

PUBLIC SPACE

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.



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

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

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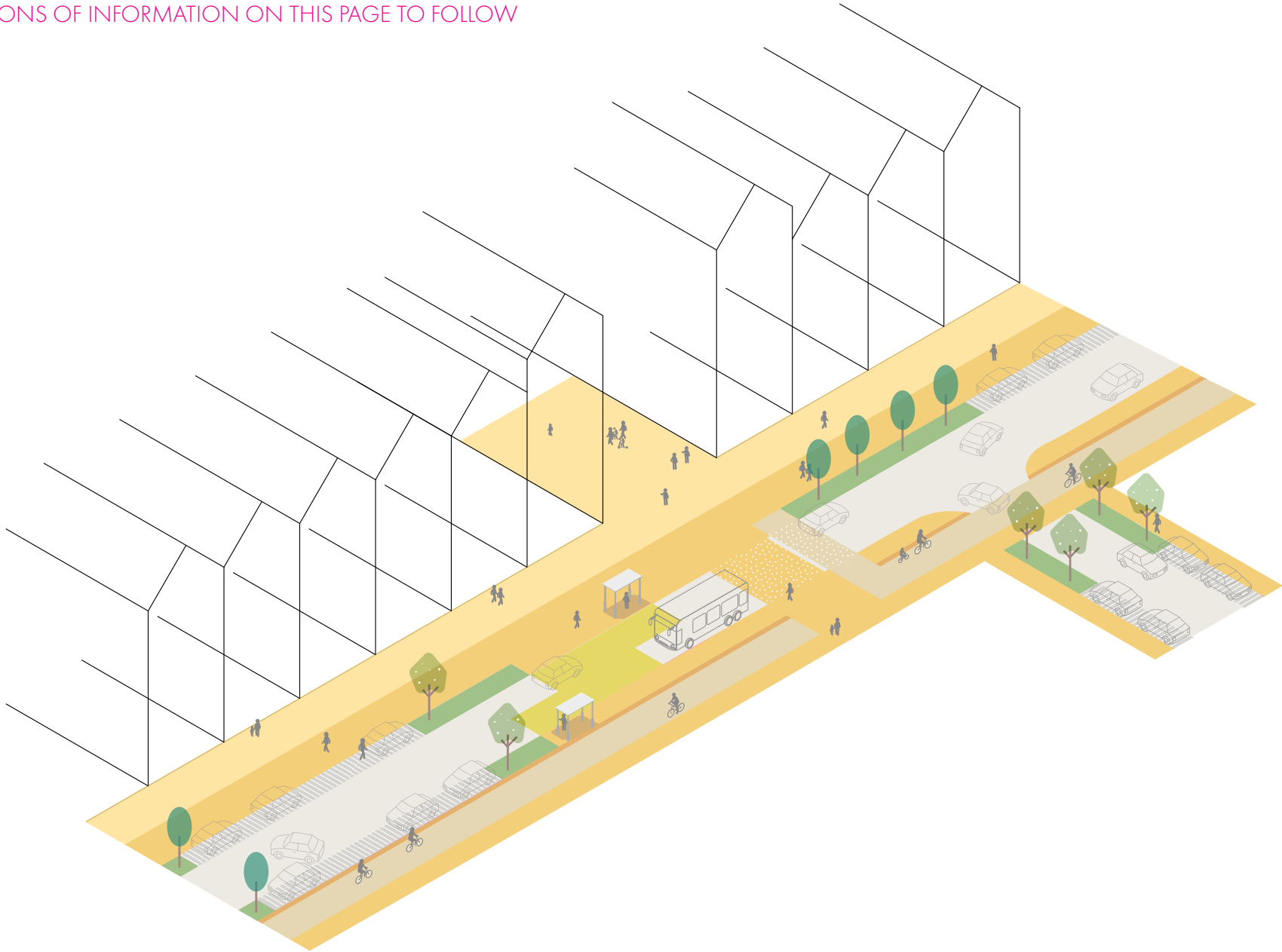
Secondary streets

Urban Residential / Mixed Use - Design Example

- 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.

| | | | |
|-------------|----------------------|-------------|-------------------|
| <div></div> | Pedestrian space | <div></div> | Car parking |
| <div></div> | Cycle space | <div></div> | Zebra crossing |
| <div></div> | Soft landscape/ SUDS | <div></div> | Priority crossing |
| <div></div> | Carriageway | | |

