

Graven Hill
Street Hierarchy Summary
29.07.2015

Graven Hill Terminology OCC RRDG Terminology	1. Primary Street Type 3: Major Access Road	2. Secondary Street Type 4: Minor Access Road	3. Tertiary Street 01 Type 6: Access Way	4. Tertiary Street 02 Type 8: Mews	5. Parking Courts N/A
Design Code Character Area Reference	Village Centre / Circular Railway / Tree-Lined Boulevard	Community Streets	Rural Lanes / Swale Park	Urban Lanes	N/A
Function	The Primary Street acts as a spine through the development linking the east and west ends of the development with the village centre and link road. Much of the built form along the Primary Streets will be 3 - 4 storeys high.	The Secondary Streets branch off the Primary Street into the outer residential parcels, linking them with the village centre. Much of the built form along these second tier streets will be 2 - 2.5 storeys high.	Tertiary 01 streets generally wrap around the fringes of the residential parcels with green open space on one side, creating softer edges around the perimeter of the development and minimising vehicular intrusion.	Tertiary 02 streets branch off the Secondary Streets and provide direct access to residential plots with a meandering shared surface around in-carriageway tree planting and unallocated parking bays.	Parking Courts are found within the residential parcels and accessed off both Primary and Secondary Streets .
Design Speed	20 mph	20 mph	20 mph	20 mph	10 mph
Adoptable Highway	Yes	Yes	Yes	No	No
Footway	2 x 2.0 m footways, generally	2 x 2.0m footways	shared use	shared use	shared use
Cycle movement	2 x 1.75m dedicated cycle lanes	within road	within road	within road	shared use
Bus Movement	Mixed with general traffic. Bus stops along street. One-way.	None <i>N.B. Except along LTA.1 temporary bus route where 5.5m</i>	None	None	None
Maximum No. Of Properties Served	No restriction	Up to 300	Up to 25	Up to 25	N/A
Minimum carriageway / shared surface width	6.0m	4.8m <i>N.B. Except along LTA.1 temporary bus route where 5.5m</i>	4.8m shared use carriageway with 1.2m grass verge zone generally, widening to 6.0m carriageway at plot entrances. <i>N.B. Except along LTA.1 temporary bus route where 5.5m</i>	Min. 3.5m at junctions, widening to 6.0m (including 1.0m demarcated footway)	Min. 3.5m at entrance and 6m between parking bays
Access to units	Limited direct access.	100% direct access or grouped access (urban lanes)	100% direct access	Yes	No
Carriageway surfacing	Macadam generally with stone chippings and block setts to edges.	Macadam	Macadam with stone chippings	Macadam	Macadam
Footway surfacing	Paved	Paved	N/A (shared use)	N/A (shared use)	N/A (shared use)
Cycleway surfacing	Macadam (contrast with carriageway macadam)	N/A	N/A	N/A	N/A
Kerbing	Various	Various	None - shared surface	None - shared surface	None - shared surface

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Vehicle Swept Path	Buses	Refuse vehicles and emergency service vehicles	Refuse vehicles and emergency service vehicles	Refuse vehicles and emergency service vehicles	Motor vehicles
Parking	Generally parallel on-street parking bays (2.5 x 6.0m) along both sides of carriageway. 60deg Echelon parking bays along village centre high street.	Occasional blocks of on-street parallel and perpendicular parking bays for unallocated provision.	Generally parallel parking bays along green edge of carriageway for unallocated provision.	Mix of allocated and unallocated shared surface parking.	Mix of allocated and unallocated shared surface parking.
Forward visibility	45m	33m	10m	10m	None
Junction sightlines (X+Y)	2.4m x 33m	2.4m x 33m	2.4m x 25m	2.4m x 10m	2.4m x 10m
Junction radii	6.0m max.	6.0m max at junction with Primary Street, 4.5m max. / 2.5m min. elsewhere	4.5m max. / 2.5m min.	4.5m max. / 2.5m min.	2.0m min.
Street Lighting	Lighting columns	Lighting columns	None	TBC	TBC
Statutory services	In footway. Drainage in carriageway.	In footway. Drainage in carriageway.	Carriageway infiltration drainage blankets. Demarcated service strips.	Carriageway infiltration drainage blankets. Demarcated service strips.	Demarcated service strip