

## Public Realm Framework

### 3.6 Street Type 3 ~ Minor Pedestrian Streets...

Minor Pedestrian Streets are much smaller in scale than the Principal and Secondary Pedestrian Streets. As a result, minor streets tend to be of lesser importance, with their primary function being the provision of vehicle and pedestrian access to residential and business properties within principal movement grid formed by Principal and Secondary Pedestrian Streets. As a result minor streets only support low pedestrian and vehicle use.

Minor streets within the historic parts of the city centre (and in particular within the city walls) often display traditional paving styles and natural stone materials and so the guidance below distinguishes between 'historic' and 'general' streets.

It is important to note that there is very little change in the Minor Streets between the existing and aspirational street hierarchies as it is anticipated that they will continue to support relatively low pedestrian levels. For this reason they have not been listed alongside the thumbnail plans below.

The only exceptions to this are Grosvenor Park Terrace, Russell Street and parts of Canal Side. These streets form part of the circular waterways route and for this reason are expected to experience higher pedestrian flows in the future. These have therefore been upgraded to Principal Pedestrian Streets in the Aspirational Street Hierarchy (Figure 3.4) and the use of higher quality materials will help to distinguish the route.

#### 3a Minor Historic Pedestrian Streets

##### Description of Street Type

Although of minor importance in terms of scale and function, a number of minor streets within the city centre core and particularly within the city walls are of historic importance by way of their architecture and vernacular street layout and materials. Although these streets only experience low pedestrian levels, they add to the richness of experience for visitors and allow an opportunity for exploration and discovery away from the activity and bustle of the Cross Streets. It is important that the materials used and idiosyncrasies applied to individual streets are maintained where they already exist and although unlikely to be of high priority it may be considered appropriate to return some minor streets within the historic core to a more traditional design where this has been lost.



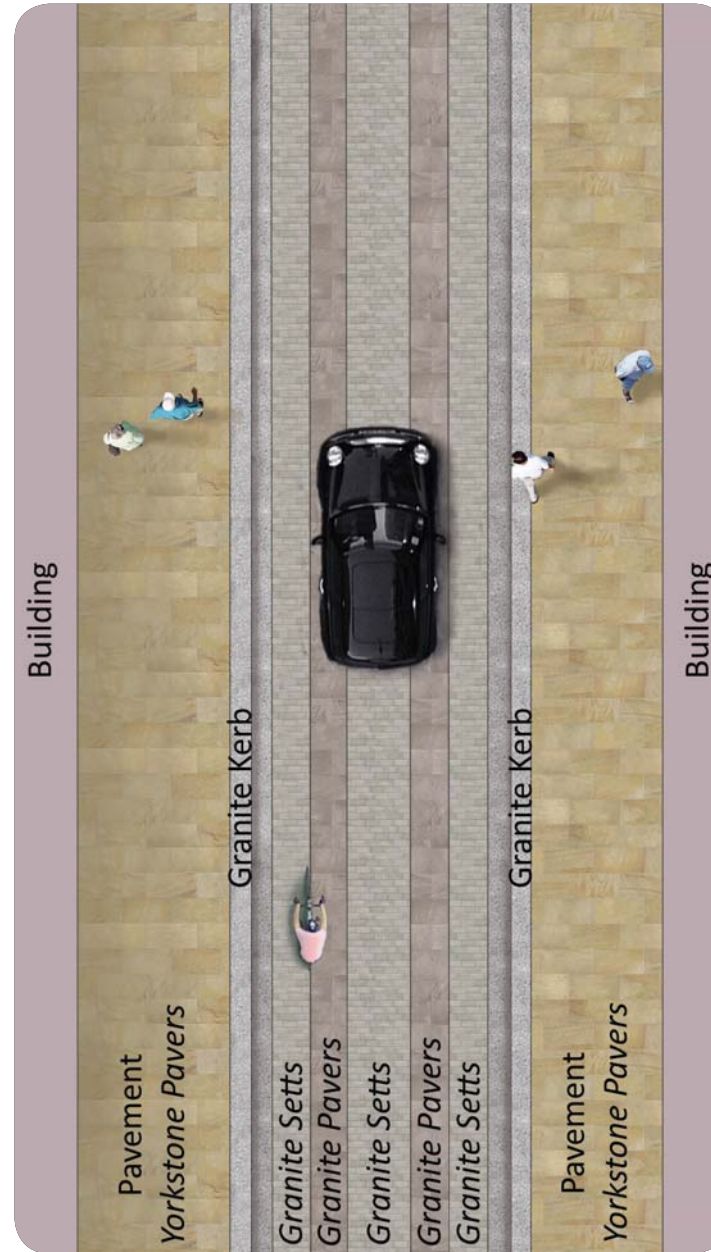
Type 3 Minor streets within existing street hierarchy



Type 3 Minor streets within aspirational street hierarchy

### Key Design Principles

- Existing materials should be retained and relaid wherever feasible.
- Where it is necessary to replace surfacing, new high quality stone materials should match and complement existing materials and their arrangement in order to preserve local distinctiveness (see illustration below for typical arrangement).
- Setts used in the carriageway must be laid to a smooth finish to allow ease of crossing by pedestrians.
- Existing kerb alignments should be preserved to conserve the character of Minor Historic Streets, however in some locations marginal widening of pavements may be beneficial.
- The scale of paving flags should reflect the scale of these minor streets, with smaller scale flag units used compared to Principal Pedestrian Streets.
- Parking and loading bays should be generally accommodated within the width of the carriageway.



