

# **Highway Requirements Part 3**

## **1. INTRODUCTION**

This Part of the County Council's Highway Requirements for Development is intended as a layman's guide to the standards which will normally be required by the highway authority in connection with dwellings served off private drives, whether singly or in groups of up to five.

Section 2 sets out the general principles which are followed, such as where access is normally allowed, visibility requirements, parking requirements, gradients, widths, etc. and Section 3 shows a typical layout detail, construction thicknesses etc.

Planning applications are, of course, dealt with by the relevant District Council and any matters concerning applications or pre-application enquiries should be addressed firstly to the District or Borough Planning Department. However, it is normal for the planning authority to consult the highway authority over the highways aspects of applications and enquiries, and it may therefore be helpful to applicants to approach the highway authority at the same time. In some areas of the County the District Council has an agency agreement for highway matters and the County Council will not be involved in any discussions. These areas are set out in full on page 5. On Trunk Roads outside 40 mph speed limits the Department of Transport should be consulted rather than the County Council on highway matters. Within Leicestershire the following roads are Trunk Roads:-

A1, A42, A453, A46, A47 east of Leicester,

A5, A52 and A6.

The Department's address is

Cranbrook House,

Cranbrook Street,

Nottingham NG1 1EY.

Tel: 0602 476121.

## **2. GENERAL PRINCIPLES**

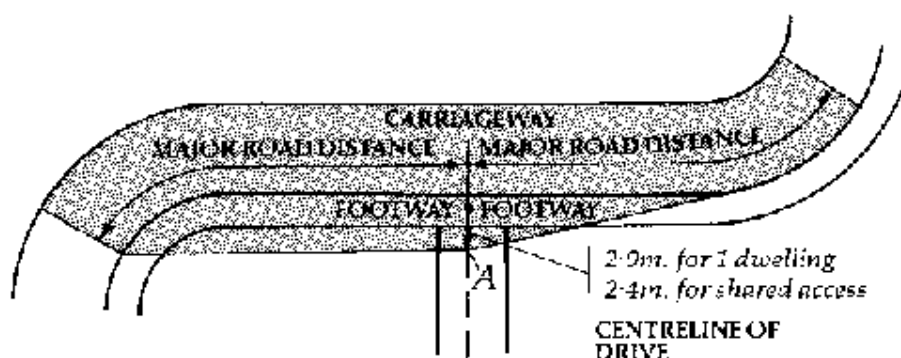
### **ACCESS TO MAJOR ROADS**

**2.1** Normally, new accesses are not permitted onto classified roads outside the limits of the existing built-up area. On A roads

and other busy roads there is a general presumption also against the construction of new accesses within residential areas. These presumptions also apply against intensification of use of existing accesses onto such roads.

## VISIBILITY SPLAYS

**2.2** Visibility splays for cars emerging from the access should be provided as shown in the diagram below. There should be an unobstructed view over all parts of the shaded area at a height of 1.05 metres above ground level (this represents the normal driver's eye height) from point A.



The distance along the nearside kerbline or carriageway edge (which is usually called the "major road distance") depends upon the normal speed of traffic on the road outside the access, since the faster vehicles are travelling then the longer they need to be able to stop safely when faced with an obstruction such as a car pulling out of a drive. The County Council may have records of speed measurements on the length of road in question, in which case the following major road distances will be required:-

Speed(mph)	Distance(m)
21-25	45
26-30	60

31-37	90
38-44	120
45-53	160
54-62	215
63-75	295

Where no measured speeds are available then the major road distance should be related to the speed limit of the road as shown below:-

Speed(mph)	Distance(m)
30	60*
30	90
40	120
50	160
60	215
70	295

\*Where the road is a minor residential road within an urban area where the speeds on the surrounding roads are uniformly below 30 mph.

Similar visibility distances to those given above are required along the road for vehicles approaching the access, so that vehicles turning into it can see others approaching them from the opposite direction and also so that vehicles approaching a waiting right-turner into the access from the rear can see it in sufficient time for them to be able to stop safely. In this case the visibility is required from a point 1.05 metres above the road's surface to a point 0.26 metres above the road's surface.

