

CWA004 - Cheshire West and Cheshire
Movement Typologies

	1A	1B	1C	2A	2B	2C	3A	3B	3C	3D	4A	4B
	Principal Streets - Avenue	High Street - Arterial	High Street - Low traffic / traffic free	Primary Residential Street	Secondary Residential Street	Pedestrian Priority Residential Street	Tertiary Residential Street - Mews	Tertiary Residential Street - Ginnels / Courts	Tertiary Residential Street - Lanes	Paths	Industrial Distributor Roads	Industrial Estate Roads
Overall width (between buildings)	19.0m - 31.1m (single) 26.0m - 35.0m (dual)	22.0m - 37.5m (single) 28.0m - 44.0m (dual)	13.0m - 22.0m	14.0m - 22.3m	9.0m - 22.3m	8.5m - 15.0m	5.6m - 7.0m	2.6m - 3.6m (without frontages) 4.1m - 5.6m (with frontages)	6.5m typical corridor width	N/A	18.3m - 22.0m	14.8m - 16.7m
Carriageway Width (excluding cycle lanes)	6.0m - 7.0m (single) 12.0 - 13.0 (dual) Excludes any central reservation	6.0m - 6.5m (single) 12.0 - 13.0 (dual) Excludes any central reservation	4.0m (one way + contraflow) 5.0m (two way)	5.0m - 5.5m	4.0m (one way + cycle contraflow) 4.5m (two way - with passing places) 5.0m (2 way - without passing places)	4.8m shared surface carriageway with 1.35m service strips either side	Minimum: 5.0m Maximum: 6.0m	2.0m - 3.0m (without frontages) 3.5m - 5.0m (with frontages) Minimum 3.0m (with cycle access)	3.0m (access only / traffic free) 3.7 (through vehicle access - w/ cycle lane) 4.8 (shared surface - w/1.35m service strip either side)	N/A	7.3m (no direct access) 9.0m (direct access to units)	7.3m (with cycle lane) 7.9m (no cycle lane)
Verge	Optional (not used with parking) Mandatory for frontage access Minimum 2.0m (with trees) Minimum 1.0m (planting or SuDS)	Optional Minimum 2.0m (with trees) Minimum 1.0m (planting or SuDS)	N/A	Required when no parking Minimum 2.0m (with trees) Minimum 1.0m (planting or SuDS)	Optional (not used with parking) Minimum 2.0m (with trees) Minimum 1.0m (planting or SuDS)	N/A	N/A	N/A	Optional : Minimum - 2.0m (no cycle lane) Minimum - 1.5 (with cycle lane)	N/A	Minimum 2.0m	N/A
On street parking	Optional (not used with verges) Minimum width: 2.4m (parallel) 3.0m (accessible)	Optional Minimum width 2.4m (parallel) 3.0m (accessible) 5-15 (perpendicular & echelon)	Optional Minimum width: 2.4m (parallel) 3.0m (accessible)	Optional Minimum width: 2.4m (parallel) 3.0m (accessible)	Optional Minimu width: 2.4m (parallel) 3.0m (accessible)	N/A. Parking should be accommodated within private frontage parking courts, driveways or designated bays outside the adopted highway.	N/A	N/A	Optional occasional parking and passing places	N/A	N/A	N/A
Pavement	Minimum 3.0m (both sides)	Minimum 5.0m (both sides)	Minimum 4.0m (both sides)	Minimum 2.5m (both sides)	Minimum 2.0m (both sides - with buildouts or verge) 2.5m (both sides - without)	N/A (shared surface environment)	N/A	N/A	Minimum 2.0m (with traffic) N/A (access only / traffic free)	Minimum 2.0m (no planting or lighting) 2.5 (with lighting)	Minimum 2.0m	Minimum 2.0m
Central reservation	Optional Minimum widths: 2.0m (with trees) 1.5m (planting or SuDS) 2.0m (island) 0.6m (flush paved strip)	Optional Minimum widths: 2.0m (with trees) 1.5m (planting or SuDS) 0.6m (flush paved strip) 2.0m (island)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional Minimum widths: 2.0m (with trees) 1.5m (planting or SuDS)	N/A
Plot set back	Minimum 1.0m Maximum 3.0m	Minimum 1.0m (Should vary)	Minimum 0.5m Maximum 2.0m	Minimum 1.0m Maximum 3.0m	Minimum 0.5m Maximum 2.0m (no front parking) Maximum - 5.5m (with front parking)	Minimum 0.5m. Maximum 2.0m (without front parking). Maximum 5.5m (with front parking).	0.3m - 0.5m (private strip) 0.5m - 2.0m (front garden)	0.3m (private strip)	Minimum 0.5m Maximum 2.0m (no front parking) Maximum - 5.5m (with front parking)	Minimum 1.5m	N/A	N/A
Enclosure ratio	1 : 2 (urban) 1 : 4 (suburban)	1 : 1 (ideal) 1 : 2 (minimum)	1 : 2 (ideal)	1 : 1 (ideal) 1 : 3 (minimum)	1 : 1 (ideal) 1 : 3 (minimum)	1:1 (ideal)	1 : 1 (ideal) 1 : 2 (minimum)	2:1 (minimum)	N/A	N/A	N/A	N/A
Design Speed (not limit)	20 - 30 mph	20 mph	15 mph	20 mph	15 mph	5 mph	5 mph	N/A	20 mph 30 mph (separate cycle lane)	N/A	30 mph	20 mph
Minimum centre line radius	20m	15m	N/A	15m	N/A	N/A	N/A	N/A	N/A	N/A	60m	60m
Minimum forward visibility	50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	70m	60m
Maximum unrestrained length (without speed mitigation)	100m	60-70m	N/A	60-70m	60m	30m	30m	N/A	50m	N/A	100m	60-70m
Minimum longitudinal gradient	1:150 (6.67%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)	1:150 (6.66%)
Crossfall (carriageway)	1:40 (2.5%)	1:40 (2.5%)	1:60 (1.67%)	1:40 (2.5%)	1:40 (2.5%)	1:60 (1.67%) toward central drainage channel	1:60 (1.67%)	N/A	1:40 (2.5%)	N/A	1:40 (2.5%)	1:40 (2.5%)
Crossfall (footway and cycle lane)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)	N/A (shared surface)	N/A (shared)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)	1:60 (1.67%)
