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Introduction

This section covers design principles for the street types previously identified.

A range of approaches are included, which identify the need for variety in street design for different uses and within different contexts. Applicants are expected to demonstrate how they have incorporated the information in this section and achieved appropriate design character.

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Secondary streets

Role

Must provide high-capacity links to urban centres and the wider strategic road network.

Characteristics

PS.01 **Must** have limited or no frontage access to prioritize movement efficiency.

PS.02 **Must** accommodate higher traffic volumes, including public transport and HGVs.

PS.03 **Must** be continuous and connected at a minimum of two locations to the external highway network, ensuring multiple routing options for buses and general traffic.

PS.04 All development **must** be within a 400m maximum proximity to secondary streets to enable easy access to buses.

Also refer to:

Movement
Nature
Built form

RBC local plan policy: DS8, DS9, HS1, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

Kenilworth spine street (CGI)

Nansledan Main Street

Marmalade Lane Cambridge - Frontage to main street

Eddington Cambridge - Separated cycleway

French perpendicular parking

Tornigrain Inverness - Corner shop on main street

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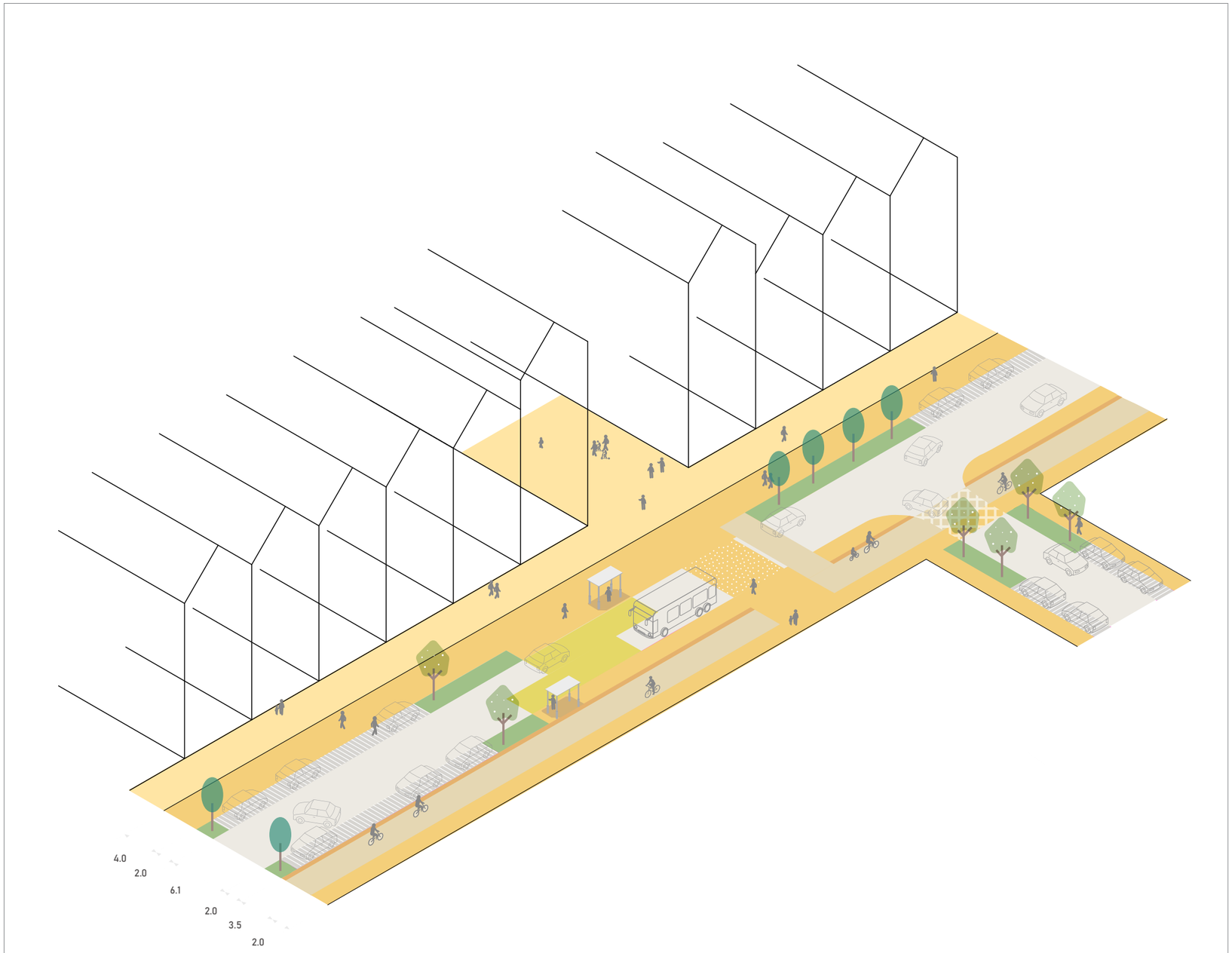
Secondary streets

Urban residential/mixed use

This example illustrates design example A in the street network example (page 31).

PS.05 Secondary streets in urban residential areas **must** meet the following design criteria:

- Carriageway width must be between 6.1m (minimum) and 6.7m (maximum) with inset parking bays or on-carriageway parking.
- Design speed must be 20mph maximum but should be 30mph if designated as a bus route.
- Highway verges could be provided, offering flexibility for street trees, inset parking bays, or footway construction supporting crossings and bus stops.
- Bus stopping facilities must be integrated, and pedestrian crossings must be prioritized for placemaking.
- Carriageway median and edge friction strips could be provided to aid speed management.
- Formal pedestrian crossings must be included at key desire lines, with informal crossings provided every 100m.
- Where required by traffic flow or speed, cycle protection must follow LTN 1/20 guidance.
- Standard 2.0m footways must be provided on both sides and could be wider in urban residential areas.
- Tertiary side street junctions must be designed as T-junctions, incorporating inline pedestrian and cycle priority crossings.
- Junction visibility must comply with MfS standards.
- No direct frontage access is permitted.