## SHARED DRIVES

**2.3** Shared drives have disadvantages for the provision of services to dwellings and may create problems for residents,

often resulting in friction between neighbours as a consequence of thoughtless and inconsiderate parking. In order to minimise these potential problems no more than 5 dwellings should be served via shared private drives and the shared drive should be wider than that for a single dwelling (see below). Future maintenance can also create problems and should preferably be covered in suitably worded covenants in the conveyance to the purchasers. It should be noted that in no circumstances will shared private drives be considered for adoption by the highway authority.

## **WIDTHS**

**2.4 Drives serving only one dwelling should not be less than 2.75 metres wide. Shared private drives should have a minimum width of 4.25 metres** so as to allow two cars to pass in the entrance without obstructing traffic on the road and to allow for parked cars in the drive. All should be brought into the road at right angles. Where drives are bounded by walls, a margin of 0.5 metres should be provided as the majority of drivers are apprehensive of driving too close to a wall and the full width of the drive cannot be used effectively.

## **GRADIENTS**

**2.5** The gradient of the drive should wherever possible not exceed 1:20 for the first five metres from the highway boundary (this is normally the back of footway or verge, not the edge of the road) and should never exceed 1:10. Care should be taken at the back of the footway to avoid the risk of grounding.

## **PARKING REQUIREMENTS**

**2.6** Vehicles parked on the road are a major cause of accidents. They mask pedestrians, especially small children, from moving vehicles and screen vehicles from each other. In small streets they can obstruct access to residents and delivery vehicles and block up turning areas. On bus routes they can cause delays to services. It is essential therefore that sufficient convenient off-street parking is provided to meet all the normal needs of residents and their visitors.

Off-street parking should be provided within the site to the following standards:-

<b>Dwellings with 3 or less bedrooms</b>	<b>Minimum 2 spaces.</b>
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<b>Dwellings with 4 or more bedrooms</b>	<b>Minimum 3 spaces.</b>
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In all cases, one or more parking spaces may be a garage or garage space, however, where 3 spaces are required access must be able to be gained to at least two spaces individually when the other is occupied. These standards apply to residential developments only. Details of the County Council's parking requirements for other types of development are included in Part 4 of this document which is available separately.

## **TURNING WITHIN THE SITE**

**2.7** On busy roads (generally with peak hour flows exceeding 300 veh/hour) it will be dangerous for cars to have to reverse out of drives onto the road and the drive must be laid out so as to leave room for cars to turn around within the site and leave in a forward direction. The typical layout drawing in section 3 shows the minimum requirements. Such a layout will be required for shared drives.

## **GARAGES**

**2.8** Care must be taken when positioning garages that sufficient space is left in front of the garage doors for a car to park clear of the highway, including the footway, whilst leaving sufficient space for the garage doors to be opened. In general, the minimum distances are as follows:-

<b>Roller shutter, sliding and inward opening doors</b>	<b>5.0 metres.</b>
<b>"Up and over" doors</b>	<b>5.6 metres.</b>
<b>Hinged, outward opening doors</b>	<b>6.0 metres.</b>

Garages should preferably have the following minimum internal dimensions:-

<b>Single garage</b>	<b>5.5 by 2.5 metres</b>
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<b>Double garage</b>	<b>5.5 by 5.0 metres</b>
<b>and a minimum door size of</b>	<b>2.2 metres</b>

## **LONG DRIVES**

**2.9** For long drives and accesses, attention is drawn to BS5906, 1980, which sets out a recommended maximum carry distance for refuse collection purposes of 25 metres. Where this distance is exceeded the British Standards recommends a minimum drive width of 5 metres, that turning facilities are provided within the site and that the construction of the drive should be sufficient to carry a refuse vehicle. Where "wheelie bin" collection methods are used consideration should be given to providing a communal collection point within the site, near to but off the highway. In addition, Fire Prevention Note 1/70 also requires that "assured access be provided for fire fighting appliances to within 45 metres of any new dwelling".

## **GATES**

**2.10** Gates on private drives can cause problems when they are not set back far enough from the road and drivers have to stop in a dangerous position to open them. On busy roads (generally with peak hour flows exceeding 300 veh/hour), where they are to be erected, they should be set back at least 5 metres from the highway boundary (this is normally the back of footway or verge, not the edge of the carriageway) and should be inward opening only.

## **SURFACING**

**2.11** Inadequate surfacing of access drives may lead to problems with cars skidding when trying to exit and with debris being carried onto the highway. All drives should be surfaced in tarmacadam, concrete or similar hard bound material (not loose aggregate or gravel) for at least the first 5 metres behind the highway boundary.