ANNOTATIONS OF INFORMATION ON THIS PAGE TO FOLLOW



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Secondary streets








Suburban Residential - Design Example

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

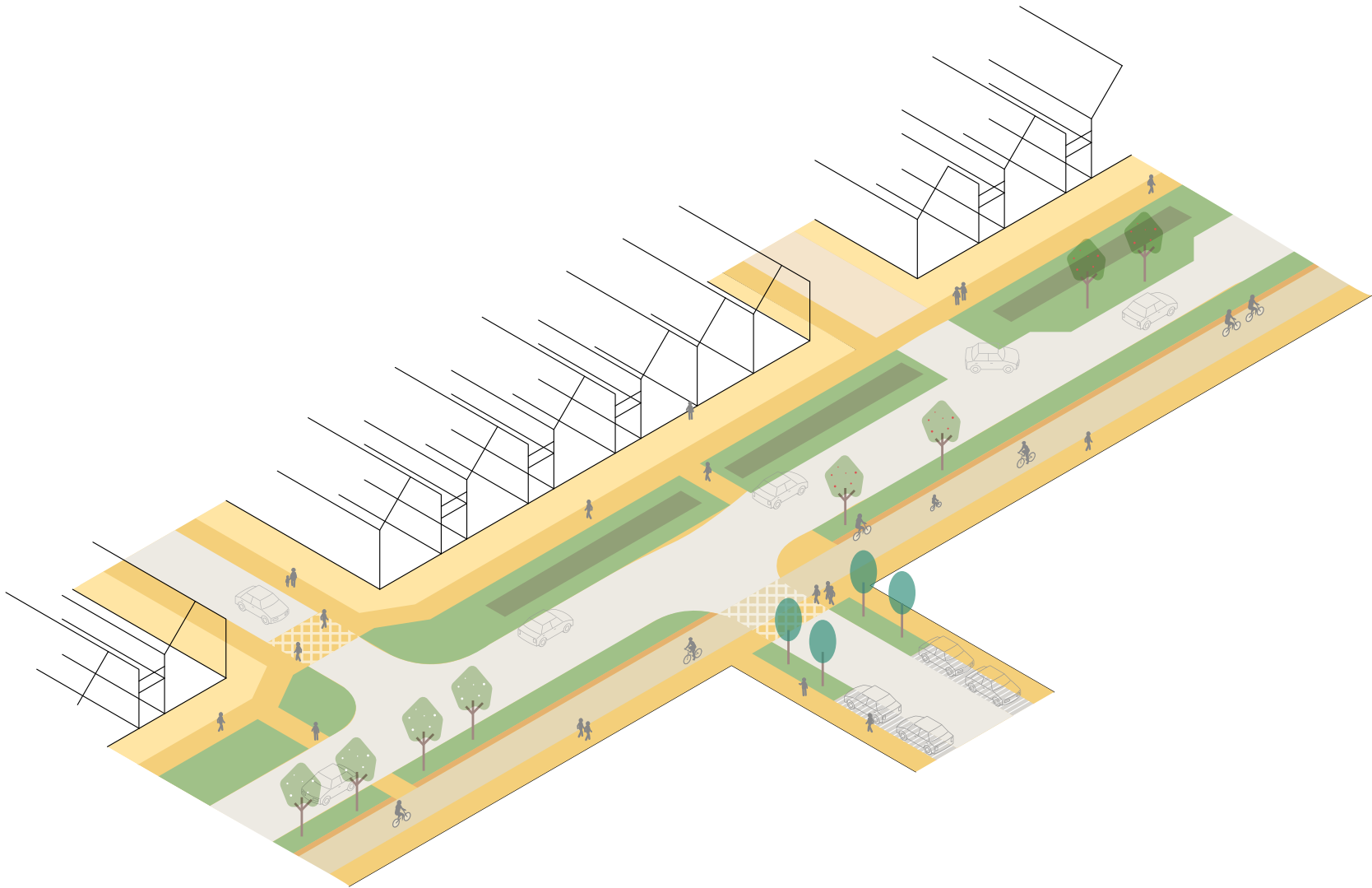
- Carriageway width must be between 6.1m (minimum) and 6.7m (maximum) with on-street parking.
- Design speed must be 20mph or should be 30mph if a bus route.
- Highway verges must be provided to support a mix of grass verges, street trees, SuDS features, inset parking bays, or footway construction.
- 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 could 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.