Pedestrian space

Cycle space

Soft landscape/ SUDS

Carriageway

Car parking

Zebra crossing

Priority crossing

PUBLIC SPACE

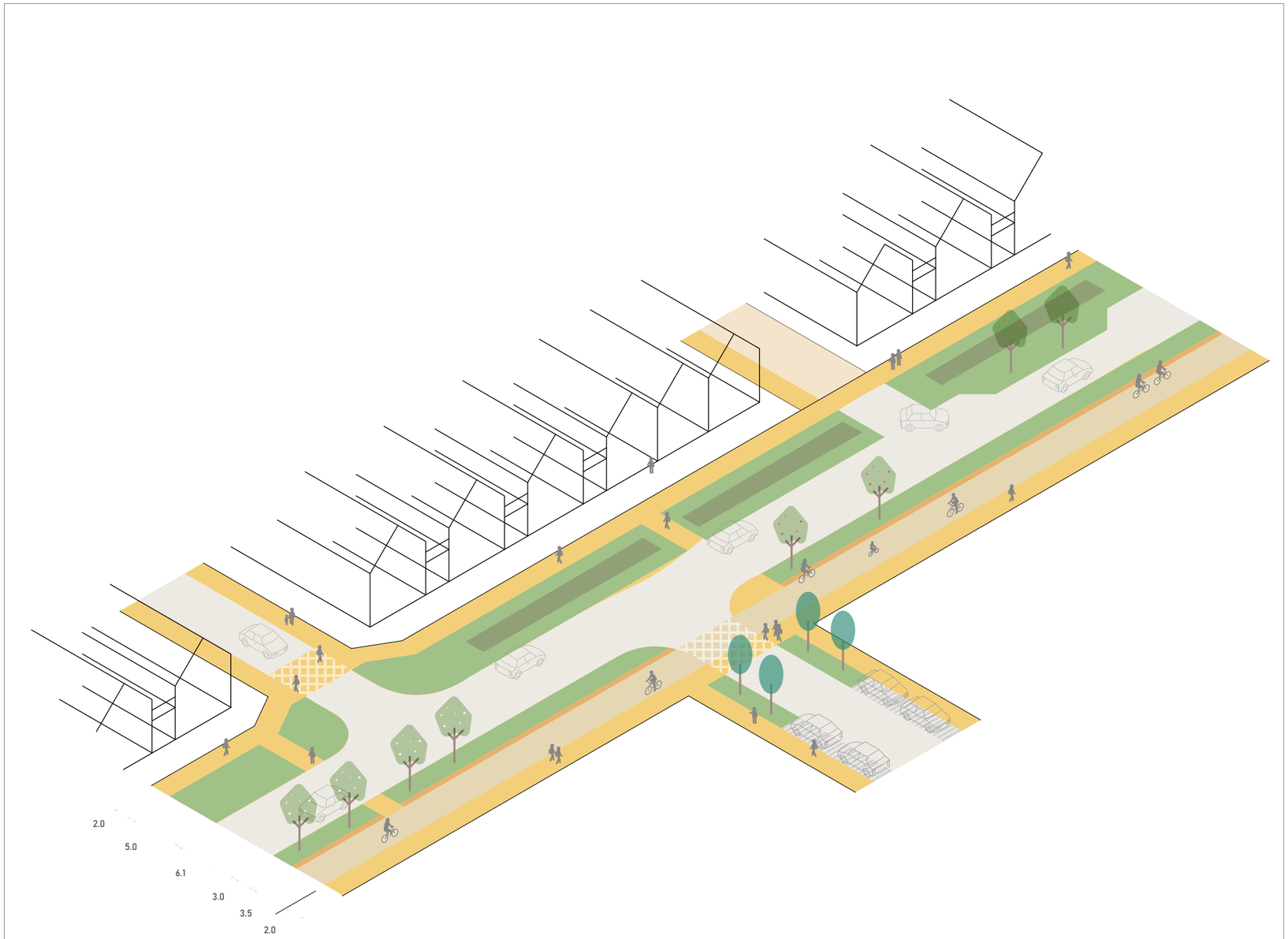
Secondary streets

Suburban residential

This example illustrates design example D in the street network example (page 31).

PS.06 Secondary streets in suburban residential areas **must** meet the following design criteria:

- Carriageway width must be between 6.1m (minimum) and 6.7m (maximum) with on-street parking.
- Design speed must be 20mph or should be 30mph if a bus route.
- Highway verges must be provided to support a mix of grass verges, street trees, SuDS features, inset parking bays, or footway construction.
- Bus stopping facilities must be provided along with nearby pedestrian crossings.
- Speed control measures must align with the principles in Section 2.5.
- Formal crossings should be provided at key pedestrian desire lines, with informal crossings required every 100m.
- Where required, cycle protection must follow LTN 1/20 guidelines.
- Standard 2.0m footways must be provided on both sides.
- Tertiary side street junctions must be designed as T-junctions with inline pedestrian and cycle priority crossings.
- Junction visibility must comply with MfS standards.
- No direct frontage access is permitted.



Pedestrian space

Cycle space

Soft landscape/ SUDS

Carriageway

Car parking

Priority crossing

Private drive

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Secondary streets - landscape general principles

Preservation

PS.07 Where roads intersect with TPO groups BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations' **must** be followed.

PS.08 2m buffer strip from centre of hedge **must** be provided to protect hedge and associated habitats. Hedges must be enhanced with diverse species mix and hedgerow trees appropriate to the local character.

PS09 10m buffers **must** be applied to all water bodies.

PS.10 Preservation of feature trees category A or B to BS5837:2012 **must** be applied.

Application

PS.11 Standard best practice **must** be followed at all times; including but not limited to the use of tree anchors, double or single staking, irrigation tubes, protection guards including rabbit proof guards and temporary plant protection until establishment. This applies to all situations.

PS.12 SUDs **must** be incorporated into the verges. Where more appropriate, ornamental non-native plant species should be specified.

PS.13 Mown grass verges **must** be maintained up 600mm comprising of grass species and flowering forbs with specimen tree planting.

