TLRN) require highway approval from Transport for London (TfL). The TLRN in Kingston comprises the A3, A243 and the A240 east of the A3. The TLRN in Sutton comprises the A217 (section north of Rosehill Roundabout is predominantly borough controlled), A24 and A232. If you are unsure whether your proposed crossover is on the TLRN or not, please contact TfL.

Typical Vehicle Crossover Arrangements



Photo 1: Typical Concrete Vehicle Crossover



Photo 2: Typical Shared Vehicle Crossover



Photo 3: A Shingle (Loose Surface) Hard Standing



Photo 4: A Permeable Paving Hard Standing

Section 2: Vehicle Crossover Policy

Our Policy Principles

1. The Council is unable to give informal opinions, or confirm if a property meets current criteria outside of the vehicle crossover application process.
2. The applicant is wholly responsible for the expense of the crossover and the application fee. There are discounts available for blue badge holders.
3. This Policy is appropriate for householder/domestic vehicle crossover applications only. We will aim to treat every valid application with fairness in accordance with our adopted policy standards.
4. We will only consider applications that are compliant with the current Vehicle Crossover Policy. Any previous policies are withdrawn and will no longer be applicable for new applications from the date of the formal adoption of the new policy. Older, historic similar crossover installations in the same vicinity do not necessarily mean that a new vehicle crossover application will be approved. All crossover approvals have a three year validity regardless of any change in policy in that time.
5. A vehicle crossover must be provided in order to allow a vehicle to legally pass across the public footway and/or grass verge to access property or land.
6. Granted permissions and quotations are valid for three months from the date of the Decision Notice although the permission itself remains valid for three years. If more than three months has elapsed, a revised quotation will be required
7. At all times the vehicle crossover remains part of the public highway and is an asset of the local Highway Authority. Where a vehicle crossover is no longer required to facilitate vehicular access it can be removed and the kerb reinstated at the occupier's expense.
8. If gates are to be fitted across the vehicular entrance to the property they must not open outwards towards the public highway causing an obstruction. Any gates to property must not reduce or impair visibility for those using the public highway. Depending on the height, some gates may require planning approval.
9. The local Highway Authority's appointed term contractor will construct all approved vehicle crossovers, unless agreed by an appropriate council officer to the contrary, or where a legal agreement (i.e. a section 278 agreement) has been entered into.
10. In considering applications, it is the site that will be considered against our policy requirements, not the vehicle size or type, or the occupier circumstances.
11. Where the minimum standards e.g. off-street parking space size requirement, are not met the vehicle crossover application will be refused.

12. Where adjacent properties with a shared driveway require a shared vehicle crossover, one occupier should consensually act on behalf of both parties and submit a single application.
13. The council encourages all applications to be accompanied by a dimensioned plan (to scale if possible) and any other appropriate supporting information illustrating the proposal.
14. The application fee must be paid in full at the time the application is submitted.
15. The hard-standing shall be constructed by the applicant before construction of vehicle crossover and be such that all surface water runoff shall be contained within the applicant's property boundary. The construction of any hard-standing shall be such that no loose material will be able to migrate onto the highway. If it is proposed to use a loose material (shingle) to surface the hard-standing a 50mm retaining strip must be used to prevent shingle migration.

Minimum Standards (that must be met)

For safety, access and environmental reasons, the construction of all vehicle crossovers will be subject to the following requirements: If any of these requirements are not met the application will be refused.

- a) **Opening width at the kerb and back of the footway** – An opening size, **minimum of 2.4m** at the kerb and at the back of the footway (with allowance for 2 x 0.5m taper kerbs on either side of the opening) and **maximum of 4.0m** must be provided and measured at right angles to the kerb. Opening, as shown in Figure 1, below. The maximum opening for shared vehicle crossovers shall be at the assessing officers' discretion. This dimension will be the same width as the vehicle crossover, measured at the backline of the footway (i.e. the junction of the public highway with the application property/land).

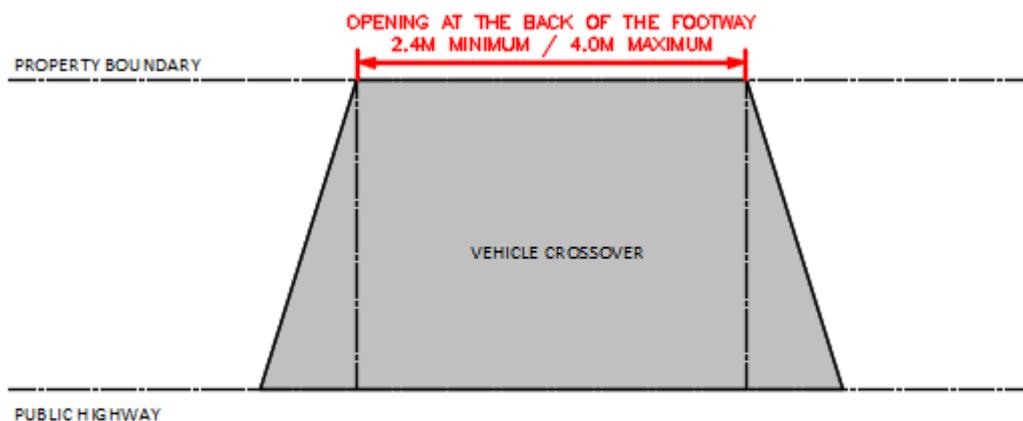


Figure 1: Opening At The Back Of The Footway

- b) **Minimum Off-Street Parking Area** - The minimum off-street parking area measured at right angles to the highway is **4.80m long/deep by 2.40m wide**, as shown in Figure 2, below. This may also be **reduced to 4.6m long/deep if a 3.0m wide opening (refer to figure 2a)** can be achieved. This allows for parking on a slight angle (echelon) when there is not enough depth to allow parking at right angles to the highway. If there is a bay window, the measurement will be from the front of the window. No 'short frontage' agreements will be entered into. Crossovers are approved on the basis that when using a driveway drivers should reverse in and drive out in a forward gear onto the highway as set out in the Highway Code.

