

Street Type Table (2018 Edition)

Street type	Street description	Guide to number of dwellings served	Carriageway width, cycle and pedestrian requirements	Target max. driver speed	Max. gradient	Centre line radius	Kerb radii	Comments
A	Local distributor	n/a	<ul style="list-style-type: none"> 7.3m and 1 x 2m footway + 1 x 3.5m cycle/footway. Buses to use full laybys. Pedestrian and cycle crossings to be provided on identified desire lines. 		5%	DMRB	10m for residential use, 15m for industrial or mixed use	<ul style="list-style-type: none"> Multi-purpose through route and classification as county route required (PR2). Minimum 3m wide verges. Built frontage but no direct access. A straight section of carriageway to be provided from the entrance junction for 30 metres. Street lighting will be provided in accordance with ECC Operational Plan.
B	Link	n/a	<ul style="list-style-type: none"> 6.75m and 1 x 2m footway + 1 x 3.5m cycle/footway. Buses to use half laybys or stop on carriageway. Pedestrian and cycle crossings to be provided on identified desire lines. 	30mph	5%	44m	10m	<ul style="list-style-type: none"> Links neighbourhoods and also serves non-residential or industrial uses. Public transport route. Minimum 3m wide verges. No parking unless off carriageway provision is made. Built frontage but no frontage access within 15m from junctions. Egress in forward gear only within 15 - 30m from junctions. A straight section of carriageway to be provided from the entrance junction for 22 metres. Street lighting will be provided in accordance with ECC Operational Plan.
C	Mixed Use	n/a	<ul style="list-style-type: none"> 6.75m carriageway comprising of two 3m running lanes with generally a 0.75m central over run-able strip (can be wider) and 2 x 2m footways. Bus route. 	20mph	5%	20m	10m on a bus route otherwise 6m	<ul style="list-style-type: none"> Major streets in urban centres. Serves mixed uses. On-street parking in bays. Street trees required. A straight section of carriageway to be provided from the entrance junction for 22 metres. Street lighting to be provided in accordance with ECC operational Plan.
D	Feeder	700 units	<ul style="list-style-type: none"> 6m or 6.75m if a current bus route now or one is expected in the future. 1 x 2m footway + 1 x 3.5m cycle/footway. 	20mph	<ul style="list-style-type: none"> 8% 6% on a bus route 	20m	<ul style="list-style-type: none"> 6m 10m on a bus route 	<ul style="list-style-type: none"> May serve residential and non-residential uses. A 30 mph speed limit may be considered on a public transport route where it is not possible to provide appropriate traffic calming for a 20mph speed limit. 3 metre wide verges. No parking unless off carriageway provision is made. No frontage access within 15m from junctions. Egress in forward gear only within 15 - 30m from a junction. A straight section of carriageway to be provided from the entrance junction for 22 metres. Street lighting will be provided in accordance with ECC Operational Plan.
E	Access	400 units on a loop or 200 units in a cul de sac	<ul style="list-style-type: none"> 5.5m and 2 x 2m footways. Single footway where appropriate. 	20mph	8%	<ul style="list-style-type: none"> Min. 13.6m Max. 30m 	6m	<ul style="list-style-type: none"> Provide direct access to dwellings. A straight section of carriageway to be provided from the entrance junction for 15 metres. Street lighting will be provided in accordance with ECC Operational Plan.
F	Minor Access	100 units on a loop or 50 units in a cul de sac	<ul style="list-style-type: none"> Combined pedestrian and vehicular surface of 6m. Maximum length around 125m for a cul-de-sac or 250m for a through route. Localised narrowing where appropriate. 	20mph	8%	<ul style="list-style-type: none"> Min. 13.6m Max. 30m 		<ul style="list-style-type: none"> Provide direct access to dwellings. Tabled entrance and priority for pedestrians and cyclists across junctions. A straight section of carriageway to be provided from the entrance junction for 15 metres. Street lighting not required.
G	Mews	20 units	<ul style="list-style-type: none"> Combined pedestrian and vehicular surface of 6m. Maximum length around 50m. Localised narrowing where appropriate. 	20mph	8%	<ul style="list-style-type: none"> Min. 13.6m Max. 30m 		<ul style="list-style-type: none"> Special junction detail featuring entrance ramp/table. Priority for pedestrians and cyclists across junctions. A constricted entrance enclosed by buildings or walls for the first 8m back from the approach street (except for the 1.5m by 1.5m pedestrian visibility splays). No doors, gates or other entrances may open on to the mews within this first 8m. No projections over the net adoptable area of the mews court. No windows, doors or other projections should extend over public areas. A straight section of carriageway to be provided from the entrance junction for 10 metres. Street lighting not required.
H	Shared private drive	5 units maximum	<ul style="list-style-type: none"> 5.5m for first 6m tapering down to a lesser width. Desirable maximum length 18m, longer requires a turning head of size 5 and passing bays. 		8%			<ul style="list-style-type: none"> Where a private drive joins a 20mph network the width may be reduced. A straight section of carriageway to be provided from the entrance junction for 6 metres. Street lighting not required.

For all street types junction and forward sight-splays to comply with current policy standards; refer to DMRB or Manual for Streets.

There is a presumption against adoptable lighting on street types F, G and H due to the maintenance costs, though private boundary lighting can be incorporated. If a risk assessment determines that lighting is needed and private boundary lighting is impracticable, a commuted sum could be paid for adoptable lighting, which would include on-going revenue maintenance costs.