Also refer to:

[other design code sections]
[RBC policy]
[WCC policy]

| | | | |
|------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------|-------------------|
|  | Pedestrian space |  | Car parking |
|  | Cycle space |  | Priority crossing |
|  | Soft landscape/ SuDS |  | Private drive |
|  | Carriageway | | |

ANNOTATIONS OF INFORMATION ON THIS PAGE TO FOLLOW



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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.

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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

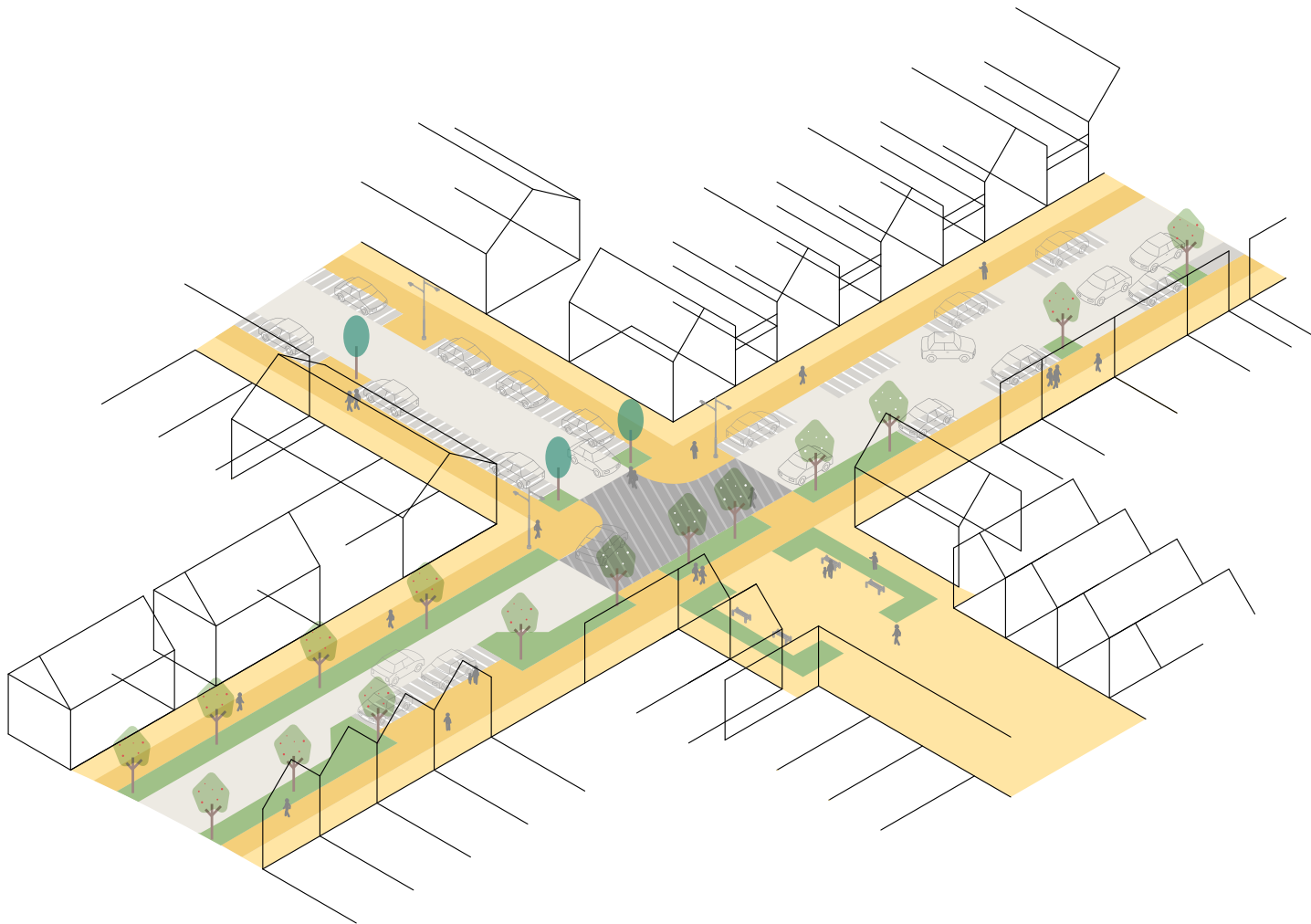
Suburban Residential Tertiary Street T1 –
Design Example A

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

- Carriageway width must be a minimum of 5.5m.
- 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 could be used for traffic calming.
- Speed reduction features could include curb buildouts protecting on-carriageway parking.

