

### **6.2.6 Street Hierarchy**

Water Eaton is designed to be a walkable neighbourhood which puts pedestrians and cyclists first.

The street hierarchy map on the following page highlights how the design of the streets is characterised by their dimensions, land use and density.

#### **PRIMARY STREETS**

The primary streets are approximately 20 metres wide and form the main access routes from Oxford Road for all forms of transport, which will include walking, cycling and cars.

#### **SECONDARY STREETS**

The secondary streets are approximately 15 metres wide and will provide north-south connectivity across the site. These streets are shared surfaces where walking and cycling is prioritised over cars, and with the only function of connecting the site to the primary street.

#### **RESIDENTIAL STREETS**

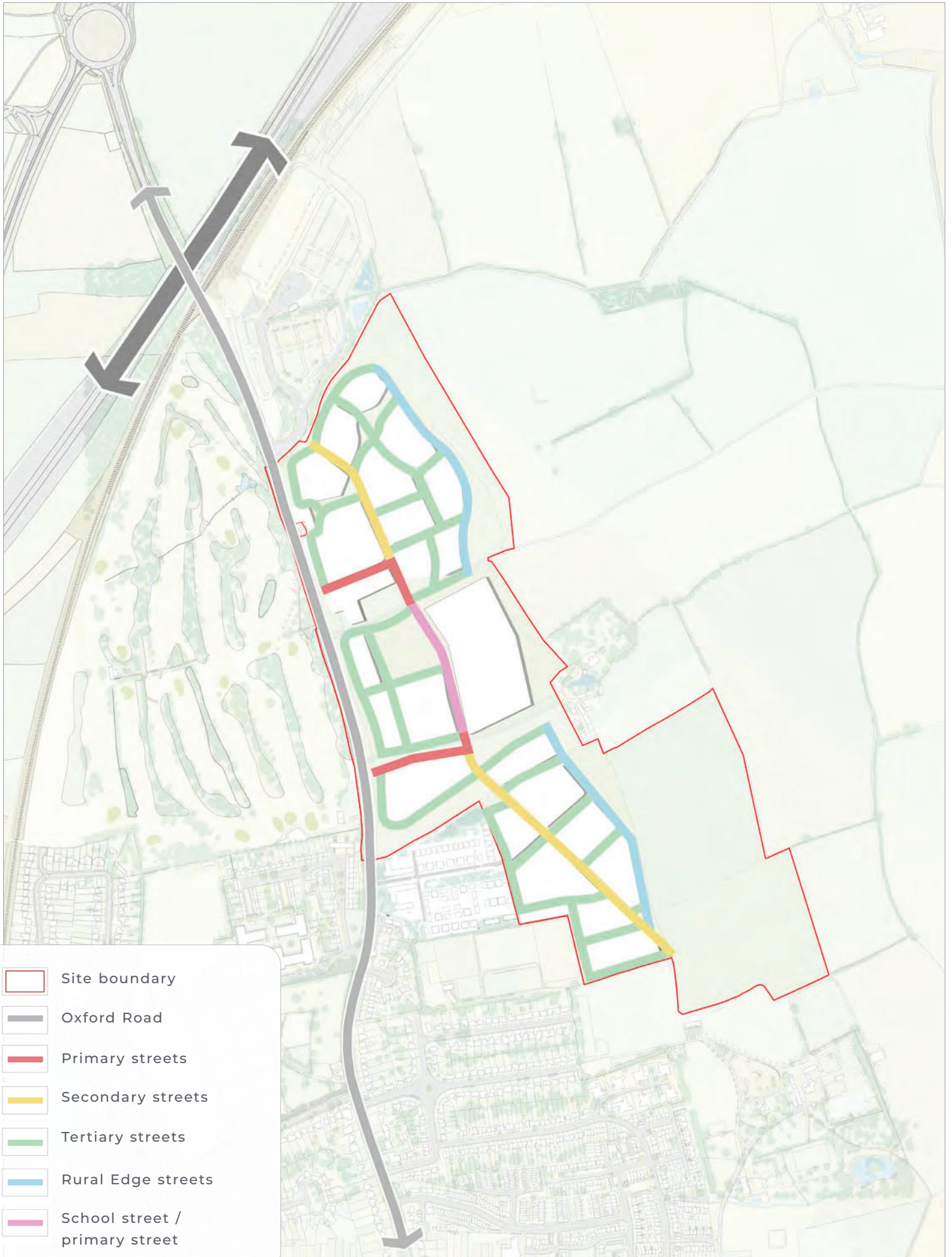
The residential streets are quiet shared surfaces that make up majority of the streets on site. The only function of these streets is to provide access to residential properties.

