

## Public Realm Framework

### 3.5 Street Type 2 ~ Secondary Pedestrian Streets...

Secondary Pedestrian Streets are located toward the periphery of the city centre and are of lesser importance based on their character, architecture, history and function. As a result they support low to medium pedestrian use. Secondary Pedestrian Streets tend to provide either strategic or local vehicle access routes within the city centre.

#### 2a) Strategic Access Streets

##### Description of Street Type

Strategic Access Streets accommodate low to medium pedestrian use as a consequence of their lesser importance in terms of their character, architecture, history and function. Their lesser importance as pedestrian routes mean that a lesser quality palette of materials is appropriate.

The primary function of Strategic Access Streets is as vehicular routes providing strategic vehicle access across the city, currently comprising the majority of the inner ring road and strategic approaches into the city centre (see Figure 3.3 – Existing Street Hierarchy). It is worth noting that as part of the aspirational development of Chester city centre's public realm, many of the existing Strategic Access Streets within and around the city walls could be upgraded to Principal Pedestrian Streets. These streets have been selected because of their association with the historic parts of the city centre and their importance in providing pedestrian links from the core to peripheral visitor attractions and destinations.



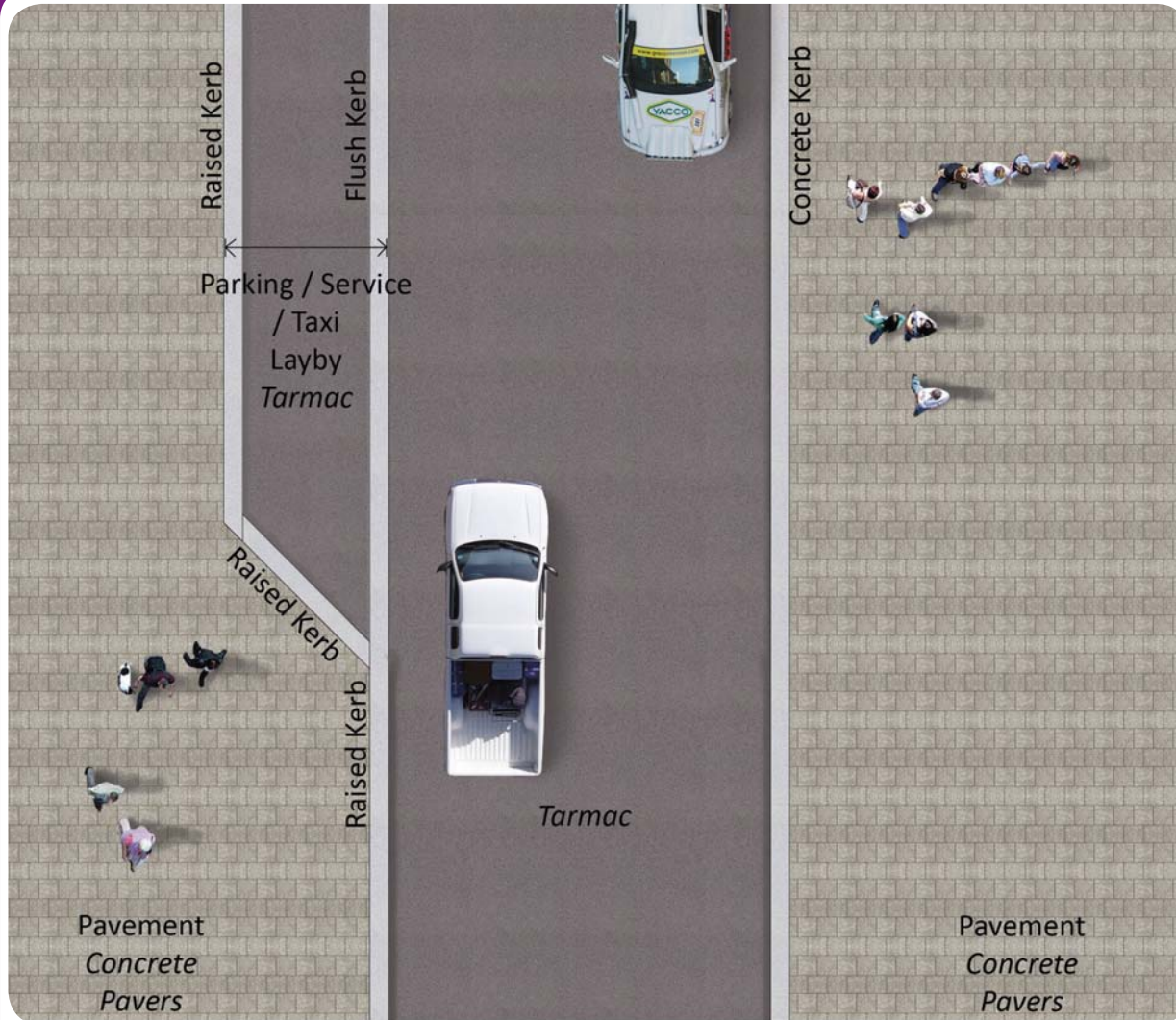
**2a Streets within existing street hierarchy:** Fountains roundabout, part of Hoole Way, Hoole Way roundabout, St Martin's Way, western part of Hunter Street, Nicholas Street, Grosvenor Road, Grosvenor roundabout, Grosvenor Street, Pepper Street, Little St John Street, Vicar's Lane, Love Street, Union Street, Bath Street, Grosvenor Park Road, City Road, Bars roundabout, Foregate Street (west of Bars roundabout), New Crane Street, Tower Road, South View Road