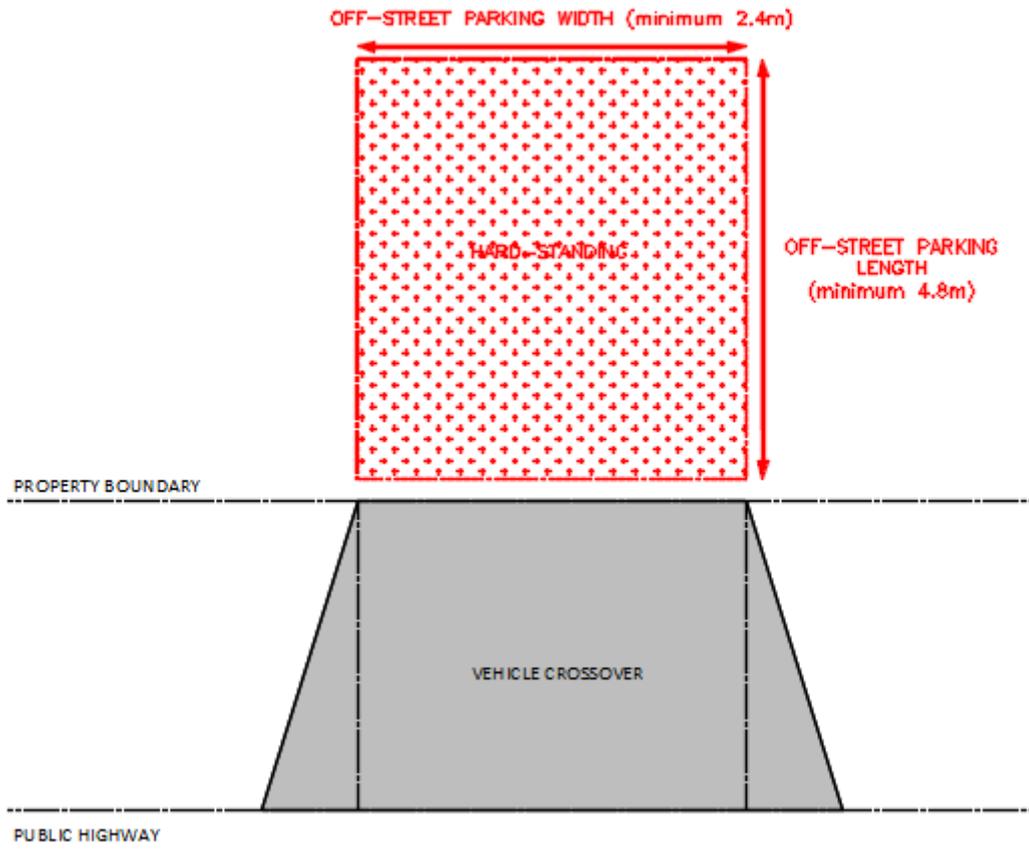


Figure 2: Off-Street Parking Area

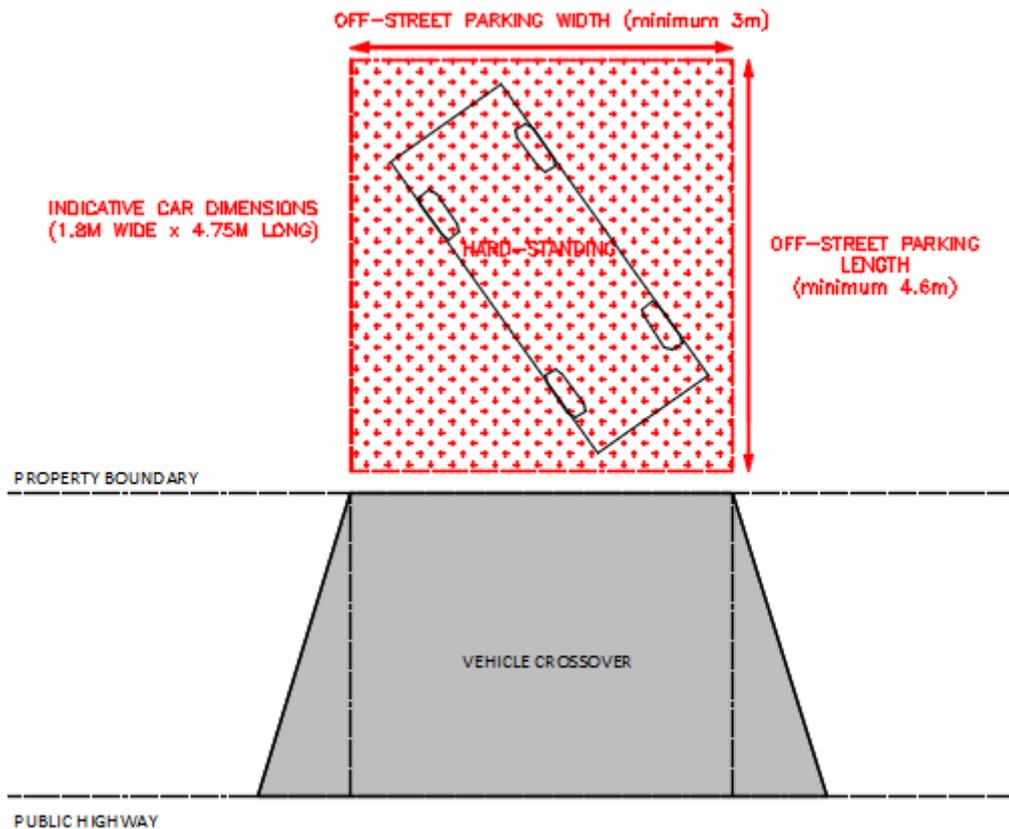


Figure 2a: Off-Street Parking Area

- c) **Visibility Requirements** - In order to provide adequate safety to users of the public highway and the users of the vehicular crossover adequate visibility is required when entering and leaving the off-street parking space. The visibility splays required are shown in Figures 3, 4 and 5, below. The visibility required is an area measuring **2.8m** from the back of the footway boundary centrally and **3.3m** along the back of the footway boundary in each direction. This will create a safety zone to provide a driver with adequate visibility to enter/leave from the parking area. It is also necessary to ensure that the driver can see anything over **600mm** in height from their driving position when entering/leaving the site to prevent injury to children. If there is insufficient pedestrian, driver and/or vehicle visibility sightlines the application will be refused, as approving the application will compromise public safety and/or the passage of traffic on the highway. Any boundary walls, shrubs, treatments etc. are to be no higher than 1.0m in height.

