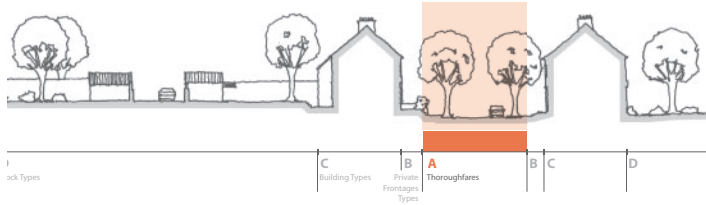


PART II SECTION A



# PUBLIC THOROUGHFARES



The Sherford Town Plan is based upon an interconnected network of various types of thoroughfares (streets) and a hierarchy of civic spaces, which respond to the needs of the pedestrian while also allowing for vehicular accessibility.

Section A contains information on different thoroughfare types that make up the circulation network. The coding of these types is distinguished by different criteria relating to right of way, pavement width, street layout and on street parking arrangements. Other elements such as speed limits, radii, gradient, sightlines and kerb details have been dealt with in a more generic section on Street Design in Part I of the Code.

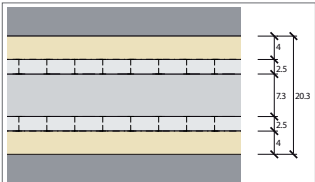
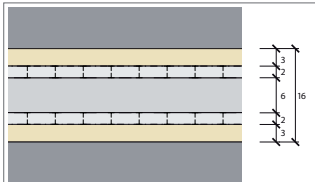
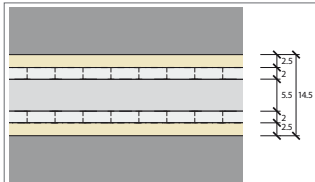
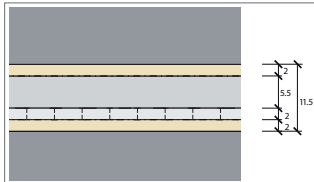
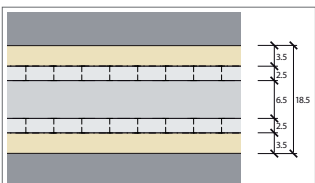
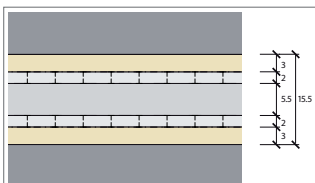
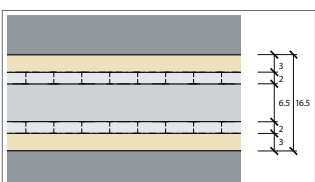
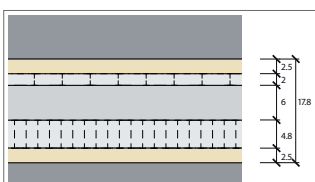
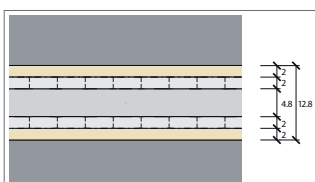
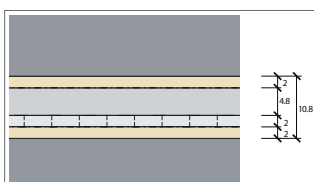
# LINEAR FORMS

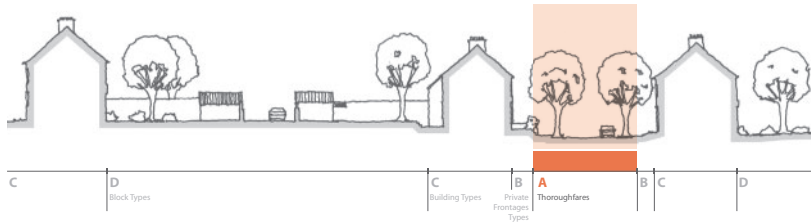
All the thoroughfare types within Sherford have been classified into linear and nodal forms. The linear forms are based on a matrix of avenues, streets (principal, secondary and tertiary), streets into open space(\*), lanes and mews. The nodal types have been classified in terms of T and Y junctions, crossroads, five-arm junctions, squares, circuses and crescents.

All the streets are defined in terms of 'right of way' i.e. the total adopted space between the private property lines and vehicular movement width. For example A3.3 thoroughfare type (ST - 12.8 - 4.8) is a street with a 12.8m adopted width with a 4.8m vehicular movement area, 2m wide footpaths on both sides, 2m wide parallel parking bays on both sides and is for a secondary type street. More details can be found in the town wide regulations section.

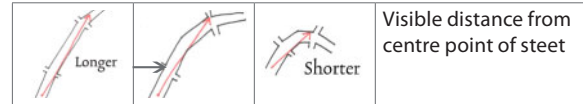
The linear forms identified in the matrix below may be adjusted to accommodate shared space principles and other street dimensions which may be appropriate in relation to topographical issues and the relationship of the street to the adjacent buildings. The street widths may also vary along their length by use of the principles of tracking (as set out in the town wide regulations).

(\* ) The 'streets into open space' type has been added to allow for parks, greens etc – these can also be used with the square, circus and crescent within the nodal types.