## **PEDESTRIAN VISIBILITY SPLAYS**

**2.12** Where there is a footway outside the site pedestrian visibility splays of 2X2 metres should be provided as shown on the typical layout drawing so that pedestrians and drivers can see each other when a car is coming out onto the road.

## **NUMBER OF ACCESSES**

**2.13** Research has shown that the number of injury accidents which occur is related to the number of junctions and accesses for a given length of road. The number of accesses should therefore be kept to a minimum and the practice of having two accesses to a property, with one entrance and exit, is not recommended.

## **FOOTPATHS AND BRIDLEWAYS**

**2.14** Sites for new development are often crossed by existing public footpaths and bridleways and due account should be taken of these in the design. If a public right of way must be diverted then a Diversion Order will be required before development commences. In the case of bridleways, special care will be required in their design so as to prevent their misuse by vehicles and the detailed design should be discussed with the highway authority.

## **WORKS WITHIN THE HIGHWAY**

**2.15** Members of the public are allowed to have Works within the highway carried out for them by an approved contractor under a licence obtainable from one of the County Council's Divisional Offices, which are listed below. Since there may well be cables or pipes buried within the highway belonging to electricity, telephone, water, gas, etc., all of these "statutory undertakers" MUST be informed of the proposed works before they are started and the Divisional office will be able to give details of the relevant bodies to contact. Work MUST NOT be carried out within the highway without the relevant permit being obtained from the Divisional Surveyor or Agent Authority.

Northern Divisional Surveyor,  Leicestershire County Council,  Leicester Road,  Melton Mowbray,  Leicester LE13 0DA  Tel: 01664 565731.	Charnwood and Melton
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<p>Southern Divisional Surveyor,</p> <p>Divisional Office (Client),</p> <p>Coventry Road,</p> <p>Croft,</p> <p>Leicester LE9 6GP</p> <p>Tel: 01455 283341</p>	<p>Blaby</p>
<p>Harborough Highways Partnership</p> <p>Adam and Eve Street,</p> <p>Market Harborough,</p> <p>Leicester</p> <p>LE16 7AG.</p> <p>Tel: 01858 821060</p>	<p>Harborough, but contact LCC in the first instance for information on the new working Agreement within the District</p>
<p>Western Divisional Surveyor,</p> <p>Kilwardby Street</p> <p>Ashby-de-la-Zouch,</p> <p>Leicester LE6 5FR.</p> <p>Tel: 01530 414151.</p>	<p>Hinckley and Bosworth and North West</p> <p>Leicestershire</p>

## **HIGHWAYS AGENCIES WITHIN LEICESTERSHIRE**

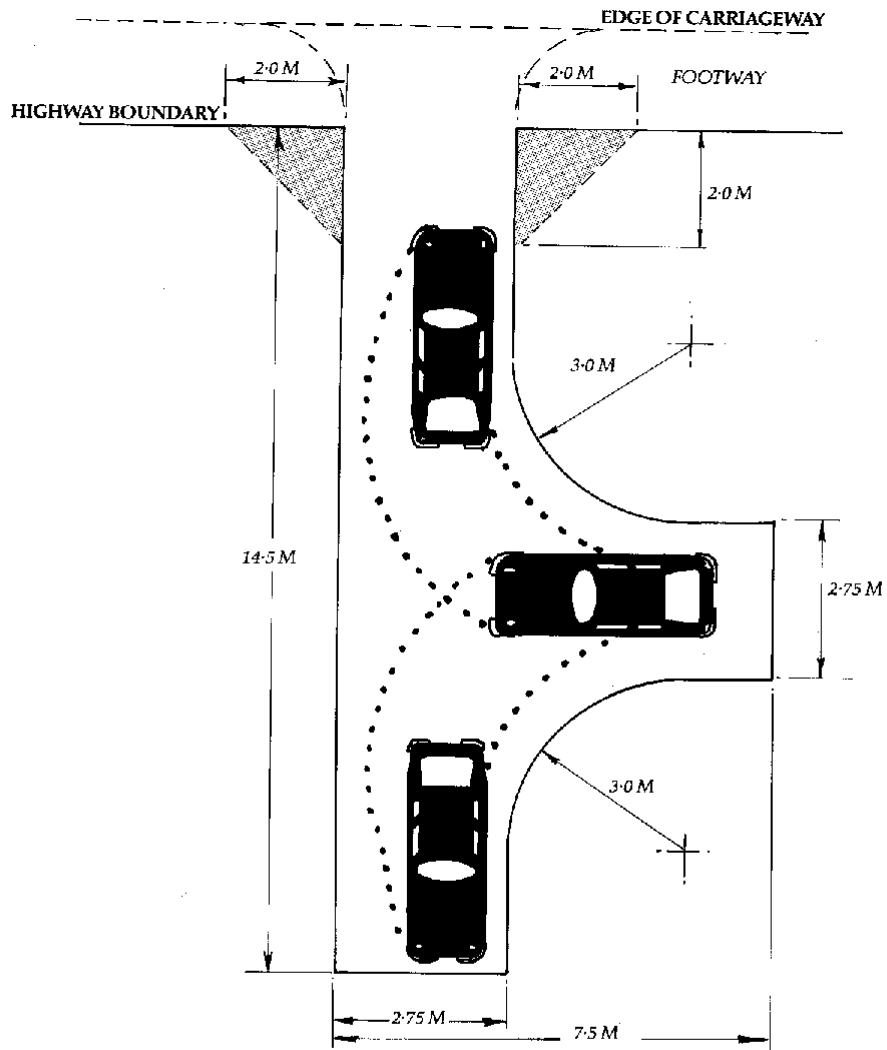
**2.16** Within Leicestershire, six District Councils which Operate as sic District Councils which operate Agency areas for the whole or part of their administrative areas. These Authorities and the extent of their agencies are as follows: -