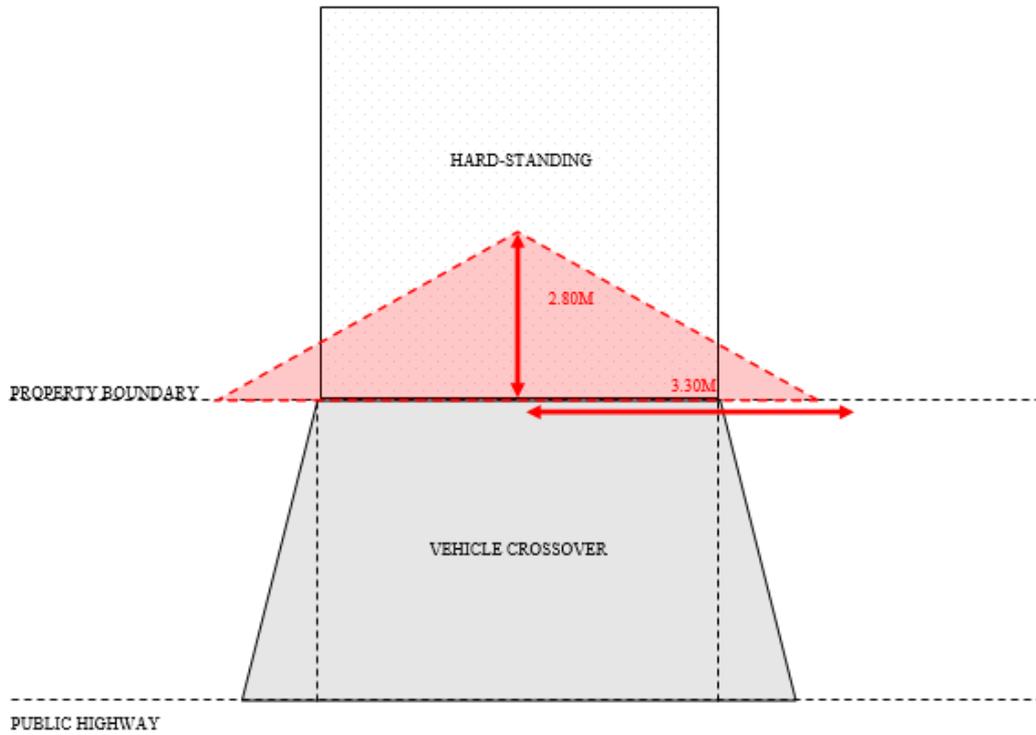


Figure 3: Required Horizontal Pedestrian Visibility Splays.

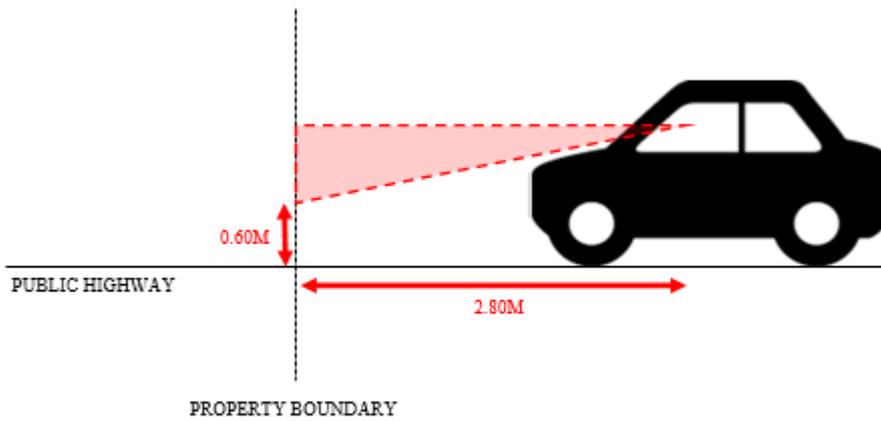


Figure 4: Required Vertical Pedestrian Visibility Splays.