		A1 AVENUES	A2 PRINCIPAL STREETS	A3 SECONDARY STREETS	A4 TERTIARY STREETS
FORMAL	1	 AV - 20.3 - 7.3	 ST - 16.0 - 6.0	 ST - 14.5 - 5.5	 ST - 11.5 - 5.5
	2	 AV - 18.5 - 6.5	 ST - 15.5 - 5.5		
	3	 AV - 16.5 - 6.5	 ST - 17.8 - 6.0	 ST - 12.8 - 4.8	 ST - 10.8 - 4.8
INFORMAL					



Key for Permitted Street Alignment Criteria			
	S = straight		C = curved (regular or organic depending on formal subtype)
	S,1 = up to one change of direction between junctions		C,1 = up to one change of direction between junctions
	S,2 = up to two changes of direction between junctions		C,2 = up to two changes of direction between junctions

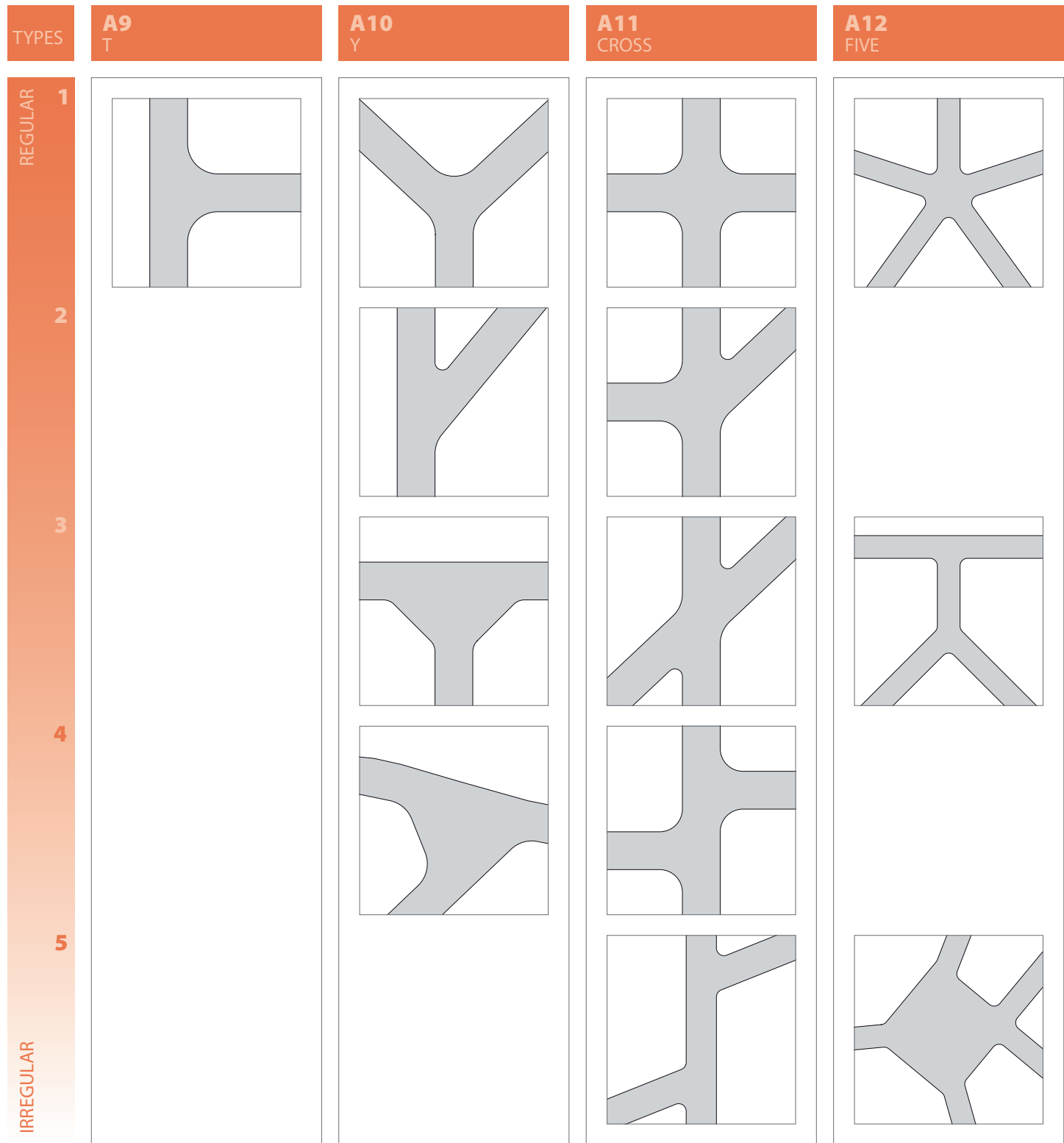


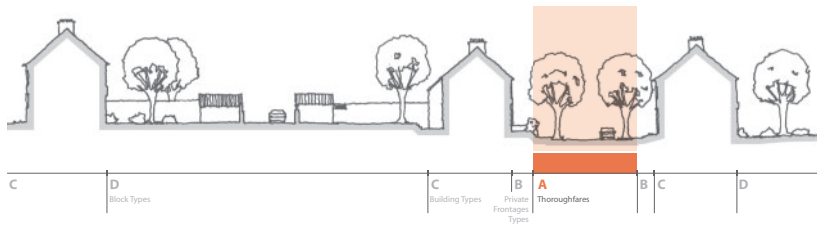
**General notes**  
 150-200 = line length in metres  
 Carriageway widths are minima.