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|-------------|----------------------|-------------|-------------------|
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| <div></div> | Cycle space | <div></div> | Priority crossing |
| <div></div> | Soft landscape/ SUDS | <div></div> | Private drive |
| <div></div> | Carriageway | | |

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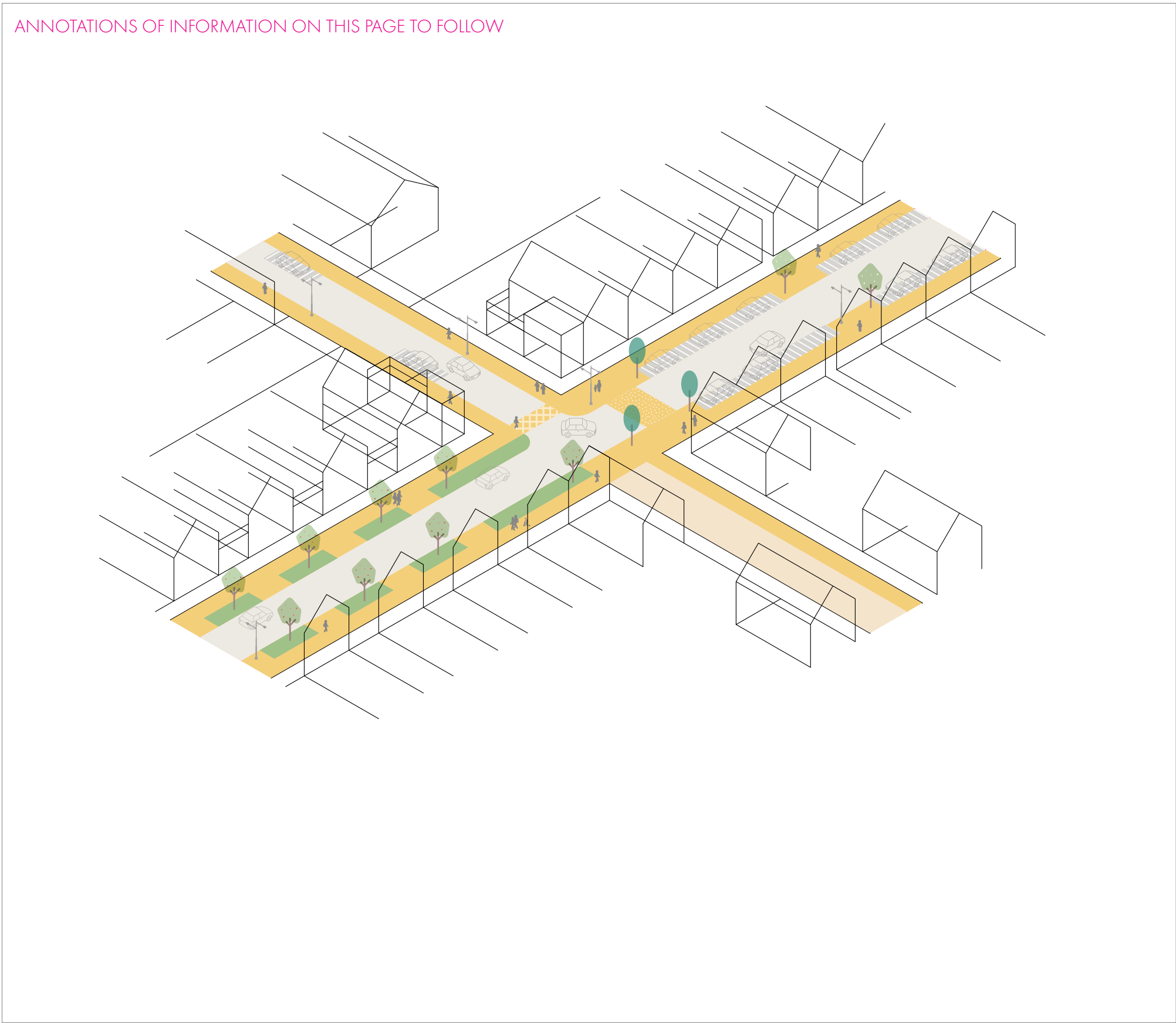
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Street codes