**2a Streets within aspirational street hierarchy:** Fountains roundabout, part of Hoole Way, Hoole Way roundabout, City Road, northern part of Bars roundabout, New Crane Street, Tower Road and South View Road.

#### Key Design Principles

- Use of functional concrete materials to pavements to reflect the lesser importance of the street for pedestrians.
- Lay-bys should be designed so that the continuity of the main kerb-line is maintained (reinforcing building lines).
- The width of pavements should be maximised, wherever possible through the narrowing of carriageways.
- Wherever possible, two-way streets should function without central white lines in order to encourage a more cautious response from drivers and reduce traffic speeds.



Street Type 2a – Strategic Access Street

**Street Type Materials**

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerb/channel	Concrete	Granite
Carriageway	Tarmacadam	-
Pavement	Concrete flags	-
Lay-bys	Tarmacadam (with flush concrete kerbs)	-
Street intersections/ pedestrian crossings	Tarmacadam	-
Tactile paving	Concrete	-

## 2b) Local Access Streets

### Description of Street Type

Within the Secondary Pedestrian Street hierarchy, Local Access Streets provide a secondary function to 2a – Strategic Access Streets as they accommodate only low to medium vehicle use. Their lesser importance as pedestrian routes mean that a lower quality palette of materials is appropriate.

It is worth noting that as part of the aspirational development of Chester city centre's public realm, many of the existing Local Access Streets within and around the city walls could be upgraded to Principal Pedestrian Streets. These streets have been selected because of their association with the historic parts of the city centre and their importance in providing pedestrian links from the core to peripheral visitor attractions.



