

South Yorkshire Residential Design Guide 2001
Recommended street classification and design parameters

RECOMMENDED CLASSIFICATION FOR S.YORKS.	ROLE	SPEED	TYPICAL NUMBER OF DWELLINGS	TYPICAL CARRIAGEWAY (exclusive of bus, cycle lanes and parking)	TYPICAL CARRIAGEWAY WIDTH	FOOTWAYS (Unobstructed continuous width)	FRONTAGE	PARKING	BUS ROUTE
AVENUE	Main road linking to collector and local streets. Available for through traffic	30mph	Any	Single carriageway, divided lanes at crossing points.	6.0-7.3 plus cycle lanes (min 2x1.5m).	2m min both sides, 4m outside schools and min. 3m outside shops and at bus stops.	Large site uses, residential compatible with traffic function.	On parallel parades or off street	Yes with high quality stops
PARADE	Part of main road, with access to local facilities.	20mph	Flats as part of mixed use	Single carriageway, may be divided lanes throughout. May be additional service lanes.	As above with or without 4.8m service lanes	2m min both sides. 3m min on active frontage	Shops, schools and other facilities fronting street	On access streets or in bays, or off street	Yes with high quality stops
COLLECTOR STREET	Feeds one or more Avenue	20mph	Up to 750	Single carriageway	5.5-6.5m	2m min both sides	Fronting street	In bays on or off street (preferably not allocated) or in plot	Yes
LOCAL STREET	Connects to collector street or other local streets	20mph	Up to 300	Single carriageway	4.8-5.5m depending on peak flow and composition. 3.25-3.7m for constrictions and for one way operation	2m min both sides	Up to 'back of footway'	In bays on or off street (preferably not allocated) or in plot	On demand special services only inc. taxi
SQUARE/MEWS/COURTYARD	Access to properties, links to local street	10-15mph	Max 50 with a link or 25 where vehicles restricted from through route	Vehicle paths limits marked by paving or posts. No carriageway as such, shared surface	4.8m. Turning-place required if longer than 20m. Max. length 60m if not a vehicular through route.	N.A.	Integrated space between buildings	In area not required for carriageway or footway. Designated bays within street design.	No
ADOPTED ACCESS	Single vehicle access to properties	less than 10mph	5 to 10	Shared surface. No carriageway as such	Min. path for vehicles 3.7m	N.A.	Integrated space between buildings	In area not required for carriageway or footway.	No
PRIVATE SHARED DRIVE	Single vehicle access to properties	5-10mph	Max. 5	Shared surface.	3m	N.A.	Integrated into layout design	N.A.	No.
MODE-SPECIFIC LINKS	Links for pedestrians and cyclists; links for buses and emergency vehicles. No through access for other traffic.	20mph or less	Relate to block size	Single carriageway. Gate, bollard or other measure to exclude general vehicle traffic.	Min. path for emergency vehicles 3.7m	2m min both sides, or 1.8m min protected area. Separate cycle way through constrictions.	Integrated space between buildings.	In bays or off-street (preferably not allocated).	Optional