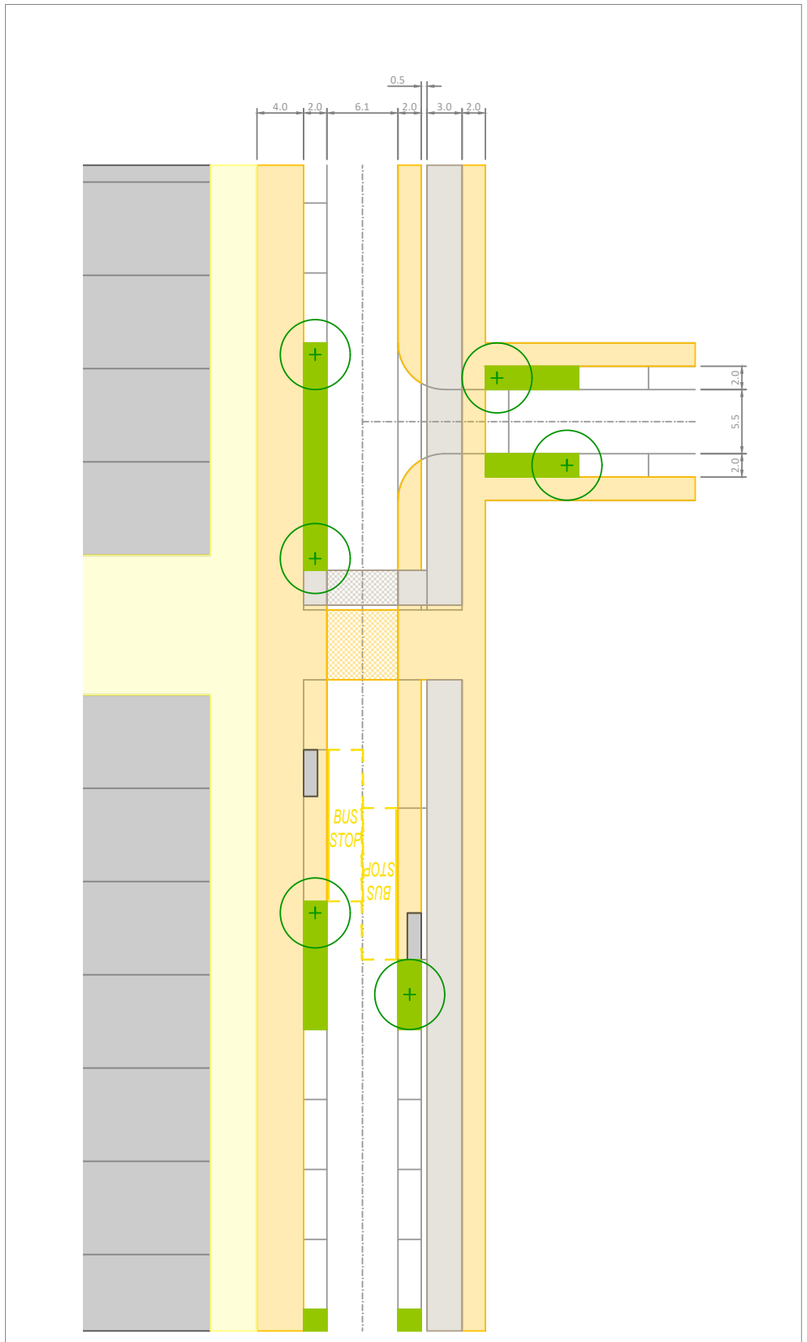
PS.14 Verges of 3m+ widths **must** be managed with diverse height structures.

PS.15 Medium trees with 5.2m canopy heights on carriageways and 3.5m for any segregated/shared cycle route **must** be used. Such as; Crataegus monogyna stricta, Tilia cordata 'Streetwise', Carpinus betulus 'Frans Fontane'.

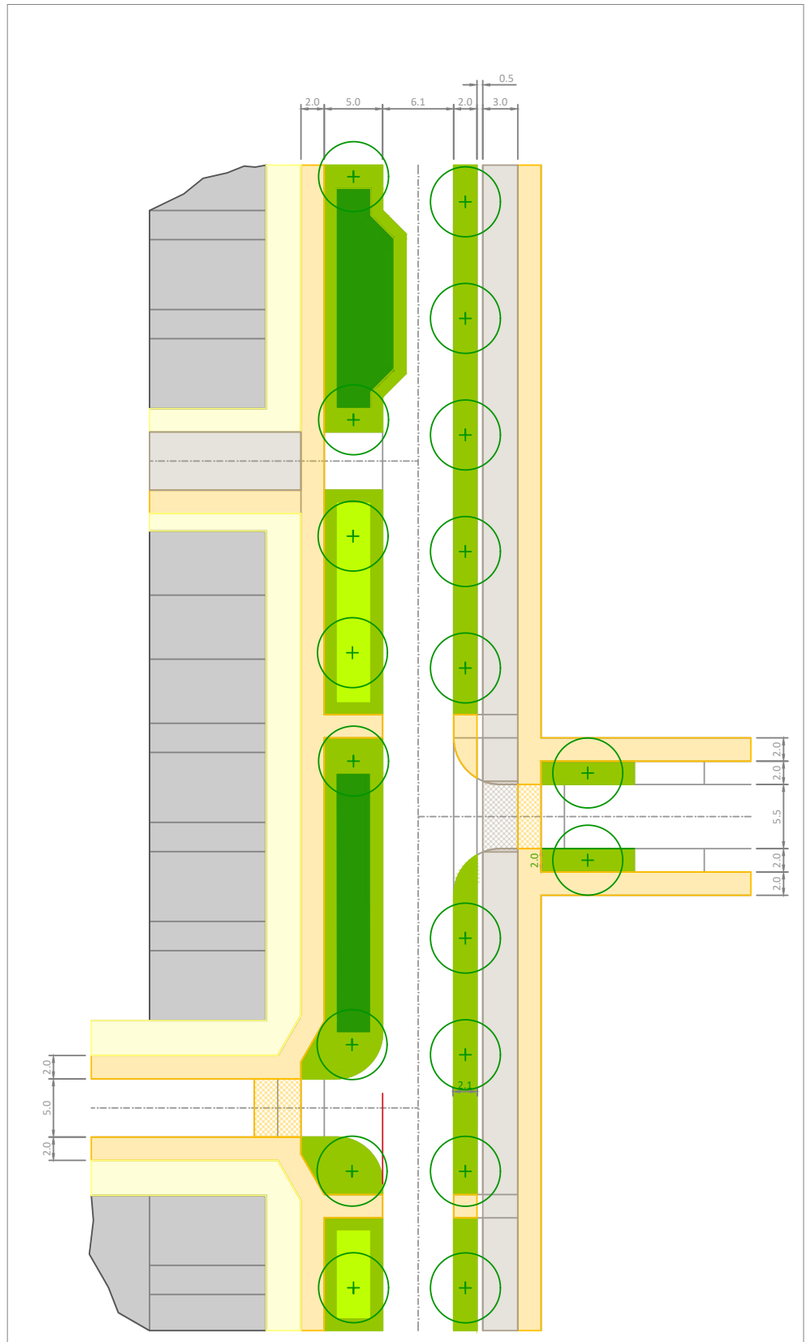
PS.16 In visibility splays, mown grass **must** be maintained up to 600mm, single stem trees with slender girth at maturity must be specified.

Key

- Street trees
- Amenity grass
- SUDs
- Grassland/wildflower
- Buildings
- Pedestrian space
- Pedestrian crossing
- Pedestrian space 2
- Cycle space
- Cycle crossing



Design example A: Secondary street in urban residential or mixed use context.



Design example D: Secondary street in suburban context.

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Tertiary streets

Tertiary Street T1

PS.17 **Should** provide local access to residential properties and link to primary or secondary streets.
PS.18 **Must** support direct frontage access and frequent junctions for permeability.
PS.19 **Should** connect to other streets at both ends where feasible.
PS.20 **Could** cater for up to 200 units unless multiple vehicle access points exist (e.g., a loop or connected network).

Tertiary Street T2

PS.21 **Should** serve as cul-de-sacs or minor local access routes.
PS.22 **Must** have limited connectivity, prioritizing localized movement and access.
PS.23 **Must** carry a maximum of 50 units.

