

### PRIMARY STREETS

6.27 In addition to the land set aside for a possible grid road the Primary Streets are the principal structuring element of the proposed development. They will be designed to achieve three aims:

1. to accommodate vehicular capacity without compromising character;
2. to provide a network of legible, direct streets design in accordance with the Manual for Streets; and
3. to complement and enhance the local network of public footpaths, cycleways and bridleways.

6.28 Broadly, they will comprise of two lanes of traffic in a 6.2m wide carriageway either side of which there is a tree planting zone, visitor parking area or verge and a combined footpath / cycleway or a footpath. Buildings will front directly onto the Primary Streets establishing an urban character and sense of enclosure. The exception to this is that a small section of the primary street network, as the streets lead off the two main access roundabouts (Bottledump - Tattenhoe) will be slightly wider, at 7.3m wide to facilitate the connection with the roundabouts.

6.29 The quality of the environment created along the Primary Streets is as important as the provision for movement, particularly for vehicles. With building entrances, walking and cycle movements, on-street parking vehicular movements along and access to other streets and spaces, the primary streets have the opportunity to be very active and vibrant.

6.30 Junctions with other primary streets – where appropriate, may be facilitated and controlled by light controlled junctions, with other important pedestrian desire lines benefiting from traffic lights. Lower level junctions will be simple priority junctions. The design speed is 30mph and should be viewed as a maximum speed limit. If any additional traffic calming is required to light controlled junctions, these should be non-vertical measures.

6.31 The use of high quality materials, surfacing and street tree landscaping will help to create an attractive public realm, as will seeking to minimise the visual impact of road signage wherever possible.

