

## Appendix 5 - Yaxley Loop Road Design Detail

### Design Speed, Scale and Street Section

- a) The design speed is 30mph and should be viewed as a maximum speed limit
- b) Lane widths shall be 2.7m and 3.65m (max) to discourage higher speeds. Two lane carriageway sections should be between 6.0m and 6.5m in width
- c) Where required (primary street intersections and adjacent to development frontages) a three carriageway lane section will be employed. This will provide a lane in either direction and a flexible central lane/zone to be used for right turning lanes, pedestrian refuges (to aid pedestrian crossing) and planted central medians
- d) Any central medians should provide refuse for pedestrians and cyclists but without crash barriers or pedestrian railings.
- e) Where SUDS are to be accommodated within the street a verge of between 2.1 m and 3.0 m should be provided to either side of the street which can also accommodate street tree planting and on street parking where appropriate.
- f) 3.0m shared pedestrian/cycle paths will be provided to both sides of the street. This should be widened to between 4.0m and 5.0m for areas of likely high footfall such as the secondary school and district centre commercial uses.

### Junction Design and Access

- g) Junctions with other primary streets will be facilitated and controlled by light controlled junctions with other important pedestrian desire lines facilitated at traffic lights.
- h) Wherever possible, all turning movements will be facilitated and sufficient junction radii included
- i) Turning radii and median configuration will be determined to allow ease of pedestrian crossing at intersections.
- j) Access points to residential areas will be limited to up to 2 between the side street and junction shown
- k) If any additional traffic calming is required at light controlled junctions these should comprise non-vertical measures.

### Materials and Landscaping

- l) High quality materials, surfacing and street landscaping consistent along the length of the 'loop road' will be used in order to create an attractive public realm- this should be the same as or complement the Central Boulevard. A palette of materials for the whole road will be fixed through the first of the reserved matters applications for the 'loop road' or part thereof
- m) All road signage is to be minimised wherever possible. Where road signage is required its visual impact will be minimised and combined with other street furniture (such as lighting columns)
- n) Street trees will be accommodated where appropriate. The position, spacing and species of trees will be selected for the contribution they make toward the creation of a high quality streetscene and public realm.

### Pedestrians and Cyclists

- o) In order to provide direct and legible access to main destinations within the site, cycle and pedestrian movements will be facilitated within the carriageway. Leisure cycling will be provided for within shared cycle/pedestrian paths to either side of the street.

### Parking

- p) Consideration should be given to the introduction of double yellow lines along the loop road to prevent unauthorised parking on verges, carriageway and any delineated areas to maintain the flow of traffic.

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