Also refer to:

Movement
Nature
Built form

RBC local plan policy: DS8, DS9, HS1, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

Goldsmith Street, Norwich - use of inset parking, trees and informal crossings

Creation of pocket public space on a cul-de-sac

Derwenthorpe, York - street trees in footway

Nansledan, Newquay - use of nodal building and alignment change to slow traffic

Nansledan, Newquay - characterful urban form with t-junctions

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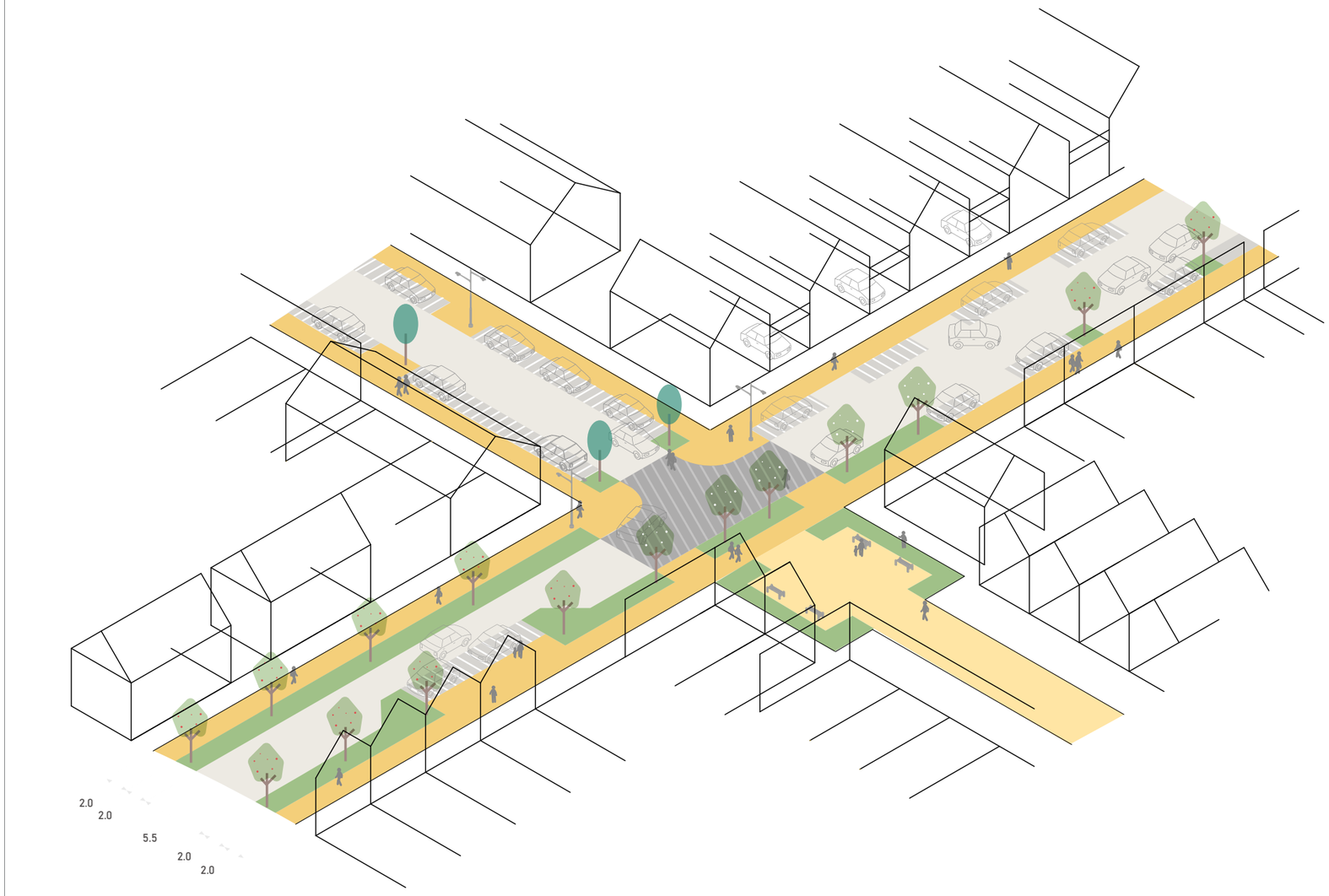
Street codes

Suburban residential tertiary street T1

This example illustrates design example B in the street network example (page 31).

PS.24 Tertiary streets T1 in suburban residential areas **must** meet the following criteria:

- Carriageway width must be 5.5m, excluding any additional parking.
- On-street parking could be provided as inset bays.
- Design speed must be 20mph maximum.
- Highway verges could include street trees.
- Informal pedestrian crossings must be placed every 100m.
- Safe cycling must be accommodated on-carriageway.
- Standard 2.0m footways must be provided on both sides.
- Frontage access could support on-plot parking.
- Side street junctions must be T-junctions with inline pedestrian priority crossings.
- Junction visibility must comply with MfS standards.
- Changes in carriageway material or colour at nodal points should be used for traffic calming.
- Speed reduction features could include curb buildouts protecting on-carriageway parking.