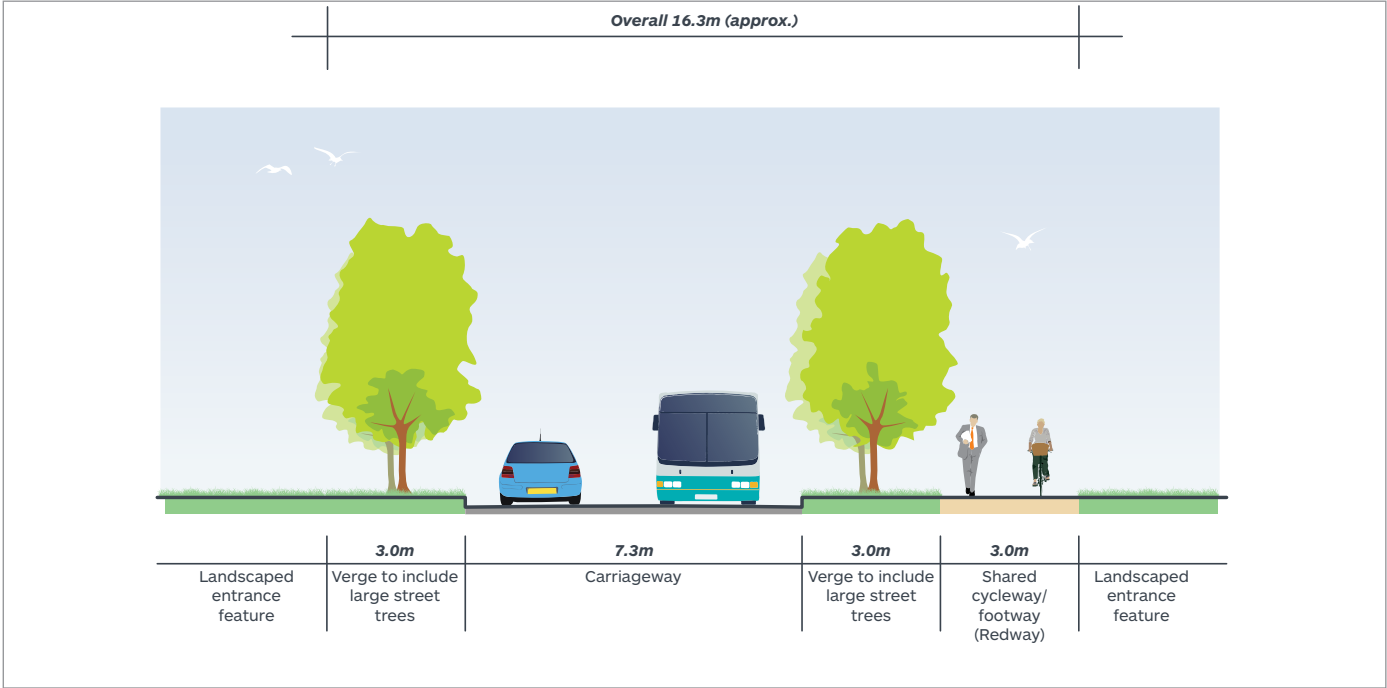


Figure 6.11: Primary Street Section - P1

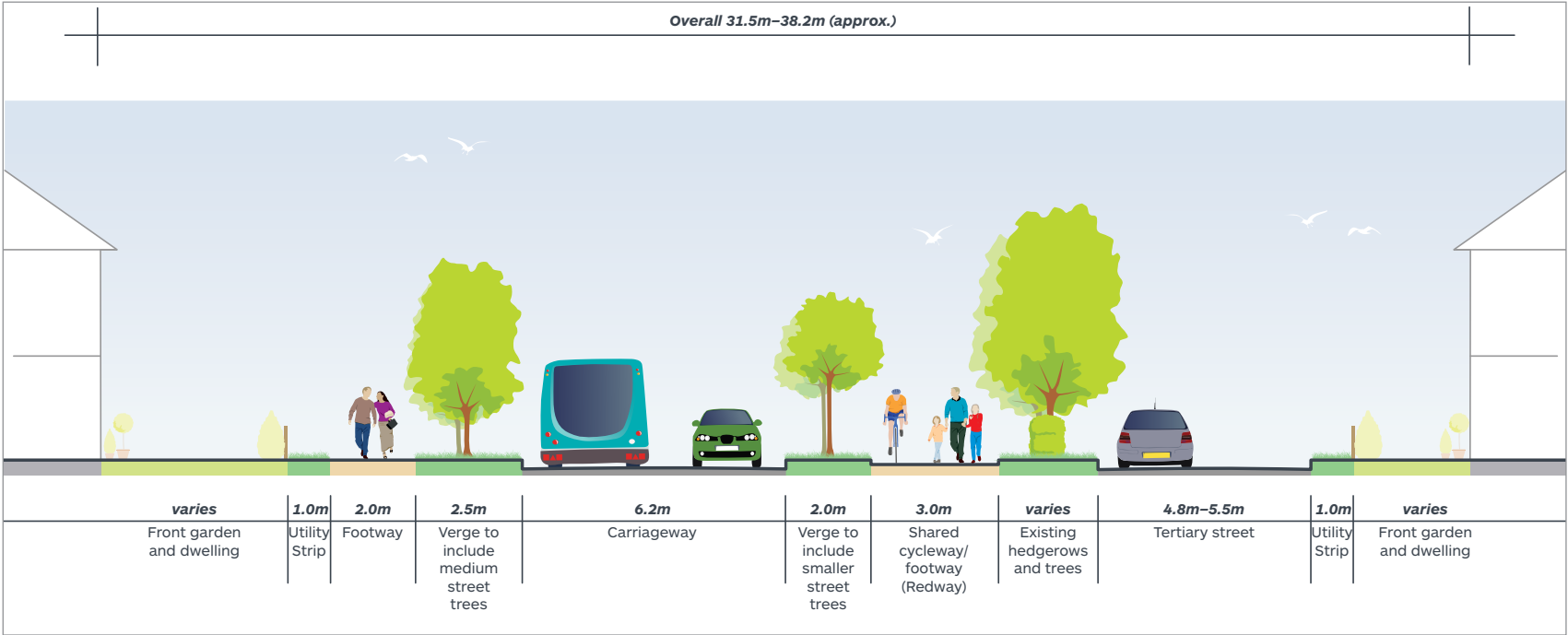


Figure 6.12: Primary Street Section - P2