

DS.201 Footways along highway boundaries

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1. Introduction

1.1 Notes

- a. This standard explains requirements about providing footways and other pedestrian only routes to highway boundaries (generally the edges of streets and spaces to their boundaries with private land).

1.2 Discussion

- a. Footways provide safe space along streets in which pedestrians can move without concern for potential conflict with vehicles. This is particularly important for more vulnerable people who may lack the capabilities or confidence to be able to mix with vehicles. If they are wide enough then footways can provide opportunities for social interaction.
- b. Southwark's **Streets for People** strategy 2023 sets objectives to create good quality space for all people.
 - i. In new schemes, provide a minimum of 2.4m width of footway, increasing to 4m width in town centres.
 - ii. In new schemes, where the footway crosses side road junctions, create a level route for pedestrians.
 - iii. In new schemes, at least 10% of the highway footprint is dedicated to planting or unpaved areas that can act as carbon sinks.
 - iv. Provide planting for shade, shelter and rain gardens to protect from adverse weather. Consider cooling oases, wind shields, water fountains, sitting areas and anti-slip surfaces and make them benefit from positive effects (e.g. south-oriented outdoor sitting and benches, playful and educational rain gardens).
 - v. Provide seating every 100m for the comfort of less able pedestrians to rest. Consider buildouts in the carriageway to accommodate new street furniture and planting.

- vi. Design streets in a way that they have a low carbon footprint and help regenerate natural ecosystems - including soil, water, air, temperature, biodiversity, edibles, wildlife habitat, food and compost - through choosing the right permeable surfacing, plants, and street furniture

2. Requirements

*Note: Designers interested in creating **Level Surfaces** and/or **Shared Surfaces** are advised that the Highway Authority has no objection to such proposals (and indeed may sometimes encourage them) subject to certain provisos. The first is that notwithstanding the dedication of certain parts of the street as shared surfaces used by both vehicles and pedestrians, continuous pedestrian only routes need to be retained to either limit of the highway for the benefit of the significant minority of people who will not be comfortable or confident mixing with vehicles. This is as per the requirements in this standard below. Secondly, in the case of level surfaces, suitable delineation still needs to be retained between pedestrian only areas and vehicle access areas. The only standard acceptable approach to achieving this (and one which designers are strongly encouraged to adopt because of its many other advantages) is to use raised edge linear tree pits or planting beds. In certain limited circumstances in new build situations some use of up right street furniture may also be acceptable. Corduroy tactile surfacing is not supported at this stage. The last proviso is that traffic conditions must be right and engineering risk considered. As such, shared surfaces designed as per the above will generally only be acceptable in quiet low trafficked street environments where pedestrians will dominate whilst additional reinforcement of pavements may be required.*

- a. All streets and spaces should include a footway (or other route for pedestrians only) to all limits of the highway (see note 1 and note 2). In new streets and spaces, where it is proposed to omit

these then this will be considered to be a Total Shared Space approach and will be subject to the special departure requirements of standard DS.224. In existing streets and spaces, where it is proposed to remove an existing footway (or other route for pedestrians only) to a limit of the highway, then this will again be considered to be a Total Shared Space approach and will be subject to the special departure requirements of standard DS.224.

NOTE 1: Normally this will mean providing two footways to either side of a carriageway used by vehicles. Where there is no carriageway then it will normally mean providing a footpath extending between the limits).

NOTE 2: Where the requirements of standard DS.203 are met than that route may be a cycle track.

- b. When provided to a limit of a street or space, a footway (or other route for pedestrians only) should run for it's entire length, interrupted only at junctions with sections of carriageways (e.g. at side roads) or by vehicle crossings to private driveways or forecourts.

NOTE: Proposals should not be contrived to avoid the need for such routes in some areas – such as by having routes to one side of the street at a time along lengths where doors and accesses to properties exist and swapping it to the other where necessary. Routes should be direct, convenient and continuous.

- c. The width of any footway (or other route for pedestrians only) should always be maximised. The extent of areas or routes within streets or spaces for vehicle passage or standing should always be limited to the minimum necessary for functional purposes. Sharing of carriageways by pedestrians and vehicles is supported (subject to adequate design measures to promote their safe and courteous interaction), but designs should not artificially expand such space at the expense of reasonable width pedestrian only space (see note).

NOTE: In particular, when designing squares and other public spaces (large and small) designers must provide sufficient pedestrian only space to allow vulnerable people to enjoy the space socially as would others. As such, a major public space that featured minimum width pedestrian only routes around the edges with the vast majority of attractions being located in a sizeable central shared surface area would not be acceptable. There should be seating and generous space for vehicle free social interaction within pedestrian only areas too.