DISTRICT COUNCIL	ADDRESS	AGENCY AREA
Borough of Charnwood	Borough Surveyor, Macaulay House, Cattle Market, Loughborough, Leicester LE11 3DH.  Tel: 01509 263151.	Loughborough.
Harborough District Council	Chief Housing and Environmental Services Officer,  Adam and Eve Street, Market Harborough,  Leicester  LE16 7AG.  Tel: Mkt. 01858 821100.	None, however you should contact the LCC in the first instance for information on the new working Agreement within the District Harborough.
Hinckley and Bosworth  Borough Council	Director of Development, Council Offices,  Argents Mead,  Hinckley,  Leicester LE10 1BZ.  Tel: 01455 238141	Burbage and Earl Shilton.
Melton Borough Council	Chief Manager of Planning and Technical Services,  Council Offices,	Melton Mowbray.

	<p>Nottingham Road, Melton Mowbray, Leicester LE13 OUL. Tel: 01664 567771.</p>	
<p>North West Leicestershire District Council</p>	<p>Technical Services Officer, Council Offices, London Road, Coalville, Leicester LE6 2JF. Tel: 01530 833333</p>	
<p>Oadby and Wigston Borough Council</p>	<p>Engineer and Surveyor, Bushloe House, Station Road, Wigston, Leicester LE8 2DR Tel: 0116 2888961</p>	<p>Whole Borough.</p>

### 3. TYPICAL LAYOUT



#### NOTES:-

These turning spaces will be required on busy existing roads (generally with peak hour flows exceeding 300 veh./hour), or on new roads where specified elsewhere in this document.  
Radiused edging kerbs as shown should be

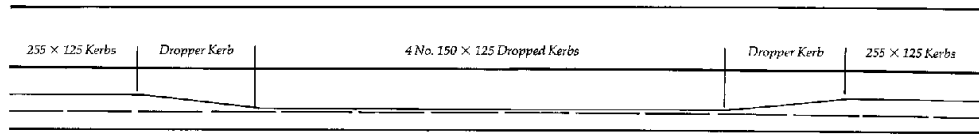
provided in rural areas where there is no footway.  
The pedestrian visibility splays indicated by the shaded areas should be kept free of obstructions of over 0.6 metres in height above the level of the back of the footway.

#### CONSTRUCTION DETAILS

**Base course**  
20 nominal size open-graded course  
(BS 4987 Pt. 1 Sect. 2, cl. 6.1) OR  
20 nominal size dense base course  
(BS 4987 Pt. 1 Sect. 2 cl. 6.5)  
Both the above laid and compacted to clause 901

**Sub-base** Type 2 sub-base (clause 804)

# DETAIL OF KERBING AT VEHICULAR ACCESS



## SECTION THROUGH VEHICULAR ACCESS (LIGHT DUTY)