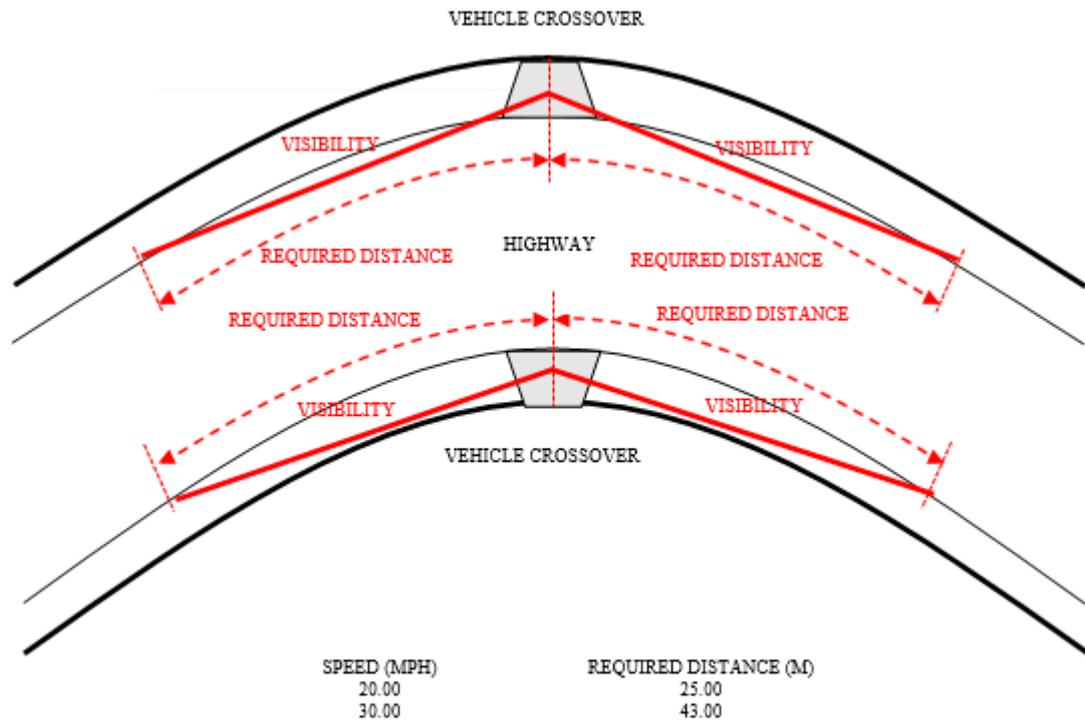


Figure 5: Restricted Vehicular Visibility

- d) **Junctions** – A proposed vehicle crossover must not **be within 10m** from a road junction (on the same side of the road) or traffic signal, **(15m in the case of junctions on classified roads, A, B or C)**. A vehicle crossover will not be permitted within the restricted zone as shown in Figure 6, below. This also applies to junctions with roundabouts.

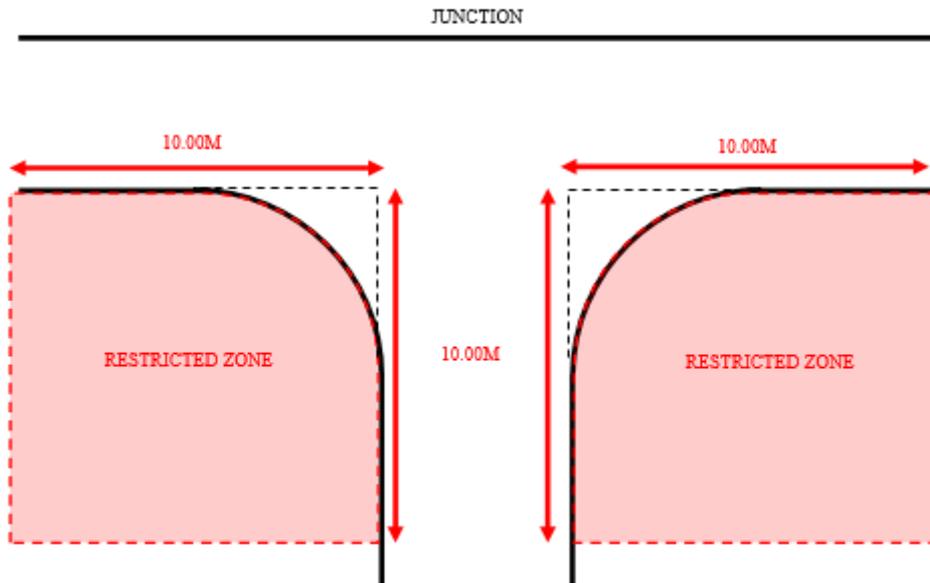


Figure 6: Required Distance From Junction.

- e) **Proximity to Bus Stops and Pedestrian Crossings** – A proposed vehicle crossover or extension must **not be within 10m** of any formal pedestrian crossing or refuge (including zebra crossings and signalised crossings such as pelicans and toucans), bus stop or a bus cage, as shown in Figure 7, below. Additionally, it must not encroach into or affect any zig-zag road markings, as shown in Figure 8, below.