Pedestrian space

Cycle space

Soft landscape/ SUDS

Carriageway

Car parking

Priority crossing

Private drive

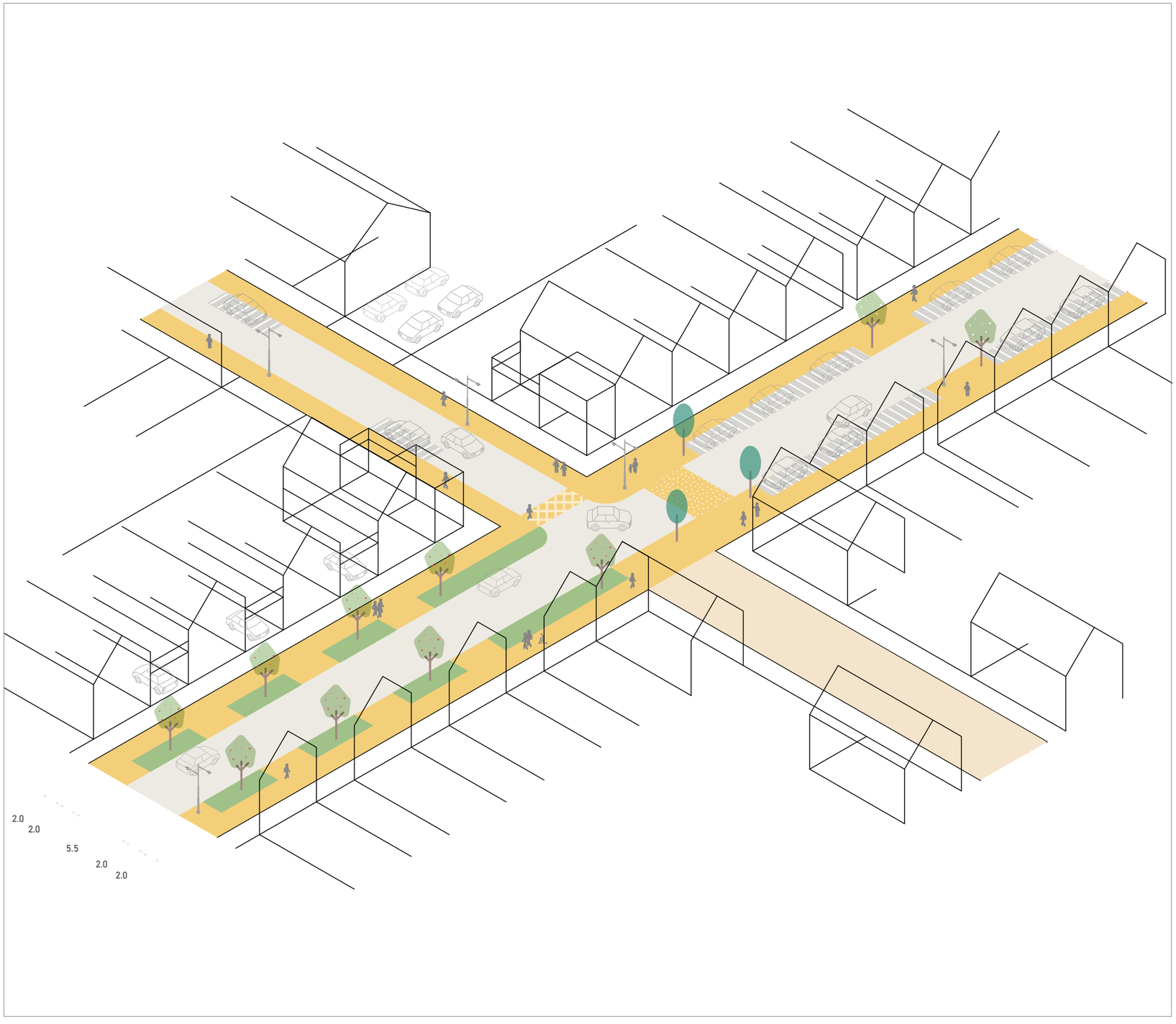
PUBLIC SPACE

Street codes

Suburban residential tertiary street T1

This example illustrates design example C in the street network example (page 31).

This example follows the same principles as T1 Design Example A but illustrates different parking arrangements, including on-street and on-plot parking variations.



- Pedestrian space
- Soft landscape/ SUDS
- Carriageway
- Car parking
- Zebra crossing
- Priority crossing
- Private drive

PUBLIC SPACE

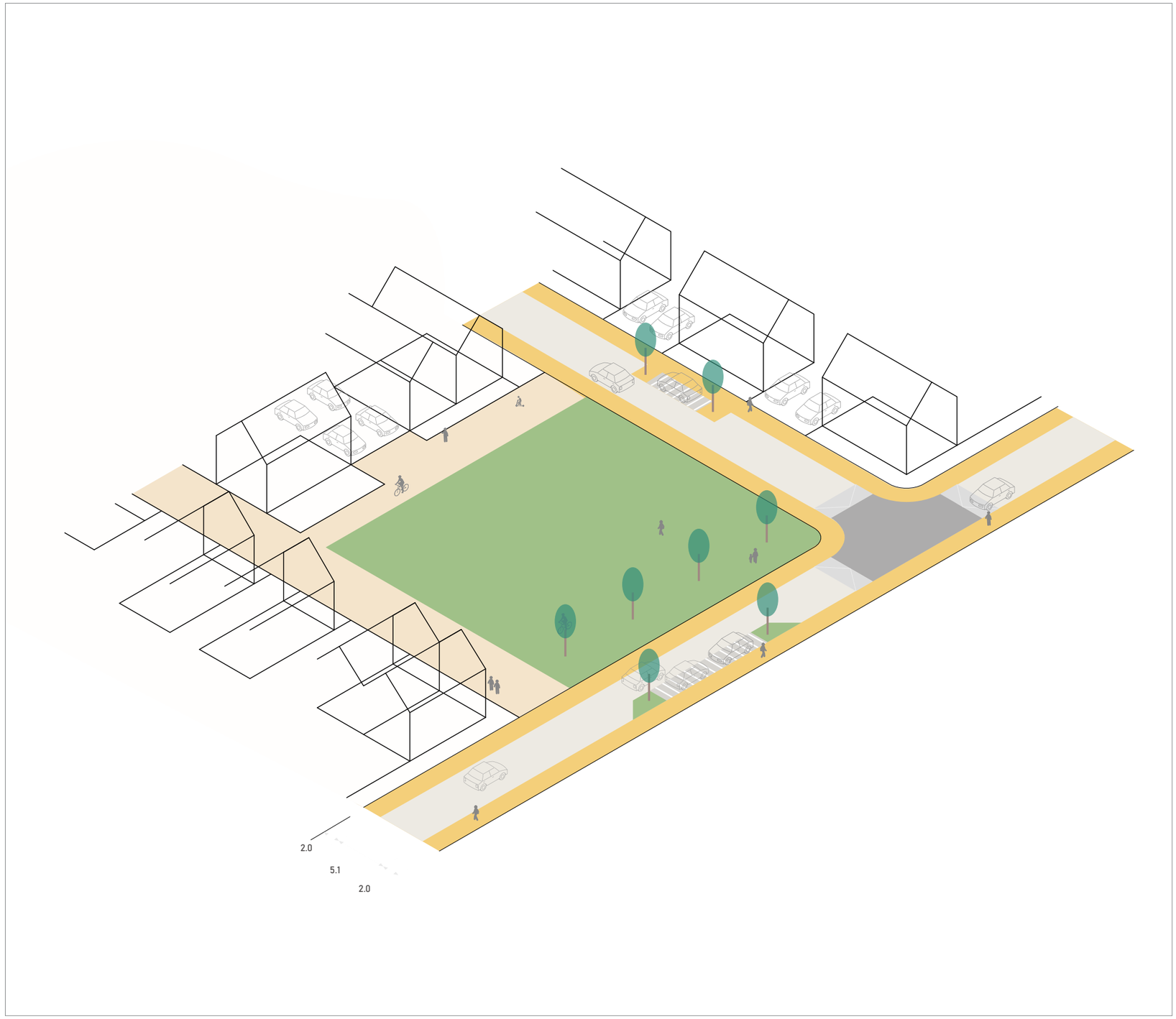
Street codes

Suburban residential tertiary street T2

This example illustrates design example E in the street network example (page 31).

