



# Part V: Highway Infrastructure and Assets

## Chapter 5: Utility Services

Updated 14/4/26

### 5.1 Making Provision for Utility Services

5.1.1 There are no statutory obligations governing the position or depth at which apparatus should be laid within the highway. On new development sites where utility apparatus is to be installed, the NJUG guidelines for the positioning and colour coding of underground apparatus should be followed. Any deviation from these guidelines should only be conducted with the agreement of the prospective asset owners and the Highway Authority. Apart from essential road crossings, mains utility services should not be in the carriageway unless the carriageway is a shared surface designed with an area to accommodate utility apparatus (see Section 5.4 of this chapter and Part III, Chapter 6: Shared Surfaces Guidance). Alternative arrangements may be acceptable where demonstrated to be appropriate to site-specific constraints and agreed with the Highway Authority.

5.1.2 It is essential that only planting with a shallow root system (usually grass) is located within service strips. Where a service strip is to accommodate existing vegetation, it must be wide enough to avoid damage to existing root systems. Banks or mounds should not encroach onto service strips and levels should not be altered over existing apparatus without prior consent from the respective undertakers affected.

5.1.3 Mains services must be provided in a manner whereby repair and maintenance can be carried out without unacceptable obstruction to pedestrian, wheelchair, and vehicular movement. Service strips must be appropriately delineated, and developers must make it clear to purchasers that the service strip is not conveyed to the property. However, the maintenance responsibility for service strip planting may be assigned to individual properties in their deeds.

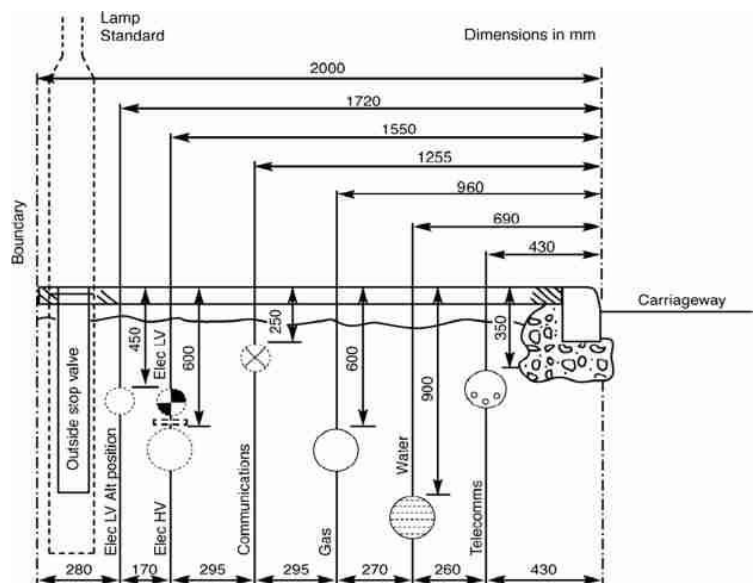
5.1.4 Where the provision for services is not well defined, the street layout should be agreed with the Highway Authority at pre-planning application stage to avoid unnecessary delay to the planning process and potential redesign.

### 5.2 Street Works UK (formerly NJUG) guidelines on the positioning of underground utilities

The diagram is indicative and does not remove the requirement for detailed coordination with statutory undertakers and the Highway Authority. Designers should refer to the most up-to-date Street Works UK guidance in force at the time of submission.

### 5.3 Backfilling trenches

All drainage, utility, and other trenches in the highways serving industrial or commercial premises must be backfilled up to formation level with GSB type1 granular sub-base



material. Backfill on residential sites should be a granular material to the approval of the Highway Authority (acceptable material will typically include GSB type 1 or material graded to 6F1).

#### **5.4 Shared surfaces**

In shared surface streets, apparatus will normally be accommodated within 2.0m minimum width service strips. Services will usually be laid on the side of the street with the most properties with branch crossings serving properties on the opposite side. It will not normally be necessary to provide a 2.0m service strip on both sides of the street. It is the developer's responsibility to provide cross carriageway ducts.

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