#### **RURAL EDGE STREETS**

Rural edge streets are located along the eastern periphery of the development area that overlooks the countryside. These streets are quiet residential streets that can also qualify as shared driveways for the houses overlooking the rural edge.

#### **SCHOOL STREET**

The street adjacent to the school is proposed as a school street which will be temporarily closed off for traffic during the mornings and afternoons during school days, except for emergency vehicles. The scheme should encourage pupils and families to walk and cycle to drop-off and pick-up, discouraging people driving.



**Figure 36** Street Hierarchy Map

The primary street section shows an avenue of trees lining up the street with segregated pavement and cycling lane on either side of the carriageway.

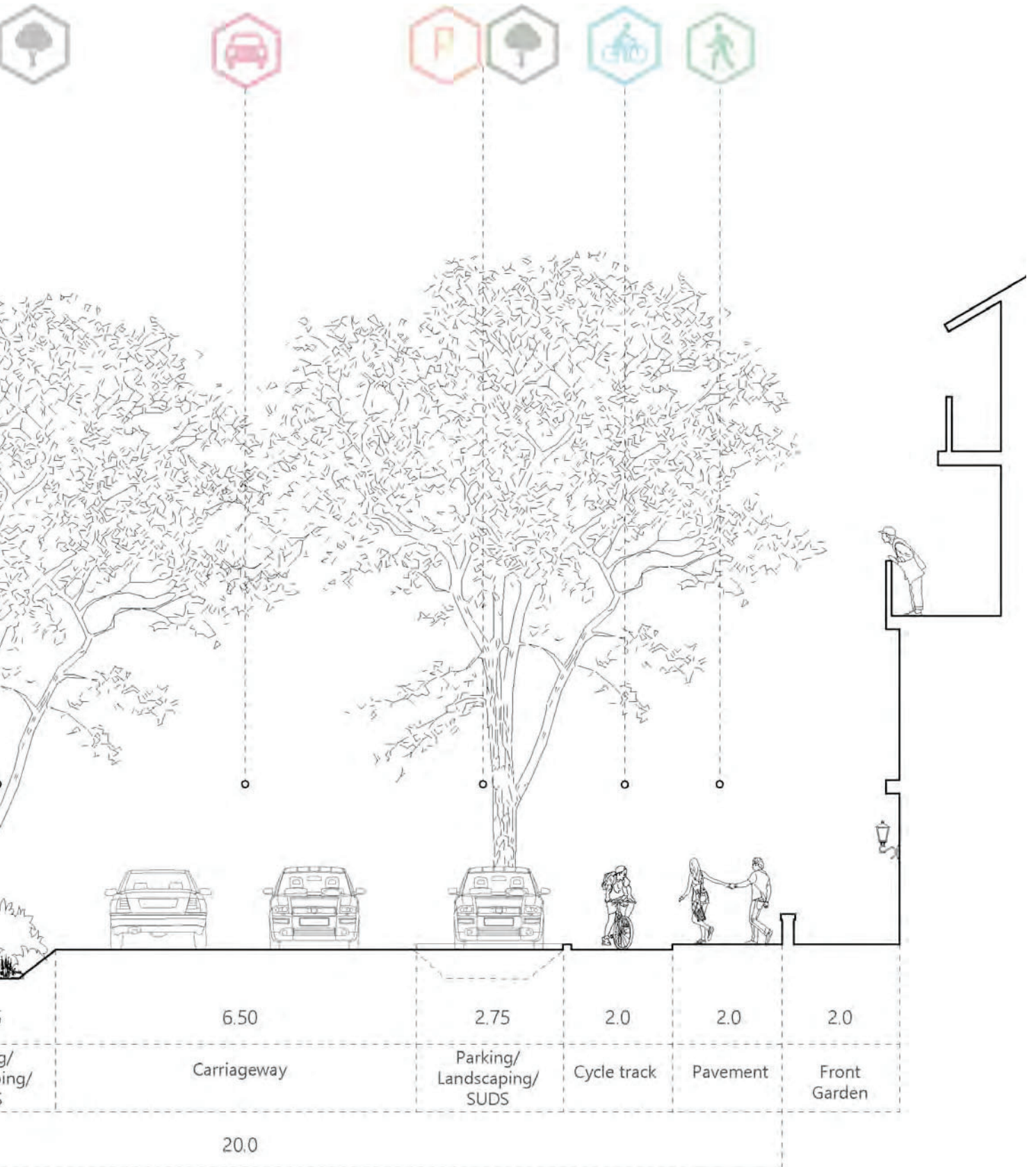
The street also features parking on either side of the carriageway that can be swapped alternatively with avenue of trees providing a formal street setup. A formal boundary wall is to be used to separate public and private residential spaces.