A5 STREETS INTO OPEN SPACE	A6 LANE	A7 MEWS 1	A8 MEWS 2
<p>ST – 10.5 – 5.5</p>	<p>LA – 12.8 – 4.8</p>	<p>MW – 8.8 – 4.8 (parallel parking both sides)</p>	<p>MW – 10.8 – 6.0 (perpendicular parking one side)</p>
<p>ST – 15.8 – 6.0</p>	<p>LA – 10.8 – 4.8</p>	<p>MW – 7.5 – 3.5 (parallel parking both sides)</p>	<p>MW – 5.5 – 3.5 (parallel parking one side)</p>
<p>ST – 9.5 – 5.5</p>	<p>LA – 8.8 – 4.8</p>	<p>MW – 6.4 – 4.8 (parallel parking one side)</p>	<p>MW – 4.8 – 4.8 (no parking) (mews entrance condition also 3.5)</p>

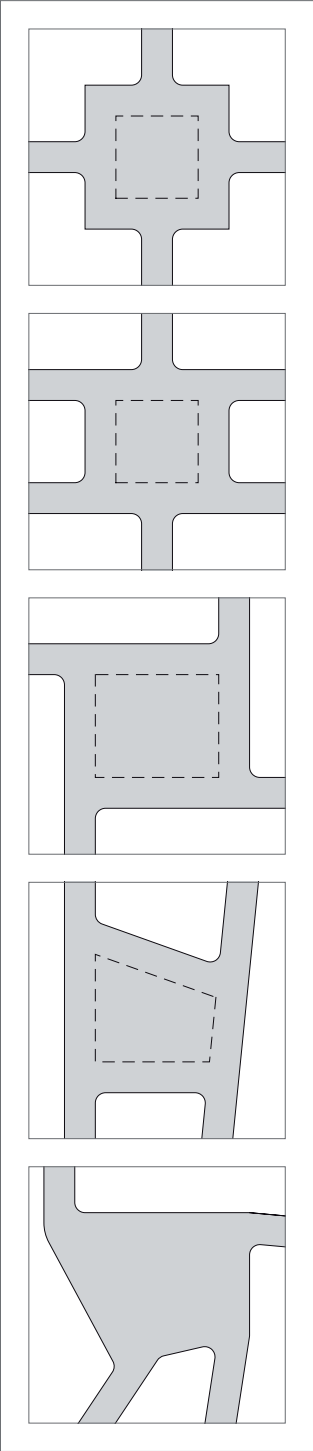
# NODAL FORMS

The diagrams below illustrate how junctions can be formed at Sherford. There are other possible variations for connecting streets, and all street layouts will need to be discussed and agreed with the local highway authority for planning and adoption approvals. The concepts below can be varied to take into account topographical issues, to allow for shared space concepts and for other features, such as mini roundabouts. The section on linear forms will provide the street sections that make up the arms of each node, and information from the town wide regulations section will need to be applied in order to design in detail, for example, sight line requirements and gradients.

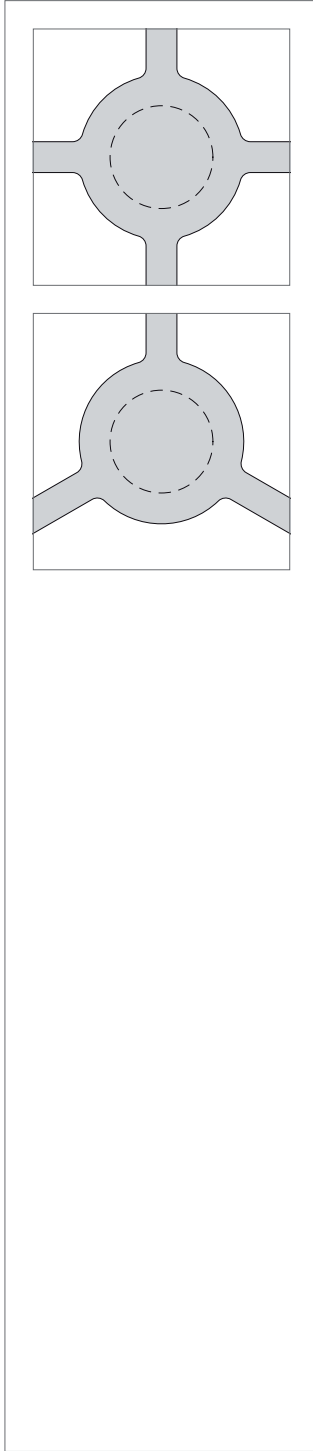




**A13**  
SQUARE



**A14**  
CIRCUS



**A15**  
CRESCENT