PS.25 Tertiary streets T2 in suburban residential areas **must** meet the following criteria:

- Carriageway width must be a minimum of 5.0m, excluding any additional parking.
- On-street parking could be provided as inset bays or informal on-carriageway parking.
- Design speed must be 20mph maximum.
- Highway verges could include street trees but are not mandatory.
- Informal pedestrian crossings must be placed every 100m.
- Safe cycling must be accommodated on-carriageway.
- Standard 2.0m footways must be provided on both sides.
- Frontage access could support on-plot parking.
- Side street junctions must be T-junctions with inline pedestrian priority crossings.
- Junction visibility must comply with MfS standards.
- Carriageway material changes should be used for visual differentiation.
- Speed reduction measures may include kerb buildouts and other techniques outlined in the Movement section.



Pedestrian space

Soft landscape/ SUDS

Carriageway

Car parking

Raised table

Private drive

PUBLIC SPACE

Tertiary streets - landscape general principles

Preservation

PS.26 Where roads intersect with TPO groups BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations' **must** be followed.

PS.27 2m buffer strip from centre of hedge **must** be provided to protect hedge and associated habitats.

PS.28 Hedges **must** be enhanced with diverse species mix and hedgerow trees appropriate to the local character.

PS.29 Preservation of feature trees category A or B to BS5837 BS5837:2012 **must** be applied.

Application

PS.30 Standard best practice **must** be followed at all times; including but not limited to the use of tree anchors, double or single staking, irrigation tubes, protection guards including rabbit proof guards and temporary plant protection until establishment. This applies to all situations.

PS.31 Mown grass verges **must** be maintained up 600mm comprising of grass and flowering forbs species with specimen tree planting.

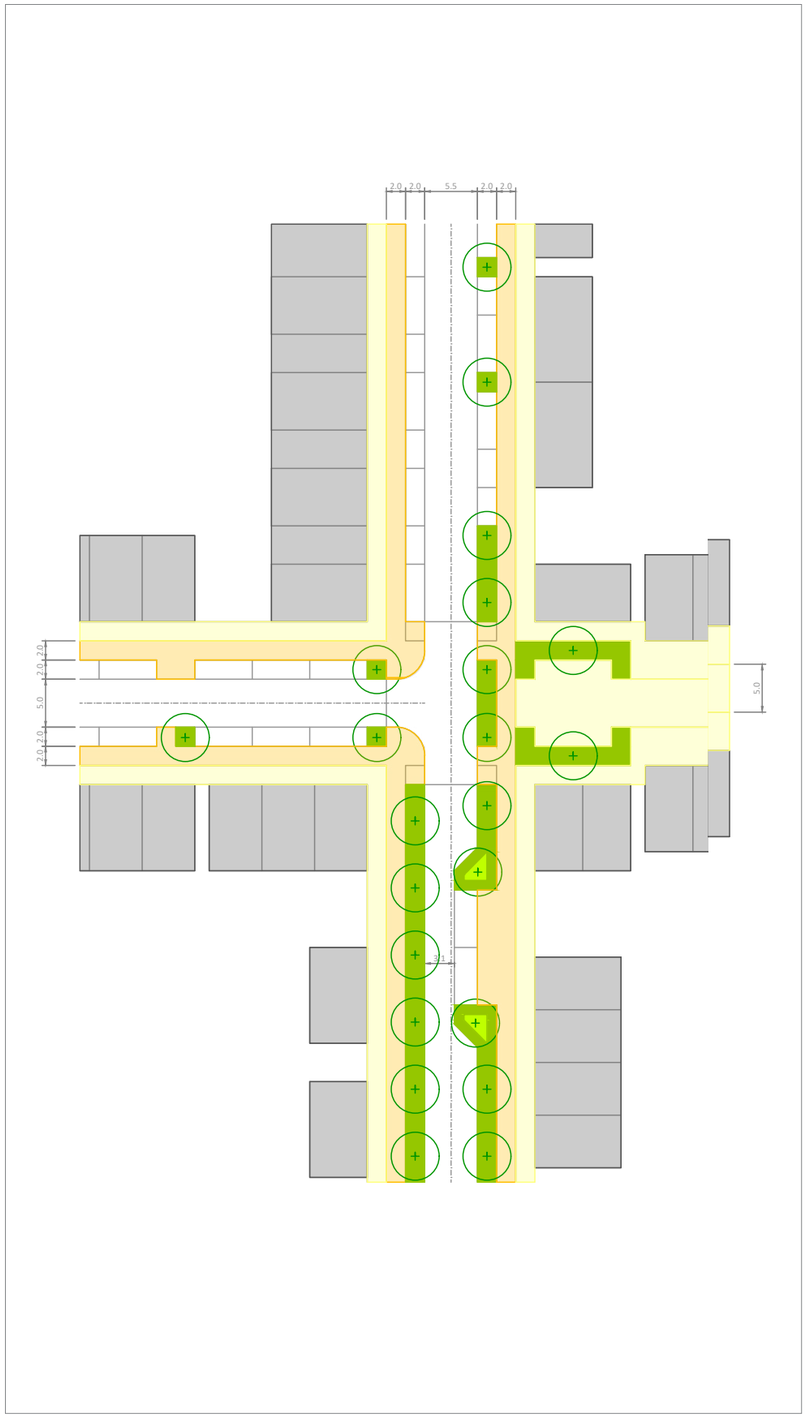
PS.32 In visibility splays, mown grass **must** be maintained up to 600mm, single stem trees with slender girth at maturity must be specified.

PS.33 Small to medium trees such as: Sorbus x arnoldiana Schouten, Prunus umineko, Sorbus aucuparia 'Cardinal Royal' **should** be specified.