Trumpington Meadows ©John Sutton



Figure 37 Primary Street Section





Bicester Eco Town

The role of the secondary streets is to provide north-south access to the residential neighbourhoods. The streets are designed to be narrower with tree planters and casual on-street parking on alternate sides to calm the traffic. The street is to be shared surface with pedestrians and cyclists having priority over cars. The frontage on these streets will use boundary walls as primary streets to demarcate residential properties.

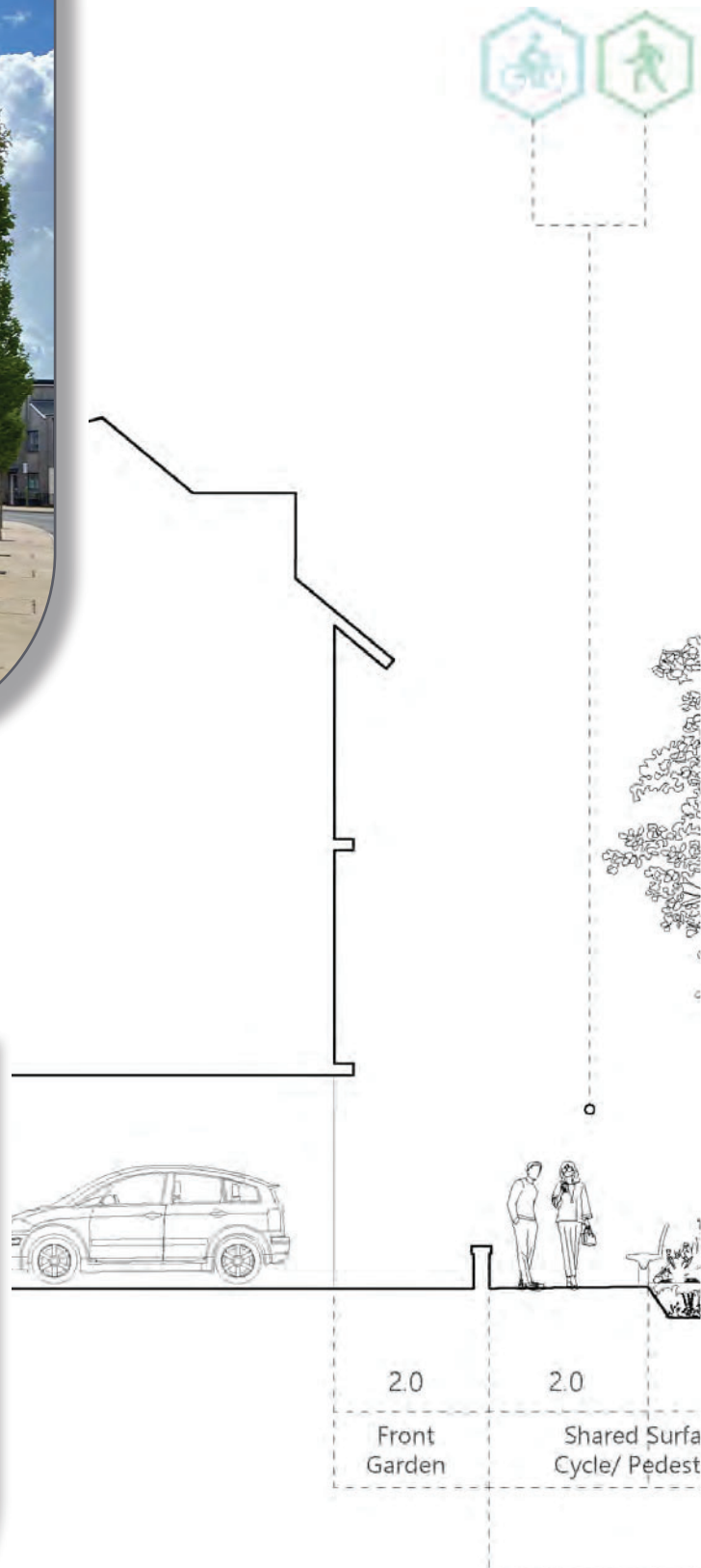
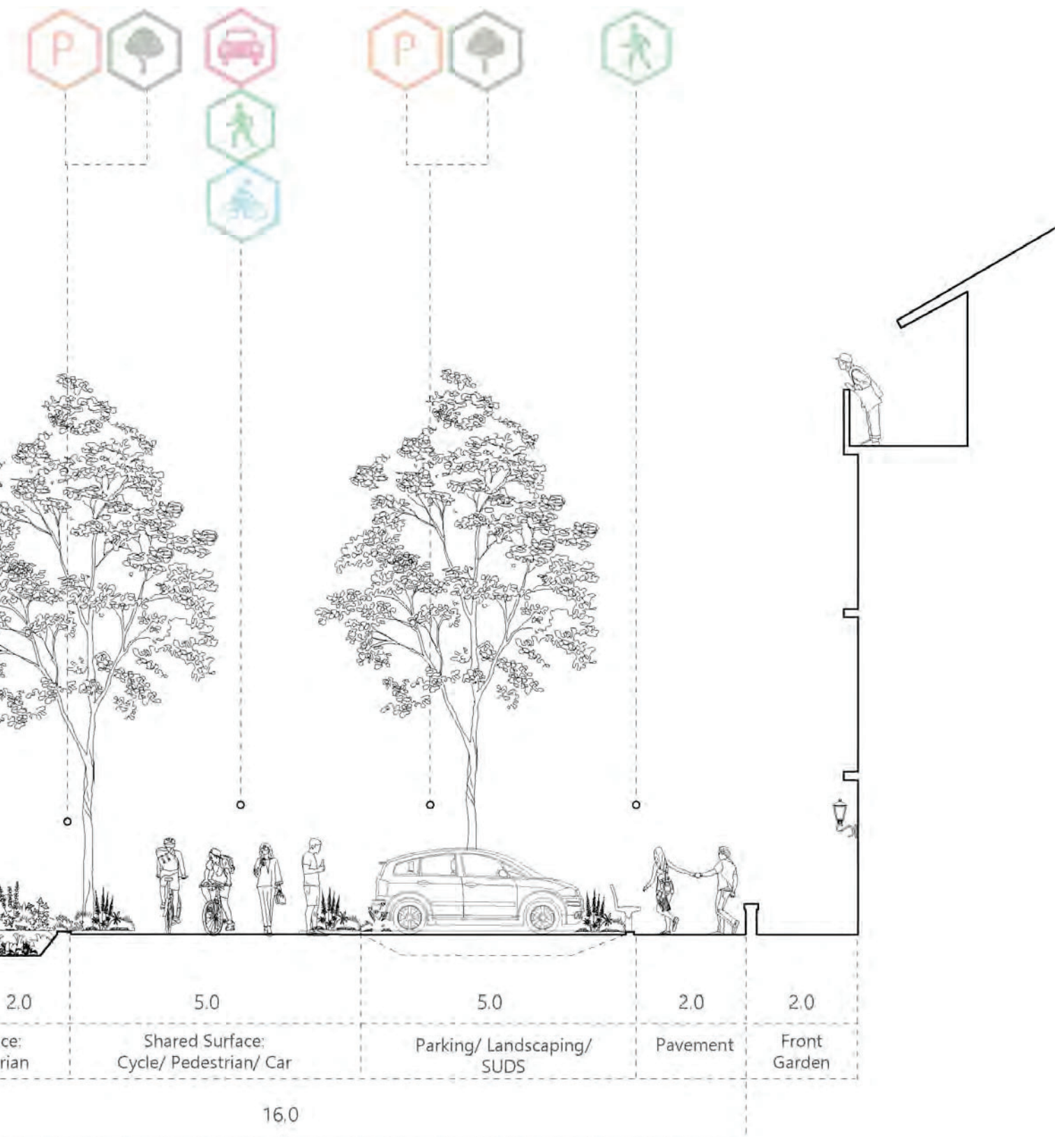
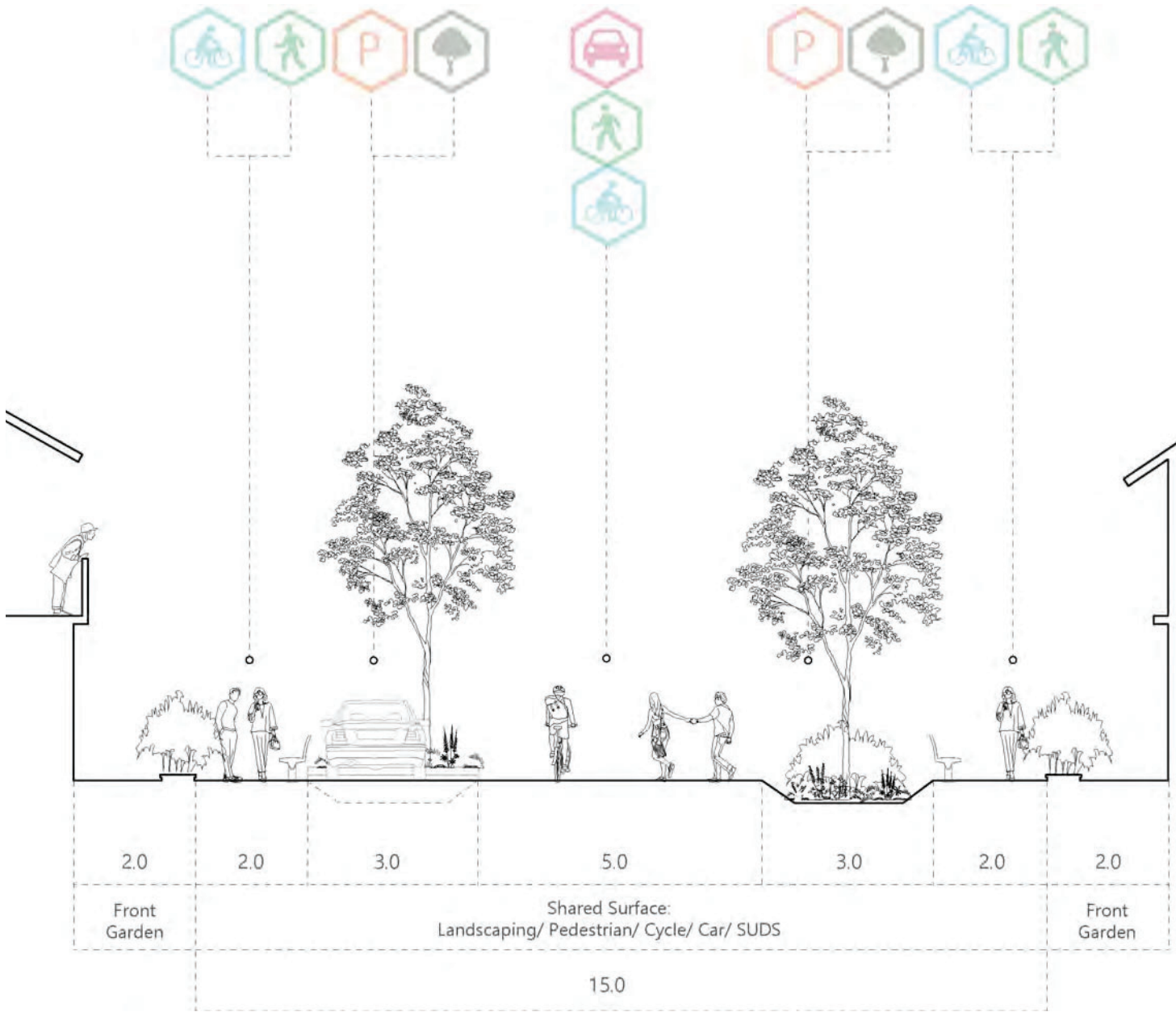


