

DS.127

Minimum width requirements for new highways

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1. Introduction

1.1 Notes

- a. This standard explains requirements about the minimum widths that new streets must be designed to until lesser widths are agreed with the Highway Authority. This is intended to inform initial setting out work.

1.2 Discussion

- a. Where development proposals are being prepared for sites in which it is intended to create new streets and spaces, it is important that minimum highway widths are known from the outset. Where this is not the case then developers may progress proposals for buildings and other elements on the assumption that the highway can be much narrower than is likely to be permitted. Their commercial case for the development is likely to be based on the amount of floor space, bedrooms or parking space that follows. Where it is necessary to widen the highway this may require the developer to revise their proposals almost from first principles – at likely considerable cost. Building-in sufficient width tolerances from the outset reduces this risk. These width requirements can then be reduced as design proposals are progressed.
- b. Southwark Council's Streets for People Strategy sets objectives to:
 - i. Create good quality space that is accessible for all people.
 - ii. Increase footfall and dwelling time in town centres by making them a nice place to be and easy to get to.
- c. We must encourage more people to walk or cycle if we are to meet our duties to keep traffic moving and improve the health of our residents. Wide footways are essential in facilitating walking as a preferred travel choice.

2. Requirements

NOTE: It is emphasised that the overall minimum street widths given in the Tables in this section are for basic plot setting out purposes until such time as alternative values are agreed with approving officers by departure. Circumstances could require lesser or greater overall or component widths.

Where additional features within the street are proposed then this could require increased overall widths. It should not be assumed that width for additional features can be achieved at the expense of other components noted in a Table. Where it is known that further features are required, appropriate additional width values (by reference to information in other standards) should be introduced.

Conversely, in many circumstances it is likely to be possible to considerably reduce the overall street width based on the acceptance of appropriate design proposals. For instance, where it is agreed that parking or trees are not required to one or both sides of the street, then allowances for these items may be subtracted by agreement. Similarly, where street trees can be located between parking bays then it may be possible to reduce the width of the street furniture margin. It may also be possible to reduce the width of private thresholds since trees will have moved further away from the building line (though this will depend upon the mature canopy size of the tree species/cultivar proposed).

1.3 New highways for general access

- a. Where a new highway is proposed that would provide general access for motor vehicles then the overall minimum street width should be as Table 1 until such time as alternative values are agreed with approving officers by level 1 departure.

Area	Component	Minimum distance from building line to centre of tree pit	General Docks Village Heritage Min. width (m)	Town World Min. width (m)
(A) Private threshold	Front garden or hard surfaced threshold (off highway)	(B.ii) = 5.5m see note 1	Varies - see note 2	Varies - see note 2
(B) Footway	(iv) Rear of footway street furniture and hedge overgrowth margin	(B.ii) = 5.5m see note 1	0.3m	0.3m
(B) Footway	(iii) Pedestrian way (minimum passing width)	(B.ii) = 5.5m see note 1	2.4m	4m
(B) Footway	(ii) Street tree + front of footway street furniture corridor (allowing for 1.5m wide tree pit)	(B.ii) = 5.5m see note 1	2.0m (1.0m to tree centre)	2.0m (1.0m to tree centre)
(B) Footway	(i) Setback from carriageway edge (for kerb and general clearance to street furniture)	(B.ii) = 5.5m see note 1	0.45m	0.45m
(C) Carriageway	(i) Parallel kerb side parking (possible alternative location for trees in build outs between bays)	(B.ii) = 5.5m see note 1	2.25m – see note 3	2.25m – see note 3
(C) Carriageway	(ii) Two-way carriageway	N/A	7.3m on streets that will carry bus routes. 5m in all other instances	7.3m on streets that will carry bus routes. 5m in all other instances
(C) Carriageway	(iii) One-way carriageway	N/A	3.7m – see note 4	3.7m – see note 4
(C) Carriageway	(iv) Parallel kerb side parking (possible alternative location for trees in build outs between bays)	(D.ii) = 5.5m see note 1	2.25m – see note 3	2.25m – see note 3
(D) Footway	(i) Setback from carriageway edge (for kerb and general clearance to street furniture)	(D.ii) = 5.5m see note 1	0.45m	0.45m
(D) Footway	(ii) Street tree + front of footway street furniture corridor (allowing for 1.5m wide tree pit)	(D.ii) = 5.5m see note 1	2.0m (1.0m to tree centre)	2.0m (1.0m to tree centre)
(D) Footway	(iii) Pedestrian way (minimum passing width)	(D.ii) = 5.5m see note 1	2.4m	4m
(D) Footway	(iv) Rear of footway street furniture and hedge overgrowth margin	(D.ii) = 5.5m see note 1	0.3m	0.3m
(E) Private threshold	Front garden or hard surfaced threshold (off highway)	(D.ii) = 5.5m see note 1	Varies - see note 2	Varies - see note 2
Both private and highway thresholds	Overall required minimum street width	N/A	19.8m	23.0m