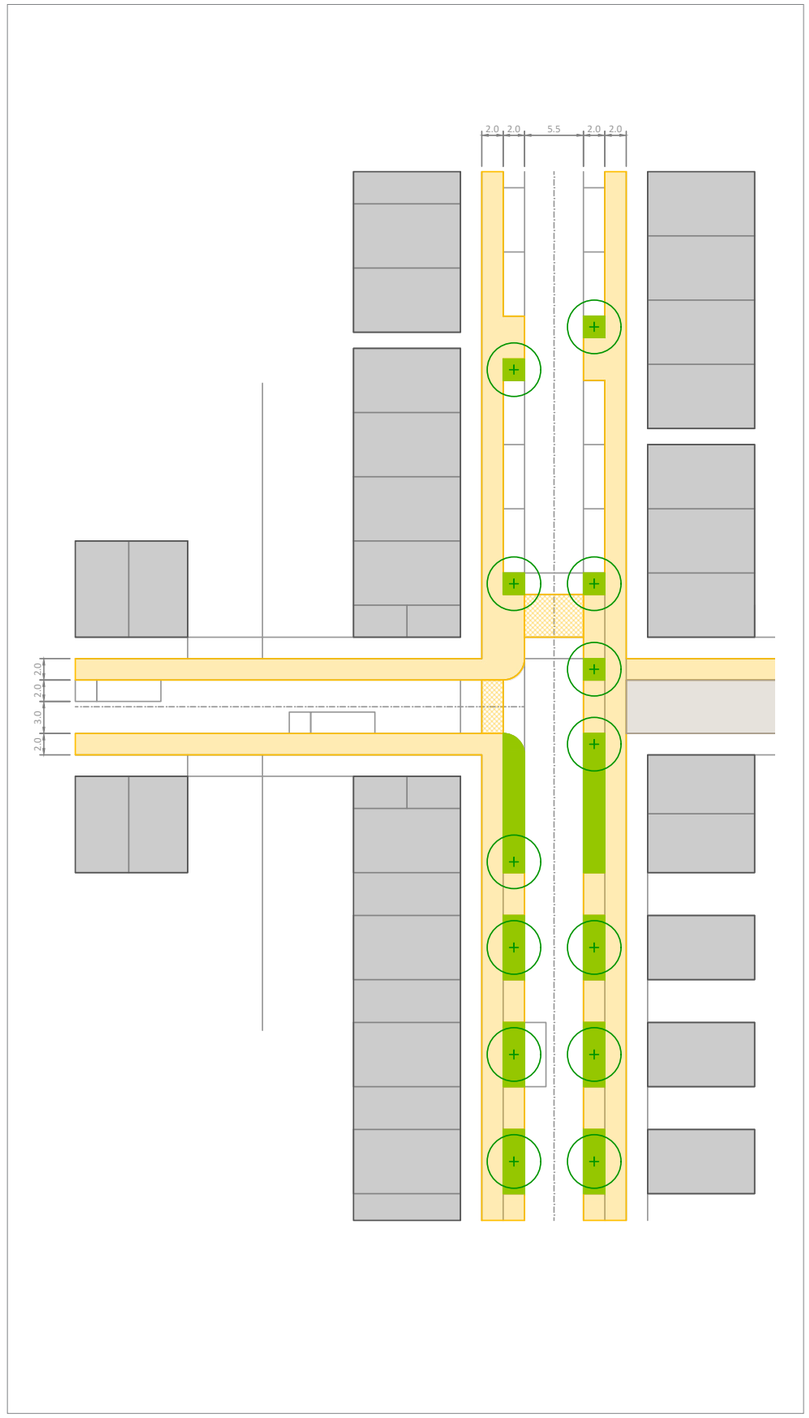
PS.34 Root barrier systems **must** be utilised where open spaces interface with highways.

Key

- Street trees
- Amenity grass
- SUDs
- Grassland/wildflower
- Buildings
- Pedestrian space
- Pedestrian crossing
- Pedestrian space 2
- Cycle space
- Cycle crossing



Design example B: Tertiary street in suburban context.



Design example C: Tertiary street in suburban context.

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Street codes

Private drives

PS.35 Private drives **must** serve up to six units and remain unadopted.

PS.36 They **should** be 5.5m wide and must not exceed 45m from the highway boundary.

PS.37 They **should** be accessible by emergency vehicles and require a turning head if over 20m.

PS.38 Refuse and emergency service access **must** be incorporated per WDG design guidance.

Car-free streets

PS.39 **Must** create safe, sociable spaces and form part of the quiet/low-car active travel network.

PS.40 **Should** be approximately 8m wide between buildings and could widen for play and social spaces.

PS.41 **Must** be level-surfaced with connectivity for pedestrians and cyclists at both ends.

PS.42 Resident cycle parking **must** be conveniently located and well-designed.

PS.43 Emergency and refuse access must be maintained via proximate bin storage.

Active-only routes

PS.44 **Must** provide safe, dedicated spaces for cycling and walking.

PS.45 **Should** include a two-way cycleway and one or two footways, adapting to context.

PS.46 **Must** ensure safe and overlooked active travel, considering tree placement and height.

Nansledan, Newquay - Private drive with frontage

Marmalade Lane, Cambridge - Car-free street and community space

Marmalade Lane Cambridge - Community car park facilitating car-free streets

The Avenue, Saffron Waldron - Use of existing landscape to create functional, active-travel only route

Also refer to:

Movement
Nature
Built form

RBC local plan policy: DS8, DS9, HS1, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

PUBLIC SPACE

Minor streets - landscape general principles

Preservation

PS.47 Hedgerows **must** not be removed.

PS.48 Hedgerows **must** be enhanced with diverse species mix and hedgerow trees appropriate to the local character.

PS.49 2m buffer strip from centre of hedge **must** be provided to protect hedge and associated habitats. Hedges must be enhanced with diverse species mix and hedgerow trees appropriate to the local character.

PS.50 Preservation of feature trees category A or B to BS5837 BS5837:2012 **must** be applied.

Application

PS.51 Standard best practice must be followed at all times; including but not limited to the use of tree anchors, double or single staking, irrigation tubes, protection guards including rabbit proof guards and temporary plant protection until establishment. This applies to all situations.

PS.52 Mown grass verges must be maintained up 600mm comprising of grass species and flowering forbs with specimen tree planting.

PS.53 Small trees up to 6-8m high should be included e.g. Prunus pandora, Amelanchier arborea 'Robin Hill', Prunus x hillieri 'Spire'

PS.54 Permeable, landscaped boundary treatments to potential GI corridors (for example at the eastern boundary of the site to the rear of Alwyn Road) should be prioritised.

PS.55 Minor roads terminating at the edges of open spaces must 'borrow' this landscape feature to emulate the open views of the landscape character.

Street types for other uses

Potsford Dam Link

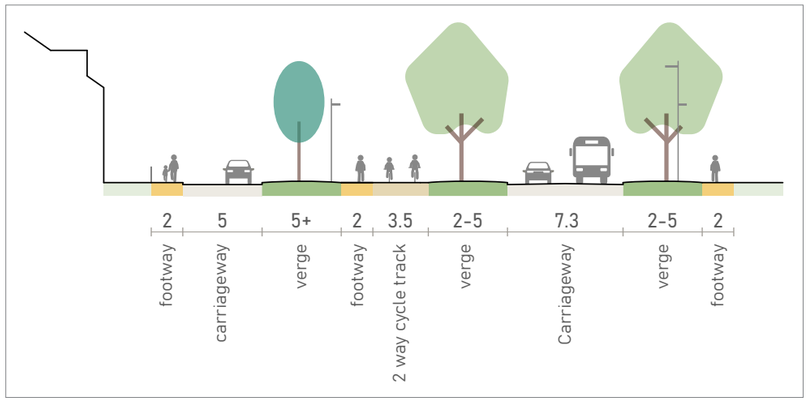
This strategic route **must** be classified as a category 3A primary road, designed to accommodate higher volumes of mixed traffic at faster speeds. Primary roads typically link strategic routes with urban centres and have limited frontage access.