Carriageway Functions	Two lanes minimum. Can be increased to a dual carriageway separated by a central reservation. A bus or transit lane can be included. Regular cross section.	Two lanes minimum,. Can be increased to a dual carriageway separated by a central reservation. A bus or transit lane can be included.	One way or two way running. A contraflow on street cycle lane must be included if one way. Widths can vary	Two running lanes, regular cross section.	One or two way. Passing spaces should be provided where carriageway is narrower than 5.0m, with a maximum 50m spacing. A contraflow on street cycle lane must be included if one way. Widths can vary	Shared pedestrian-priority surface with limited vehicle access. Through traffic should be discouraged through layout and street design. Vehicle movement should be subservient to pedestrian activity. Passing spaces should be provided where required. Surface materials and detailing should reinforce low vehicle speeds.	Shared, level surface carriageway. Can be traffic tree, or access only. Through access must be limited.	Not applicable, fully pedestrianised.	If trafficked, passing spaces must be provided at a maximum spacing of 50m. Width can vary	N/A	Two running lanes. Width depends on whether units have direct access. Flexible or rigid construction.	Two running lanes. Flexible or rigid construction.
Central reservation	Optional. Can either be - Soft landscaped, with trees, biodiverse planting, or SuDS - A hard paved island, or parking - A narrow flush block paved strip to visually narrow the running lanes.	Encouraged Can either be - Soft landscaped, with trees, biodiverse planting, or SuDS - A hard paved island, this can vary in width and be built to include public space, buildings and amenities. - A narrow flush block paved strip to visually narrow the running lanes.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Can include a tree lined verge, or contain a linear SuDS feature. Must not be amenity grass.	N/A
Crossings	Include regular crossings at desire lines.	Include regular controlled crossings. Access to Type 2.B, 4, 5 streets must be via continuous crossings.	Include regular crossings at desire lines. Access to Type 2.B, 4, 5 streets must be via continuous crossings.	Include regular crossings at desire lines. Access to Type 2.B, 4, 5 streets must be via continuous crossings.	Include regular crossings at desire lines. Access to Type 5 streets must be via continuous crossings.	Pedestrian priority throughout. Formal crossings are generally unnecessary continuous surface treatment should be maintained across vehicle access points.	N/A	N/A	Include regular crossing at desire lines if trafficked.	N/A	Include regular controlled crossings.	Include regular controlled crossings.
Greenery	Must include street trees every 10 - 20m, on both sides, in the central reservation, or both. Ground cover planting and SuDS should also be provided if space allows.	Must include street trees every 10 - 20m, on both sides, or in the central reservation. Ground cover planting and SuDS should also be provided if space allows.	Regular trees and planting should be provided within the public realm, integrated into footway space and public gathering areas. Street trees should help define character, improve comfort and provide shade whilst maintaining pedestrian movement.	Must include street trees every 10 - 20m, typically integrated within parking build-outs or verge spaces. Ground cover planting and SuDS should also be provided where space allows.	Should include street trees every 10 - 20m integrated within build-outs, parking bays or verge spaces. Ground cover planting and SuDS should also be provided where space allows.	Should include occasional street trees, rain gardens or planting areas integrated into the shared surface environment. Trees should typically be provided at intervals of approximately 20m where space permits.	Should include occasionally small trees, at least every 20m. Some form of greenery must be included.	Should include edge planting.	Must include trees every 10 - 20m in the verge or linear SuDS features.	Should include edge planting if space permits.	Must include street trees every 10 - 20m, on both sides, or in the central reservation. Ground cover planting and SuDS should also be provided if space allows.	Must include street trees every 10 - 20m, on at least one side.
Cycle provisions	Must include segregated cycle lanes.	Must include segregated cycle lanes.	On street provision. A contraflow on street cycle lane must be included if one way.	On street provision. Segregated cycle lanes should be provided where: - The street is on a key cycle route - There is regular HGV and bus traffic - Traffic is greater than 3000 pcu / 24hr. - It connects to a main cycle route	On street provision. A contraflow on street cycle lane must be included if one way.	Cycling permitted within the shared surface environment. No segregated provision required.	On street provision	Cycling should be permitted where Ginnel is more than 3.0m wide.	On street provision (untrafficked) Optional bi-directional segregated cycle lane (trafficked)	N/A	A segregated cycle lane must be provided. This can be either unidirectional on both sides of the road, or bi-directional on one side only.	A segregated cycle lane must be provided on both sides of the street. This should typically comprise 2.2m one-way cycle tracks separated from the carriageway by a buffer strip.
Public Transport	Buses must be permitted. The carriageway can include dedicated bus or transit lane.	Buses must be permitted. The carriageway can include dedicated bus or transit lane.	Buses not permitted (except midi / mini buses)	Street should accommodate buses. Bus gates must be provided on modal filters.	Buses not permitted (except midi / mini buses)	Not suitable for regular bus operation. Emergency and service vehicle access must be accommodated.	N/A	N/A	Can accommodate mini / midi buses.	N/A	Street can accommodate buses.	Street can accommodate buses.