NOTES

- 1) This is to provide for a tree with an 8m diameter/4m radius mature canopy to be planted in each footway whilst maintaining a minimum 1.5m clearance to buildings (4m+1.5m=5.5m).
- 2) The width of the threshold will need to be varied to achieve the clearance between mature tree canopies and buildings discussed in (1) above.
- 3) This is sufficient to accommodate disabled parking and loading bays. It also allows for a decent size isolated tree pit build out.
- 4) This width may need to be increased locally to 4.5m at tight bends/curves to accommodate longer vehicle turning radius.

Table 1 - Minimum width requirements for new highways providing for general access

1.4 New highways providing access for pedal cyclists only (with potential limited access for other vehicles)

NOTE: Designers wishing to utilise the reduced widths permitted by this option should appreciate that this must be agreed with the Highway Authority in advance of submission of any Application for Town and Country Planning Permission that includes proposals for a new street or space. In addition, use of this option is subject to various requirements which must also be captured within the latterly granted Planning permission through Obligations or Planning Conditions (as appropriate). Designers considering use of this option are therefore strongly advised to engage with the Highway Authority at the earliest possible opportunity to discuss potential acceptability.

- a. Subject to agreement to a level 1 departure, where a new highway is proposed and the following conditions are both met and captured in Town and Country Planning Conditions or Obligations (as appropriate – see note 1), then the overall minimum street width may be as Table 2, until such time as alternative values are agreed with approving officers by further level 1 departure.
 - i. A 20mph speed limit is imposed and associated landscaping measures are included in the works (to the satisfaction of approving officers) to restrict actual speeds to beneath 18mph.
 - ii. The street provides for two-way movement for all vehicles that are permitted access to it (e.g. it is not a one-way street – even where a contra-flow route for pedal cyclists would be provided).
 - iii. Access for vehicles is restricted to either of the following through Traffic Management Orders and (potentially) physical measures (though see also note 2):
 - Pedal cyclists only.
 - Both pedal cyclists and limited local access by other motor

- vehicles to not more than 50 off-street parking spaces (see note 3).
- iv. Waiting in the street is prohibited by Traffic Management Orders. At their discretion approving officers may also require that loading is similarly prohibited (see note 4).
- v. Off-street turning facilities else a through-route is provided for any commercial vehicles permitted access (including waste and recycling collection vehicles) in order to remove the need for these to conduct complicated reversing manoeuvres in the carriageway.
- vi. The proponent commits to provide commuted sums through a planning condition or agreement for the long term maintenance of tree planting and/or planting strips and additional street furniture within the highway (see note 5).

NOTE 1: As it will not be possible to confirm capture of the above requirements in Planning obligations/conditions until an Application is determined, it will suffice to include a clear and unambiguous statement to deliver each of these within the Application information. This must also be reflected in associated Application Drawings and other information. In this way, a Departure Certificate can be issued in advance of determination of the Application, so providing certainty for developers. However, that departure should be granted initially In Principle Only. Final Confirmation should be granted only once it can be confirmed that requirements have been adequately captured via the conditions and obligations associated with the consented scheme.