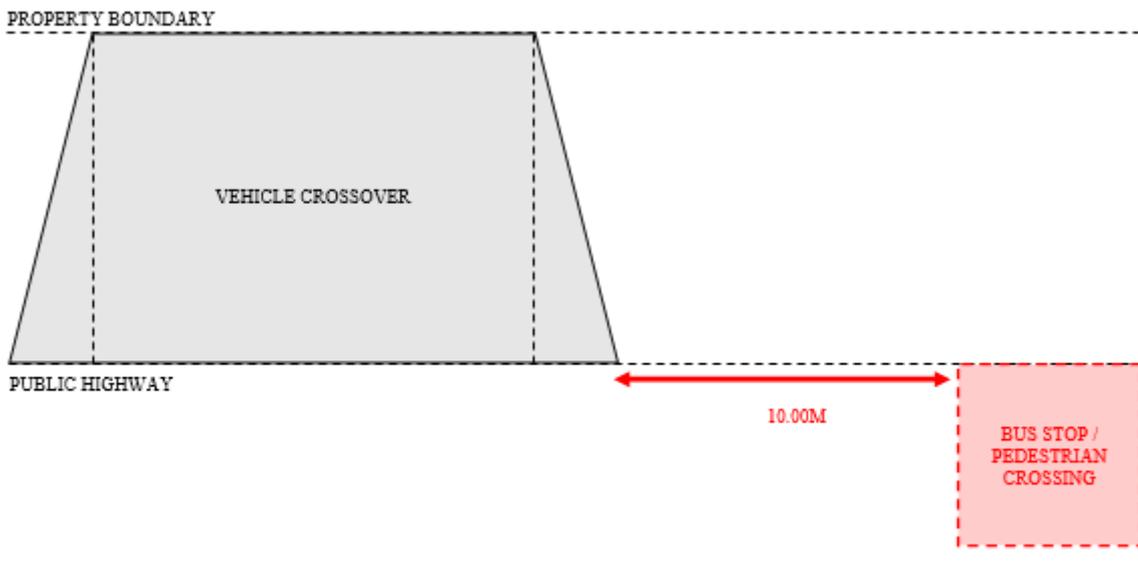


Figure 7: Required Distance From Bus Stops / Pedestrian Crossings

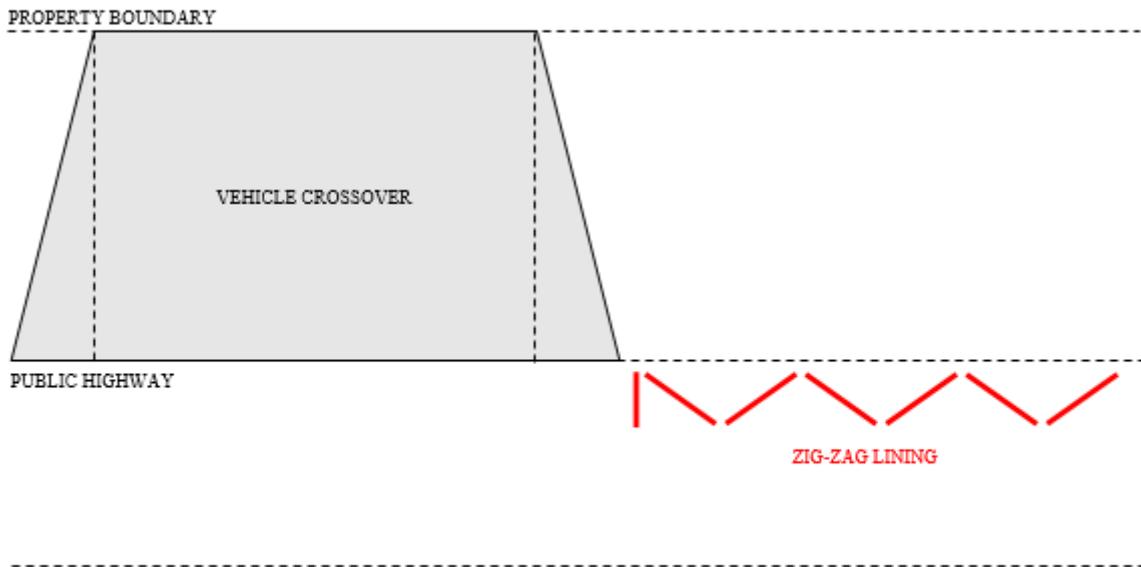


Figure 8: Required Clearance From Zig-Zag Lining

- f) **Trees – Highway trees will not be removed to allow a vehicle crossover.** If there is a conflict with an established street tree on the public highway, a vehicle crossing cannot be constructed within the root protection area (RPA) of the tree in accordance with British Standards (currently BS 5837:2012). As a guide, for a tree with a single stem, the RPA is calculated as **12 times the stem diameter**, measured at a height of **1.5m** above the ground level as shown in Figures 9 and 9a, below. (This does not apply to trees on private land). Additionally, no crossover will be permitted within a distance of **1 metre** from the trunk of a tree. If a crossover application falls within the RPA (but further than 1m from the trunk) there is an option for an inspection trench to investigate the presence of roots within 300mm of the ground surface of a tree, roadside shrubbery, or planter. If no significant roots are identified in the inspection trench, construction of the crossover can progress however, this would be dependent on no further significant roots being identified which would halt the construction. An inspection trench would be at the applicant's expense, has to be requested formally by the applicant and is non-refundable. The decision to proceed and associated costs would also be at the applicant's risk.

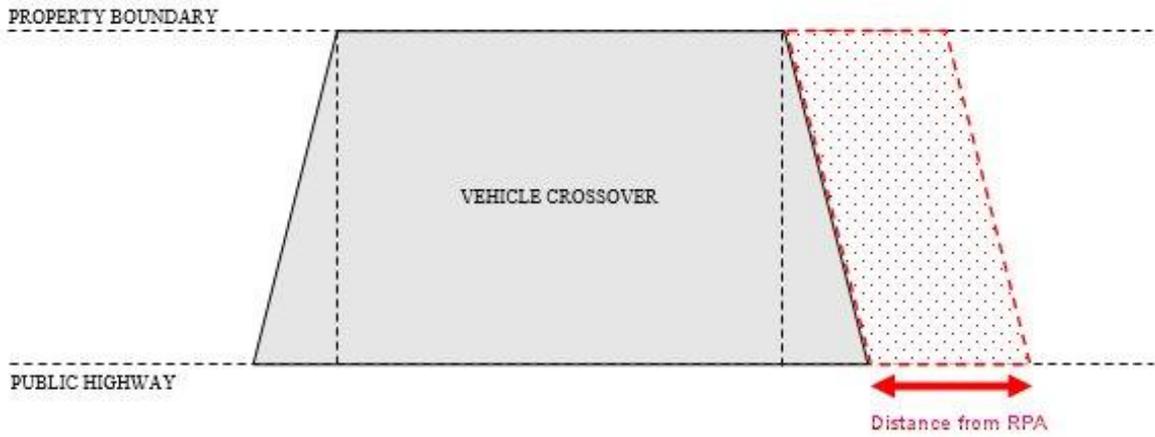


Figure 9: Required Distance From Street Vegetation

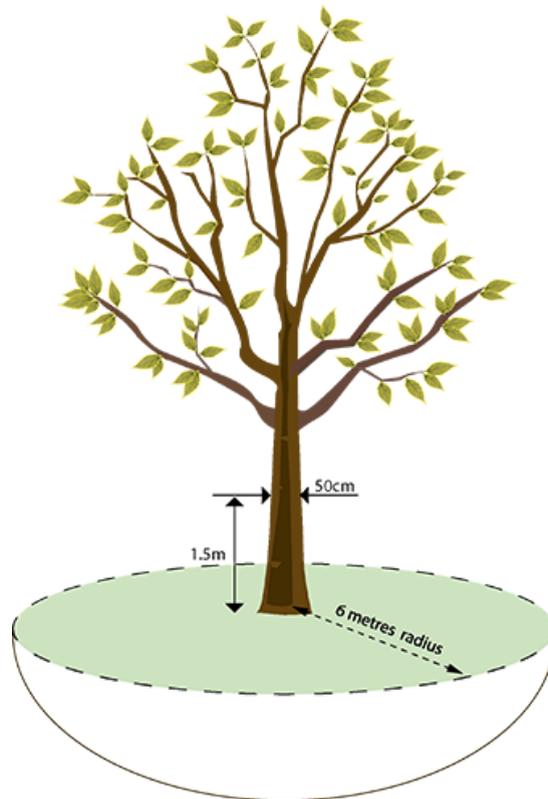


Figure 9a: Root Protection Area (RPA) – shown in green.