Suburban Residential Tertiary Street T1 –
Design Example B

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



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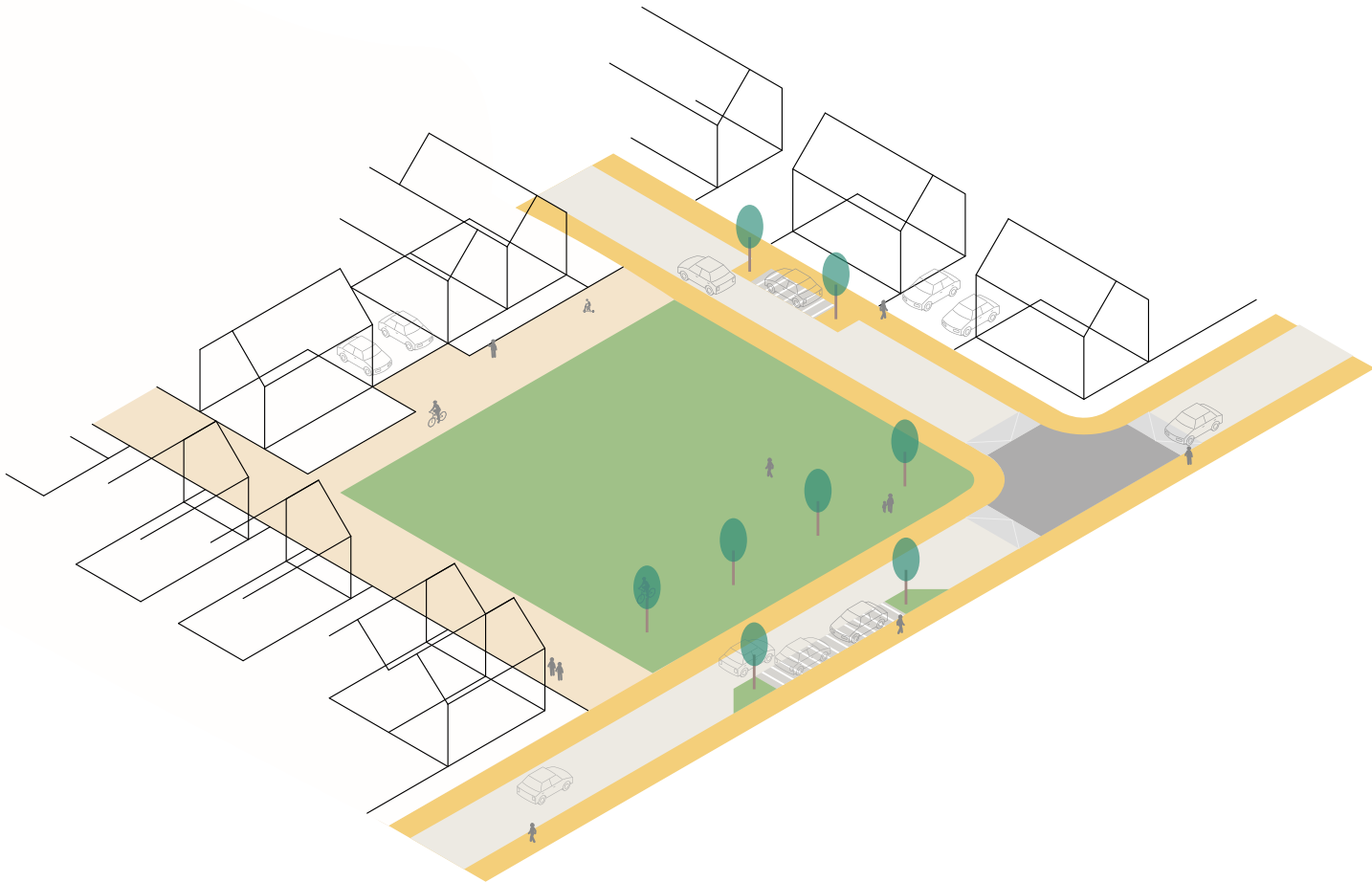
Street codes

Suburban Residential Tertiary Street T2 –
Design Example

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

- Carriageway width must be a minimum of 5.0m.
- 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 could be used for visual differentiation.
- Speed reduction measures may include kerb buildouts and other techniques outlined in Section 2.5.

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

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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.



Nansledan, Newquay - Private drive with frontage

Also refer to:

Movement

Nature

Built form

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

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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.



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



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

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.



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

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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 eastern boundary of zone 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.

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