

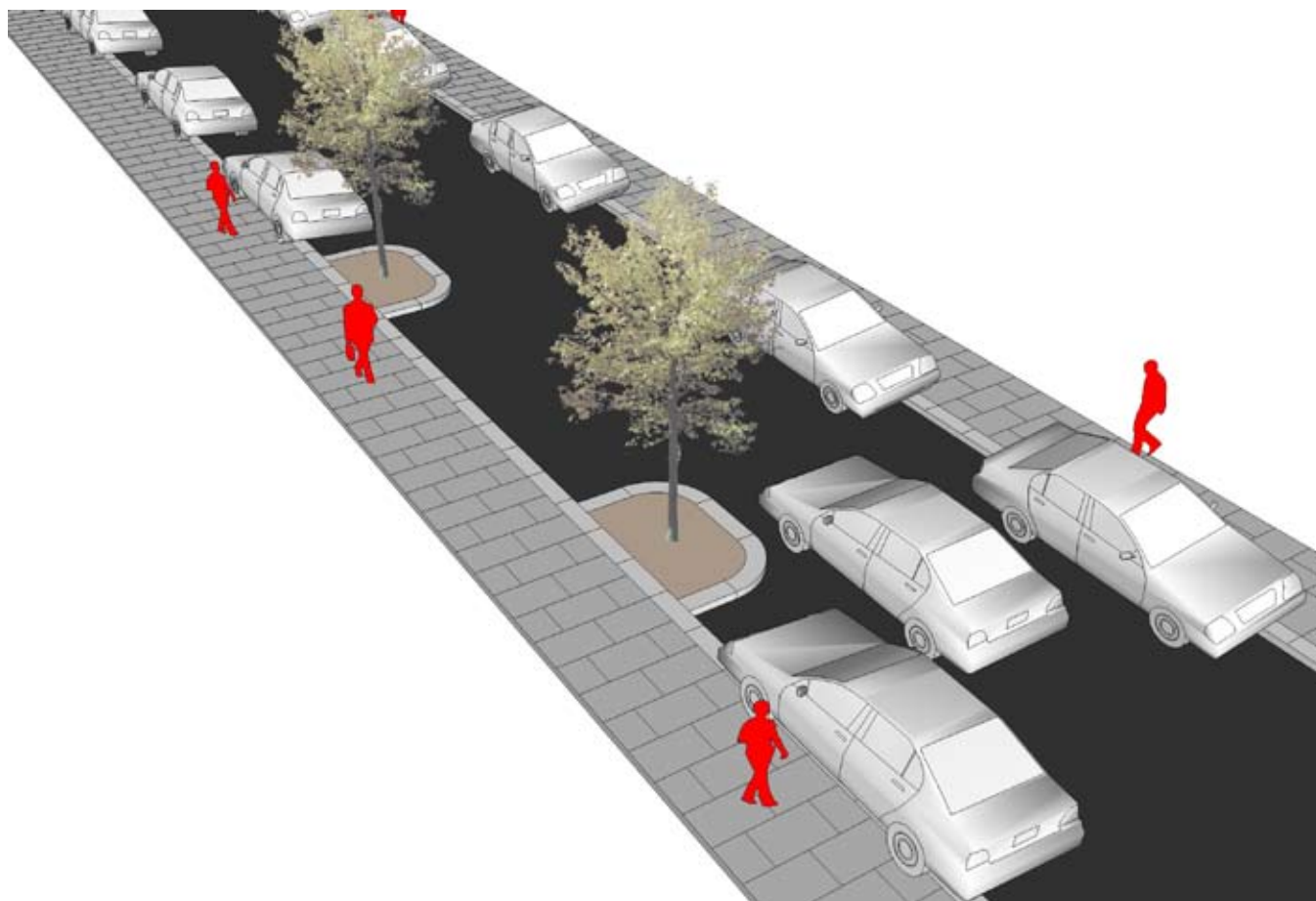
Plan view of street with verge/permeable paving