NOTE 2: Access is also likely to be required for emergency service vehicles and waste/recycling collection vehicles. As a result, even where access would be otherwise restricted to pedal cyclists only a reasonable width carriageway is required to prevent vehicles from over-running footways (see note 5).

NOTE 3: Off-street parking and related vehicle access should be residential. Minor commercial vehicle access may be

acceptable at the discretion of approving officers but will require their advance agreement

NOTE 4: Normally these prohibitions will be achieved through the establishment of a Restricted Zone in order to avoid the need for yellow lines and kerb blips.

NOTE 5: It is envisaged that delineation of footway (B) would be provided by the planting strip whilst that to footway (D) would be achieved by sensitive placement of street furniture and other reinforcing aids (e.g. cropped setts) – so allowing the carriageway and footways to be at the same grade.

Area	Component	Minimum distance from building line to centre of tree pit	General Docks Village Heritage Min. width (m)	Town World Min. width (m)
(A) Private threshold	Front garden or hard surfaced threshold (off highway)	(B.ii) = 4.5m - see note 1	Varies – see note 2	Varies - see note 2
(B) Footway	(v) Rear of footway street furniture and hedge overgrowth margin	(B.ii) = 4.5m - see note 1	0.3m	0.3m
(B) Footway	(iv) Pedestrian way (minimum passing width – assumes regular 1.8m wide passing areas cutting into (B.iii))	(B.ii) = 4.5m - see note 1	2.4m	4m
(B) Footway	(iii) Planting strip overgrowth margin	(B.ii) = 4.5m - see note 1	0.3m	0.3m
(B) Footway	(ii) Raised edge linear tree/planting strip and street furniture zone (may alternative between sides of street)	(B.ii) = 4.5m - see note 1	2.0m (1.0m to tree centre)	2.0m (1.0m to tree centre)
(B) Footway	(i) Setback from carriageway edge (for clearance to tree/planting strip and street furniture - may alternate between sides of street with tree/planting strip)	(B.ii) = 4.5m - see note 1	0.3m	0.3m
(C) Carriageway	Carriageway (two-way shuttle working with occasional min 4.5m wide passing places provided at expense of neighbouring zones)–	(B.ii) = 4.5m - see note 1	3.7m	3.7m
(D) Footway	(i) Setback from carriageway edge (for clearance to street furniture)	(B.ii) = 4.5m - see note 1	0.3m	0.3m
(D) Footway	(ii) Front of f/way street furniture zone	(B.ii) = 4.5m - see note 1	0.8m	0.8m
(D) Footway	(iii) Pedestrian way (minimum passing width – assumes regular 1.8m wide passing areas cutting into (B.ii))	(B.ii) = 4.5m - see note 1	2.4m	4m
(D) Footway	(iv) Rear of footway street furniture and hedge overgrowth margin	(B.ii) = 4.5m - see note 1	0.3m	0.3m
(E) Private threshold	Front garden or hard surfaced threshold (off highway)	(B.ii) = 4.5m - see note 1	Varies – see note 2	Varies – see note 2
Both private and highway thresholds	Overall required minimum street width	N/A	12.8m – see note 1	16.0m – see note 1

NOTES

- 1) This is to provide for a tree with a 6m diameter/3m radius mature canopy to be planted whilst maintaining a minimum 1.5m clearance to buildings (3m+1.5m=4.5m). However, where the width of the street (measured between the frontage of enclosing buildings) exceeds 14.5m then the mature canopy should be increased to 8m diameter/4m radius. Accordingly, the minimum clearance to the building line should be increased to 5.5m.
 - 2) The width of the threshold will need to be varied to achieve the clearance between mature tree canopies and buildings discussed in (1) above.
- Table 2 - Minimum width requirements for new highways providing access for pedal cyclists only (with potential limited access for motor vehicles)