PS.57 The design of Category 3A roads **must** adhere to the Design Manual for Roads and Bridges (DMRB) and Warwickshire County Council (WCC) general design guidance as outlined in the Movement section.

PS.58 Primary roads **should** have the character of a tree-lined avenue, incorporating generous landscaped verges with a rhythmic arrangement of street trees.

PS.59 Footways and cycleways **must** be set back from the main carriageway to mitigate the impact of high traffic volumes, including heavy goods vehicles (HGVs).

PS.60 Development frontage can provide a setting for the primary road, as illustrated in the section below. However, direct access must be avoided. Instead, a parallel tertiary or private drive **should** be provided for frontage access.



Streets to employment development

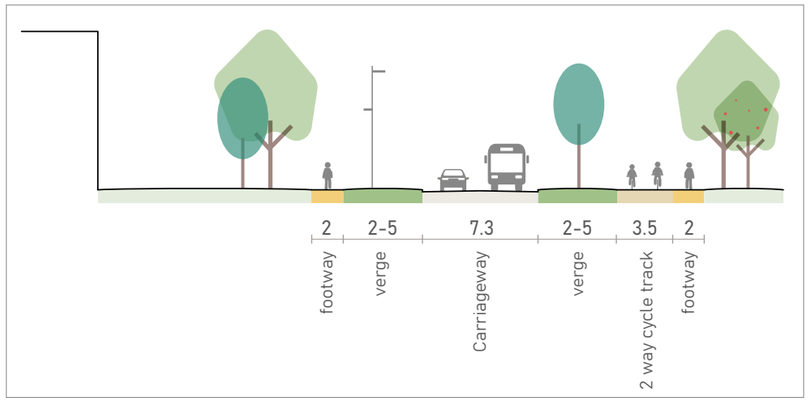
Industrial streets will generally be category 3B secondary streets, primarily serving industrial areas where HGV traffic is more prevalent.

PS.61 These streets **must** provide efficient access and circulation within industrial zones, linking directly to other secondary streets or primary roads.

PS.62 To maintain an avenue character, industrial streets **must** incorporate generous verges and street trees. Footways and cycleways should generally be set back from the carriageway to enhance safety and comfort for pedestrians and cyclists.

PS.63 Development frontage **could** be:

- Set back within a landscaped area to create a buffer between industrial activities and the street, or
- Positioned at the back of the footway where appropriate for urban integration.



Schools streets

PS.64 Streets near schools **must** prioritise vulnerable users, incorporating enhanced safety measures such as:

- Access restrictions
- Traffic management
- Parking controls
- Active travel infrastructure

PS.65 Designers **must** ensure that school street designs integrate these safety features and that the character of these streets is clearly distinguished from other road types.

PS.66 Where parental drop-off and collection are deemed necessary, provisions **must** include an off-street facility. This facility should:

- Feature a one-way loop system with separate entry and exit points for efficiency
- Minimise conflict between school children and vehicles

An example of a purpose-built facility can be seen at Tadpole Farm, Swindon (illustrated below).

Also refer to:

Movement
Nature
Built form

RBC local plan policy: DS8, DS9, HS1, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

PUBLIC SPACE

Hard landscape materials palette

Route			
Secondary	**Designation**	**Material**	**Guidance**
Roads	To adopted standards	Asphalt	WCC Design Guide
Footways	To adopted standards	Asphalt	WCC Design Guide
	To adopted standards	Block or Sett Paving Colour consistency to be demonstrated	WCC Design Guide Note: Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Cycleways	To adopted standards	Asphalt	WCC Design Guide
Junctions	To adopted standards	Block or sett paving Colour consistency to be demonstrated	WCC Design Guide Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Tertiary			
Footways	To adopted standards	Asphalt	WCC Design Guide
	To adopted standards	Block or sett paving Colour consistency to be demonstrated	WCC Design Guide Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Junctions	To adopted standards	Block or sett paving Colour consistency to be demonstrated	WCC Design Guide Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Minor			
Footways	To adopted standards	Asphalt (hot rolled asphalt with exposed aggregates- incorporating colour consistency with block and sett paving)	WCC Design Guide Resin based surface treatments can be coloured and may be used both as a HFS and to introduce a colour. HFS often uses calcined bauxite as its aggregate, which is not an environmentally friendly product, so should be avoided if at all possible.
	To adopted standards	Block or sett paving Colour consistency to be demonstrated	WCC Design Guide Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Junctions	To adopted standards	Block or sett paving Colour consistency to be demonstrated	WCC Design Guide Modular paving will, in many cases have a higher maintenance cost and so commuted sums may be required as part of the overall justification.
Private roads	Non adoptable	Block or sett paving Colour consistency to be demonstrated	


Speed Table Across Whole Junction


Block sett paving to junction: Tertiary


Coloured tarmac: Minor


Setts with Asphalt


High Friction Surfacing on Road


HFS with Modular


Conservation Kerb to Modular

Hard landscape materials palette

Other routes			
Public Rights of Way Interfaces with movement routes	Throughout	Permeable and non permeable solutions Asphalt, hoggin, blinding, resin bound, self binding gravel options.	Warwickshire Rights of Way officer must be consulted See HFS notes for adopted routes.
Public Rights of Way Interfaces with movement routes	To woodland no dig areas	Reinforced grass over tree cell system Permeable surfacing over tree cell system or loose laid Breedon gravel or similar Self binding gravel materials	Warwickshire Rights of Way officer must be consulted`
Bridleway Interfaces with movement routes	Throughout	Soft: Grass, reinforced grass. Hard: Asphalt, hoggin, blinding, bound rubber grit, self-binding gravel	Ontherighttrack On the right track: surface requirements for shared use routes (excluding mechanically propelled vehicles) Good Practice Guide Access and bridleways advice | The British Horse Society See HFS notes for adopted routes.
Non designated recreational routes		Reinforced grass over tree cell system Permeable surfacing over tree cell system or loose laid Breedon gravel. Self-binding gravel, hoggin. Rumble strips: Block or sett paving Colour consistency to be demonstrated	
Greenway links interfaces with movement routes	Throughout	To Sustrans guidance Typically: Hard: Asphalt, hoggin, blinding, bound rubber grit, self-binding gravel Rumble strips: Block or sett paving Colour consistency to be demonstrated	Sustrans traffic-free routes and greenways design guide - Sustrans.org.uk See HFS notes for adopted routes.


Greenway Entrance to POS


Woodland Walk


Woodland Path


Greenway Alongside Road


Cell Web over veteran trees
Calke Abbey


Cell Web and Resin Bound Gravel


Greenway Route


Reinforced Grass