### Street Type Materials

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

Function	Recommended Material	Potential Alternative Material
Kerb	Granite	-
Carriageway	Granite setts	River washed cobbles/ tarmacadam
Pavement	Yorkstone flags	Blue clay pavers (smooth or diamond patterned finish)
Street intersections/ pedestrian crossings	Granite setts	-
Tactile paving	Granite	-
Optional 'Wheeler's' to carriageway	Granite flags	-

Street Type 3a – Minor Historic Pedestrian Streets

### 3b General Minor Pedestrian Streets

#### Description of Street Type

These Minor Pedestrian Streets are generally found away from the historic city centre core, outside the city walls. These streets are not of historic importance by way of their architecture or vernacular street layout and materials and therefore a standard approach to the use and application of materials is required.



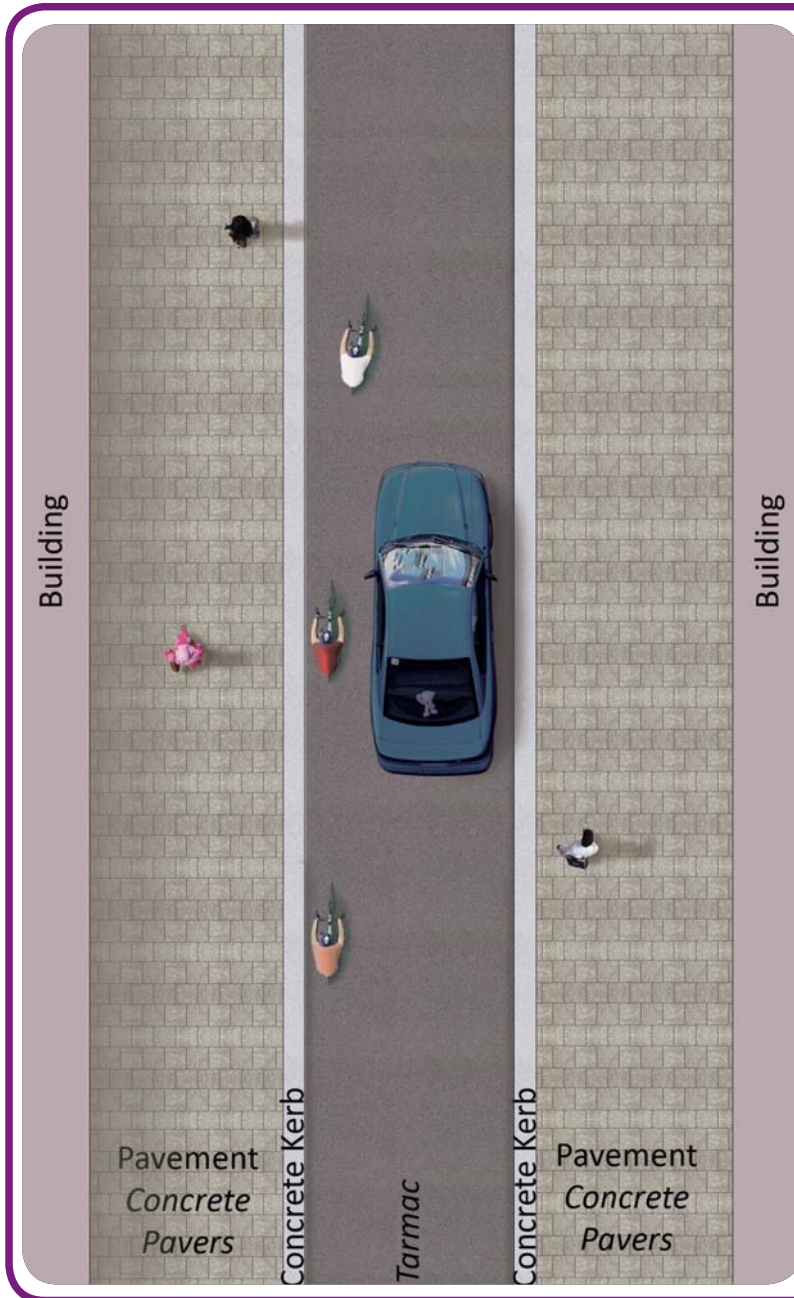
Type 3 Minor streets within existing street hierarchy



Type 3 Minor streets within aspirational street hierarchy

#### Key Design Principles

- Use of functional concrete materials to pavements to reflect the lesser importance of the street for pedestrians.
- 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.
- The scale of paving flags should reflect the scale of these minor streets, with smaller flag units used compared to Secondary Pedestrian Streets.
- Parking and loading bays should be generally accommodated within the carriageway.



**Street Type Materials**

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

Function	Recommended Material	Potential Alternative Material
Kerb	Concrete	Granite
Carriageway	Tarmacadam	-
Pavement	Concrete flags	Tarmacadam
Street intersections/ pedestrian crossings	Tarmacadam	-
Tactile paving	Concrete	-

Street Type 3b – General Minor Pedestrian Streets