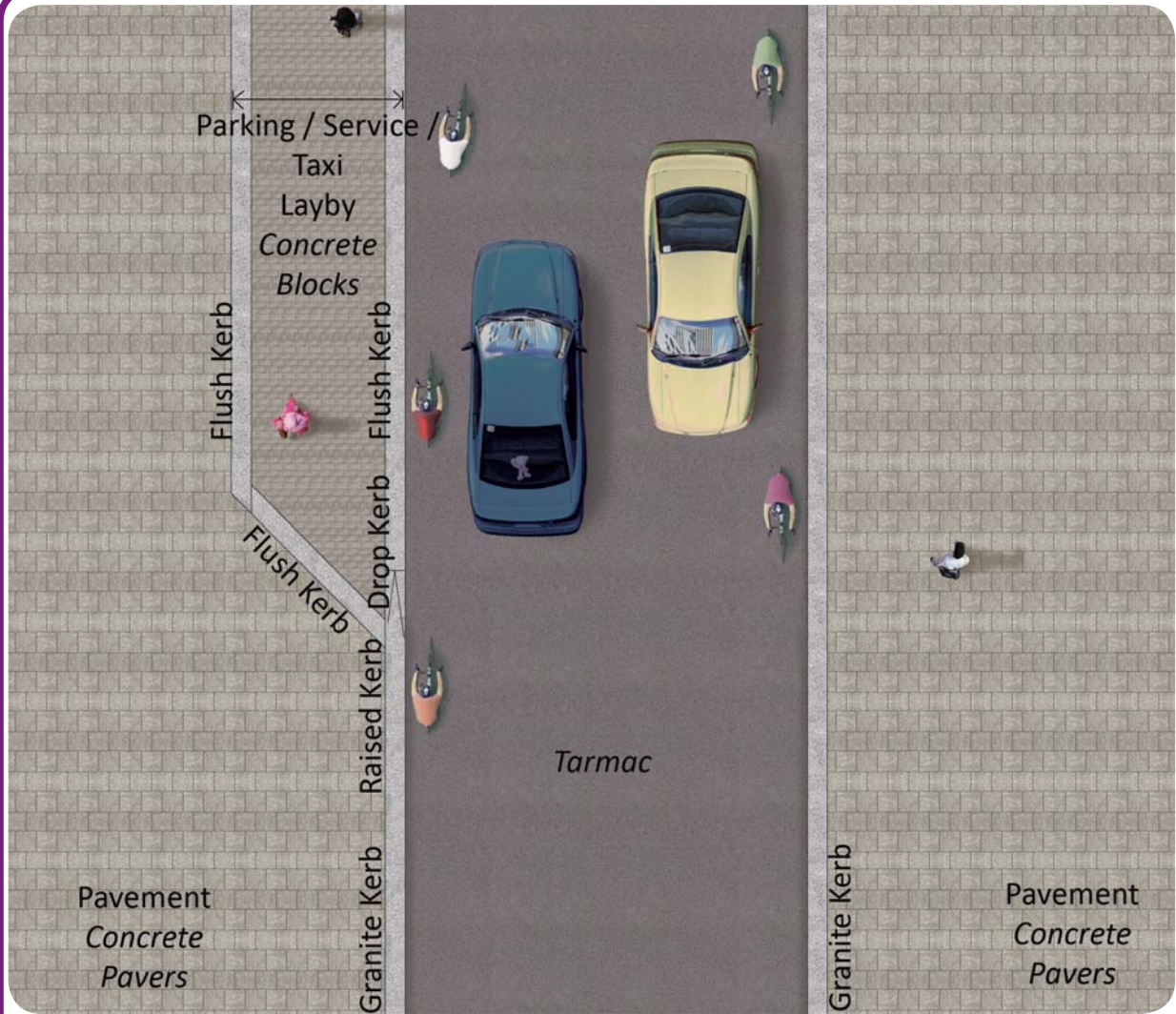
**2b Streets within existing street hierarchy:** Brook Street, Delamere Street, Gorse Stacks, George Street, Canal Street, City Walls Road, Nun's Road, Castle Drive, Souter's Lane, St John Street, Newgate Street and western part of Princess Street.



**2b Streets within aspirational street hierarchy:** part of Brook Street.

### Key Design Principles

- Use of functional concrete materials to pavements to reflect the lesser importance of the street for pedestrians.
- Lay-bys should be designed so that the continuity of the main kerb-line is maintained (reinforcing building lines).
- The use of concrete blocks within lay-bys to match the pavement material will reduce their visual impact and the use of flush kerbs to the rear of lay-bys (where they are not bus stops) will allow them to be used by pedestrians as part of the pavement.
- The width of pavements should be maximised, wherever possible through the narrowing of carriageways.
- Wherever possible, two-way streets should function without central white lines in order to encourage a more cautious response from drivers and reduce traffic speeds.



Street Type 2b – Local Access Street

**Street Type Materials**

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerb/channel	Granite	Concrete
Carriageway	Tarmacadam	-
Pavement	Concrete flags	-
Lay-bys	Concrete blocks (with flush granite kerbs)	-
Street intersections/ pedestrian crossings	Tarmacadam	-
Tactile paving	Concrete	-