- g) **Grass Verges** – If the proposed crossover or extension would require removal of a grass verge greater than **2.0m** deep/long (**1.6m** deep/long in Conservation Areas and Local Areas of Special Character), measured at right angles to the highway, as shown in Figure 10, below, the application will be refused.

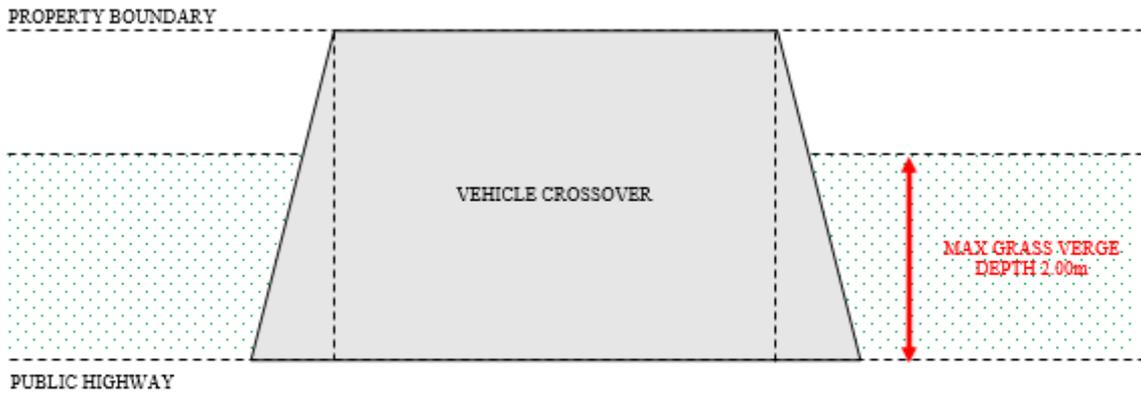


Figure 10: Maximum Grass Verge Depth.

- h) **Traffic Calming Features (e.g. speed humps, tables, cushions etc.)** – If there are any traffic calming features, such as horizontal and/or vertical deflections of the road surface forming ‘kerb build-outs’, speed humps, tables, or cushions etc., that a vehicle could not entirely clear before manoeuvring onto the proposed vehicle crossover, as shown in Figure 11, below, the application will be refused. The feature must be an absolute minimum of 2m distance from the start of the crossover, but may be more depending on the precise layout at the location.

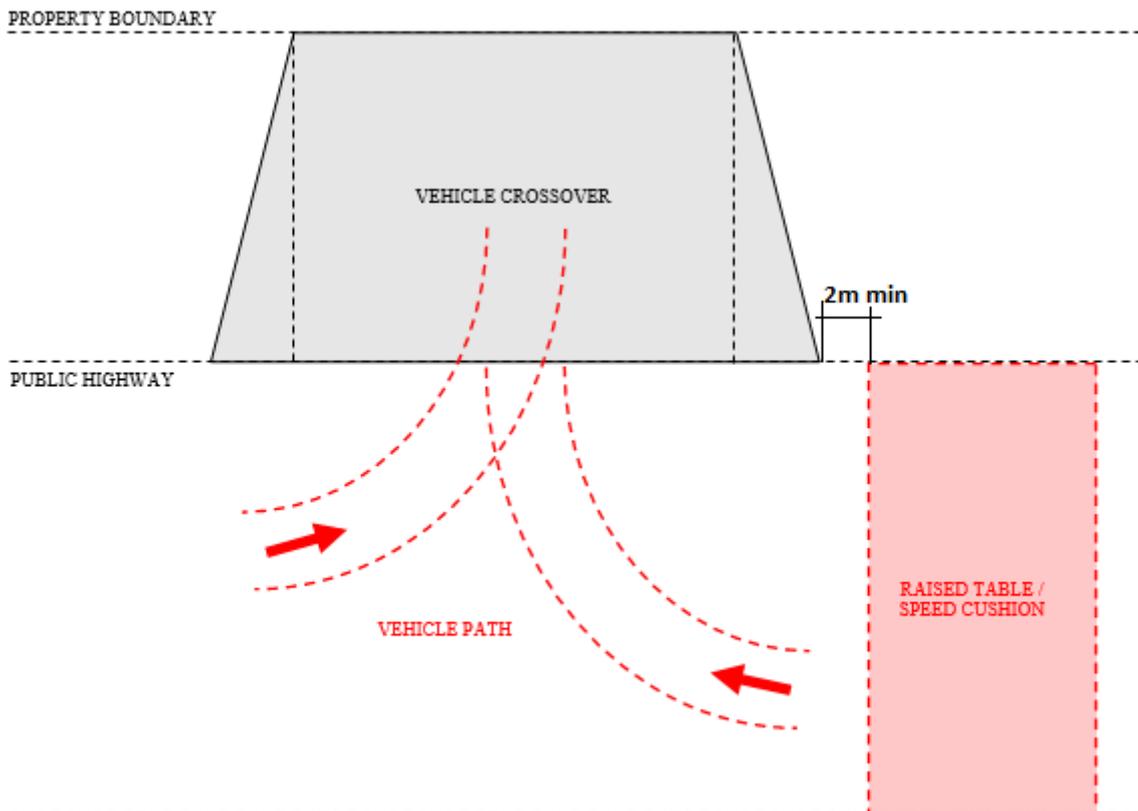


Figure 11: Required Unobstructed Vehicle Path.

- i) **The ramp from the property boundary to the kerb line should not exceed 1 in 12 (8%) gradient.** This is to protect the residents vehicles from grounding and causing damage to the underside of their vehicle.
- j) **Conflict with Street Furniture/Highway Assets** - Applications for new or to modify an existing vehicle crossover that impact on existing street furniture or statutory undertaker's apparatus (i.e. gas, water, electricity etc.) will require a decision by the affected statutory undertaker and the local Highway Authority on an appropriate way forward. If required, any necessary works will be undertaken wholly at the expense of the applicant. A crossover will not be permitted closer than **1 metre** to any item of street furniture such as a lamp column or road sign.
- k) **Traffic Management Orders for parking bays** – A proposed vehicle crossover must not usually result in the need to amend an existing Traffic Management Order (TMO), e.g. the removal or amendment of existing waiting and loading restrictions, or parking bays. This includes all designated parking bays, permit holder parking bays in Controlled Parking Zones (CPZ's), paid for bays, marked parking bays in areas of permitted footway parking, restricted zones, home zones, permit parking areas etc. However, each application will be considered on its own merits. If any amendment is agreed by the Highways Authority the full cost of amending both the TMO and road markings should be met by an applicant. Applicants must be aware that there could be objections to amending a TMO, and objections may not be resolved.