Figure 38 Secondary Street Section





**Figure 39** Tertiary Shared Surface Street Section

The rural edge streets are much more shorter in width than residential streets making it a shared driveway for the residential properties along the rural edge. It is envisioned to be predominantly pedestrian street. The additional planting provided in front of the residential properties will encourage the community residing here to take upon themselves to maintain this vegetation.





Greater Kneighton, Cambridge

The tertiary or residential streets are quiet internal streets with narrow driveway that will be shared with pedestrians and cyclists. The streetscape is more informal making it difficult to travel at faster speeds. The residential frontage is minimal with short hedges and planting marking the residential property from the street.

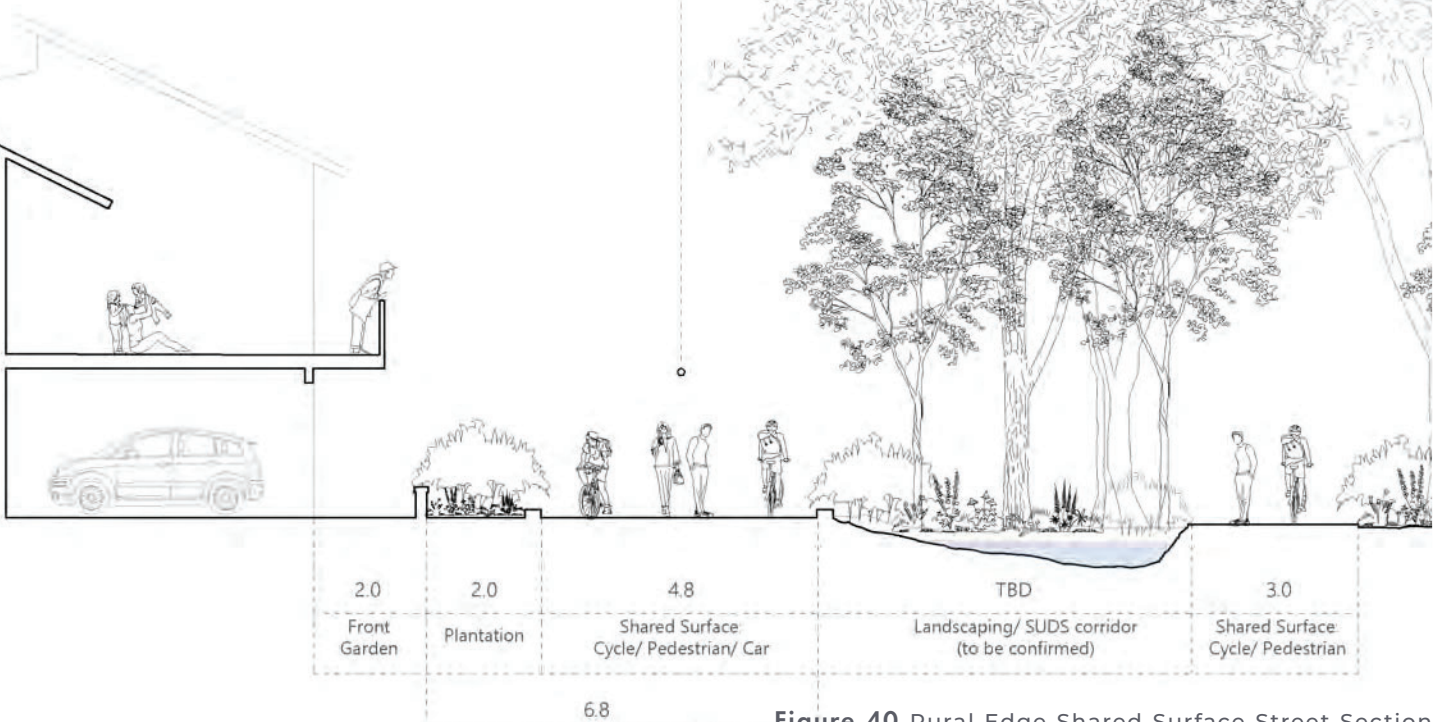


Figure 40 Rural Edge Shared Surface Street Section