White Bar Marking - If requested by the applicant, an advisory white bar marking across the road in front of the crossover will be considered by the Highway Authority. If approved, the road markings will be implemented in conjunction with the construction of the crossover; all costs must be met by the applicant. It should be noted that white bar markings are non-enforceable against obstructive parking, but act as a deterrent. Advisory white access bar markings will not be provided in areas subject to parking restrictions/controls, including in Permit Parking Areas.

Drainage – The proposed parking area must be constructed so as not to drain onto the public highway. Sustainable drainage (SuDS) principles must be used in the construction of any hard standing. Further information on materials and requirements can be provided on application.

Fees and Charges

- In accordance with the Local Authorities (Transport) Regulations 1998, a fee to cover the Council's costs for considering an application will be paid at the time of submitting an application. In the event of the application being refused the application fee is non-refundable. The current fee is displayed on the authorities' websites page relating to crossovers
- In accordance with the Highways Act 1980 (section 184), the cost of all works necessary to construct the vehicle crossover, relocating of street furniture, alterations to statutory undertakers' equipment/plant and the realignment of any adjacent footway(s), will be charged in full to the applicant.

- Charges will include an administration charge of 10% of the total works cost to cover Council Officer time to progress the application and manage the construction (e.g. for a £1000 engineering cost, there would be an additional uplift of £100).
- The fees and charges are regularly reviewed and updated in the light of changes to; legislation, regulation and contractual arrangements between the Council and its supplier.
- Quotations for works that are issued have a validity of three months from the date of issue. If payment is not made within the due time then the job must be re-quoted to reflect any possible changes in fees and charges that have occurred in the interim.
- Applicants holding a blue badge are eligible for a £100 discount when applying for a new vehicle crossover at their place of residence. The discount will be deducted from the final construction cost of the vehicle crossover, should the application be approved.

Appeals

The decision made by officers of the Highway Authority is considered full and final. You will receive a Decision Notice once the application has been decided and there is no right of appeal.

Complaints

If you believe there has been an error on the way in which the criteria was applied or the policy was not correctly followed you may wish to make a complaint by completing the online complaints form or contacting the Customer Care team. These details can be found via 'complaints' on the Council's website www.sutton.gov.uk or www.kingston.gov.uk .

Section 5: FREQUENTLY ASKED QUESTIONS

1. How much does it cost to apply?

The total current cost of the application is displayed on the crossover page of the authorities' websites and covers, 1) administration costs, and 2) initial site assessment by an engineer. The construction and project management costs are separate to this and will vary depending on the requirements of the works that need to be done and the local site conditions.

2. Where can I find more information about creating a sustainable hardstanding?

Further information on this legislation and guidelines on constructing a sustainable hard-standing can be found on the following website: www.planningportal.co.uk. You may also find some useful guidance by searching on 'paving for gardens' on the websites of 1) the Royal Horticultural Society, www.rhs.org.uk, or 2) the Department for Levelling Up, Housing and Communities, www.gov.uk.

3. Will the vehicle crossover have a macadam or concrete finish?

In order to maintain consistency within the street, the construction and surface material used for a crossing will be dependent upon the character and materials of the surrounding footway and/or the materials used for other crossings in the street.

4. Will the vehicle crossover extension differ in appearance to the existing?

Yes, there is likely to be a difference in the appearance of the new construction, this is not due to faulty workmanship or materials. The applicant will be given the opportunity to bear the costs of any special works to reduce the difference or to undertake a full-width reconstruction or resurfacing should they wish.

5. What actions can be taken regarding public and private trees?

When an application for the construction of a new or an extension to an existing vehicle crossover is received, and the Officer making the initial site visit feels that the proposals would have an adverse effect on an established tree on private land, he will refer the matter to the Arboricultural Officer who will consider the particular situation and act accordingly.

For trees on the public highway, no trees will be removed to allow a vehicle crossover and no construction can be carried out within the tree's root protection area (RPA) as defined in British Standard 5837. This is the minimum area plotted as a circle, with the tree at the centre, where the roots and soil structure must be protected as a priority to avoid irreparable damage to the tree. As a guide (as specified in the British Standard), for a single stem tree, the root protection area is calculated as 12 times the stem diameter. The stem diameter must be measured at a height of 1.5m above the adjacent ground level. Construction of a vehicle crossover will not be permitted in this area, and not within a minimum distance of **1 metre** from the trunk of a tree under any circumstances. However, if a crossover application falls within the RPA (but further than 1m from the trunk) there is an option for an inspection trench to investigate the presence of roots within 300mm of the ground surface of a tree, roadside shrubbery, or planter. If no significant roots are identified in the inspection trench, construction of the crossover can progress however, this would be dependent on no further significant roots being identified which would halt the construction. An inspection trench would be at the applicant's expense, has to be requested formally by the applicant and is non-refundable. The decision to proceed and associated costs would also be at the applicant's risk.

6. How will the slope of the vehicle crossover be determined?

The slope will provide proper cross fall and drainage of the footway. The Authority is under no obligation to meet the existing threshold level of your property. Where appropriate, and with the owner's consent, minor accommodation works may be undertaken within the private frontage to reduce any difference in levels. The ramp to a dropped kerb should not exceed 1 in 12 (8%). 1 in 20 (5%) is desirable but is not always achievable. A shallow gradient helps wheelchair users and minimises the risk of slips or trips and possible grounding of vehicles.

7. Why are some crossings joined?

In some cases, crossings will be joined to create a shared crossing. As crossings are and remain part of the public highway, no approval from the applicant and / or resident is required in such circumstances.

8. Who has the authorisation to construct the vehicle crossover?

The Council's term contractor will construct all public vehicle crossovers, as directed by the Authority unless agreed by an appropriate highway officer to the contrary and/or a s278 legal agreement exists.

9. Are discounts offered when applying for a vehicle crossover?

Yes. When major footway maintenance works are being undertaken, as long as there is not a conflict with any other vehicle crossover policy, residents will be offered the opportunity of having a discounted (10%) vehicle crossover constructed whilst the works are in progress.

10. What is the consequence for illegally crossing the footway?

Under Section 184 of the Highways Act 1980 if vehicular access is required to a property across a public footway and / or verge, then permission is required from the Council to do so.

As footways are constructed for pedestrian use they are not reinforced to bear the load of vehicles. Repetitive crossing by vehicles causes potholes, broken slabs and underground utility damage and poses both a safety risk and is costly to repair.

To prevent such damage in areas of illegal crossing the option will be given for a new or extension to an existing crossover to be constructed. Once a specific time period has passed and if ignored and no other arrangements made, a post will be placed at the rear of the footway restricting access to the hard standing. The aim of this is to prevent further illegal crossing and footway damage.

11. Who is responsible for maintaining the vehicle crossover?

This is the responsibility of the Council as it forms part of the public highway. Initially, the Council's appointed contractor who constructed the vehicle crossover is responsible for a period of two years after which responsibility has transfers to the Council.

12. How long does it take to construct a vehicle crossover?

Once works have commenced, it will generally take a contractor up to 5 days (including clearing the site). If there are associated works to relocate existing street furniture this work will need to be carried out prior to the construction works for the vehicle crossover commencing. Between paying for the crossover and the work starting there is often a 6 to 8 week period as the Council batches groups of crossovers together to provide better value for all parties concerned.

13. Where can I find information on the boroughs Conservation Areas and Local Areas of Special Characters?

Information on the location of these areas can be found using the interactive map at the following link:

Kingston: <https://maps.kingston.gov.uk/maps/MapPage.aspx?map=heritage>

Sutton:

https://www.sutton.gov.uk/downloads/file/1609/map_of_conservation_area_boundary

14. How long is a crossover approval valid for?

From the date of the approval Decision Notice, works on the crossover must commence within 3 years. After this date the approval is deemed to have lapsed. Within those 3 years, an approval remains valid even if the policy changes which may mean any new application is not approved. The price quotation however is only valid for a period of three months. A new price quotation will be required after three months, but not a new Decision Notice until three years has elapsed.

Appendix A: CLASSIFIED ROADS

Royal Borough of Kingston upon Thames

Amberwood Rise	Kingston Vale
Balaclava Road	Lamberts Road
Beaufort Road (Maple Road - Lingfield Avenue)	Lingfield Avenue
Bridge Road	London Road
Brighton Road	Malden Road
Burlington Road	Maple Road
Central Road	Moor Lane (Bridge Road - Borough Boundary)
Church Road	Motspur Park
Claremont Road	Orchard Road
Clarence Street (Wheatfield Way - Wood Street)	Park Road (Tudor Drive - Kingston Hill)
Clayton Road	Penrhyn Road
Coombe Lane West	Portsmouth Road
Coombe Road	Queen Elizabeth Road
Cranes Park	Queens Road
Cromwell Road	Richmond Road
Ditton Road	Rushett Lane
Ewell Road (St Mark's Hill - Warren Drive North)	South Lane (A3 - South Lane West, A3 - Malden Road)
Fairfield North	South Lane West
Fairfield South	St Marks Hill
Fairoak Lane	Surbiton Crescent
Galsworthy Road	Surbiton Hill Road
Gloucester Road	Tolworth Broadway
High Street (Portsmouth Road - Kingston Hill Road)	Traps Lane
Hook Road (A3 - Ditton Road)	Tudor Drive
Horsefair	Upper Brighton Road
King Charles Road	Victoria Road
Kings Road	Villiers Avenue
Kingsdowne Road	Villiers Road
Kingsgate Road	Warren Drive North
Kingston Hall Road	Wheatfield Way
Kingston Hill	Wood Street
Kingston Road	

Appendix B: CLASSIFIED ROADS

London Borough of Sutton

Acre Lane	London Road, Hackbridge
Angel Hill	Lower Road
Banstead Road, Banstead	Malden Road
Banstead Road, Carshalton	Manor Road North
Beddington Lane	Manor Road, Wallington
Beeches Avenue	Marshalls Road
Belmont Rise	Middleton Road (169-281, 234-382)
Benhill Avenue	Mitcham Road (footpath)
Beynon Road	Nightingale Road
Bishopsford Road	North Street
Boundary Road (1-45, 2-32)	Oldfields Road
Broadway The, Cheam	Park Hill
Burdon Lane	Park Lane, Carshalton
Cambridge Road	Park Lane, Wallington
Carshalton Park Road (38-66, 41-71)	Plough Lane, Purley (31-41A, 56-66)
Carshalton Road, Sutton	Plough Lane, Wallington
Carshalton Road, Woodmansterne	Pound Street
Central Road	Reigate Avenue
Cheam Common Road	Ringstead Road
Cheam Road	Rose Hill
Colston Avenue	Ruskin Road
Cotswold Road	Sandy Lane South
Crown Road (Part)	St Dunstan's Hill
Croydon Lane	St Helier Avenue
Croydon Road	St Nicholas Way
Epsom Road	Stafford Road
Ewell Road	Stanley Park Road
Foresters Drive	Staplehurst Road
Gander Green Lane	Stonecot Hill
Green Lane, Morden	Sutton Common Road
Green Wrythe Lane	Throwley Road
Greenford Road	Throwley Way
Grove Road (1-17, 2-72)	Tudor Drive
Hackbridge Road	West Street, Carshalton
High Street, Carshalton	Westmead Road
High Street, Cheam	Woodcote Green Road
High Street, Sutton	Woodcote Road
Hilliers Lane	Woodmansterne Lane
Little Woodcote Lane	Wrythe Green Road
London Road, Cheam	Wrythe Lane