Paving edge zone either permeable gravel, or grass verge

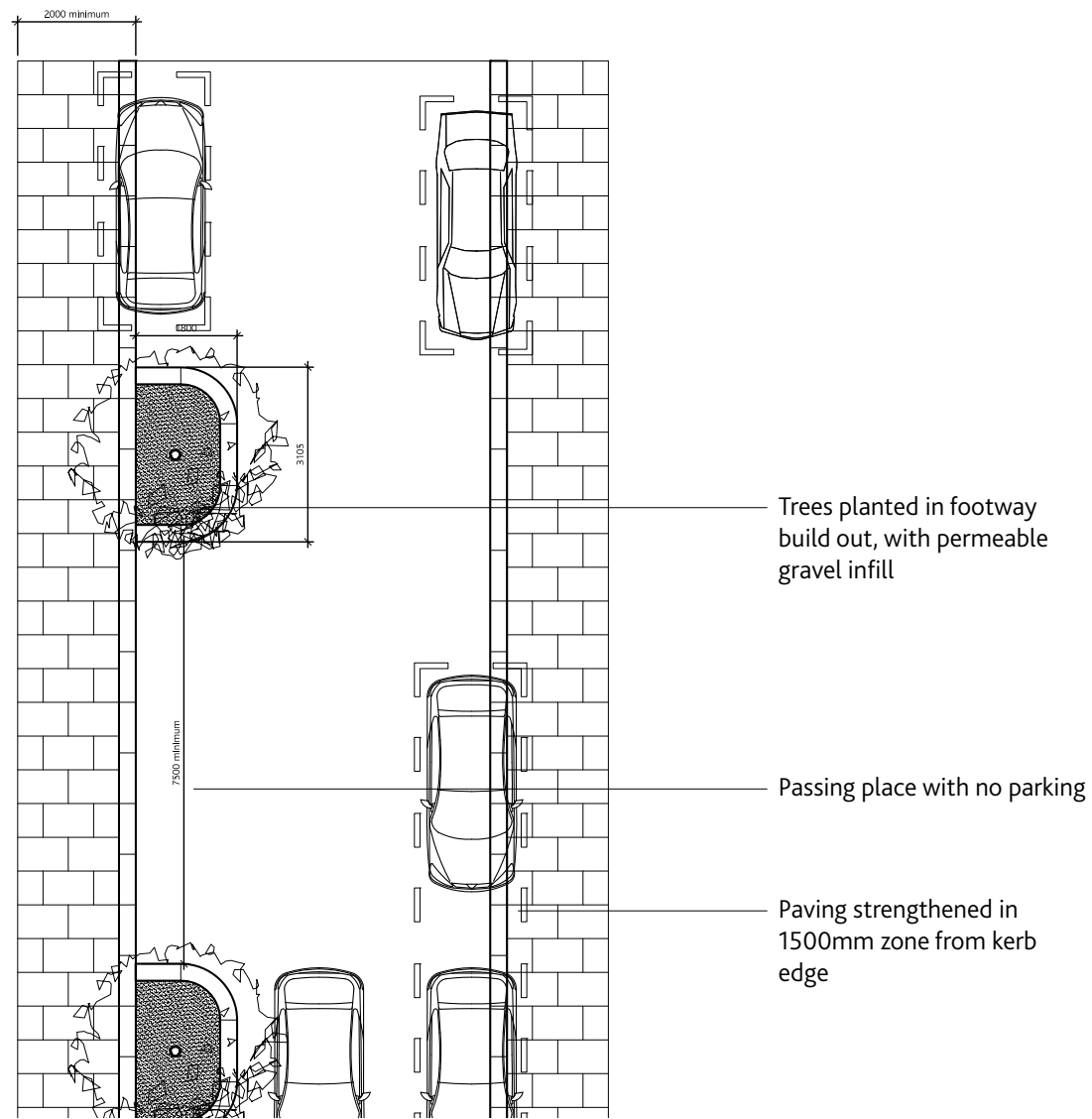
8 Surfacing

8.17 Narrow Street with Half-on Half-off Steet Parking

Location	Narrow residential streets, where half-on half-off parking is prevalent
Material	ASP paving to footway
	Granite kerbs
	Permeable gravel around base of tree
Considerations	Strengthened zone of 1500mm from edge of kerb where vehicles mount the pavement
	Passing zones of at least 7500mm with no parking
	Trees planted on build-outs into roadway



Narrow street with half-on half-off street parking



Plan view of street with half-on street parking

8 Surfacing

8.18 Shared Surfaces

SHARED SURFACE

The 'Manual for Streets' document published by the Department for transport defines shared surfaces as the following:

"In traditional street layouts, footways and carriageways are separated by a kerb. In a street with a shared surface, this demarcation is absent and pedestrians and vehicles share the same surface. Shared surface schemes work best in relatively calm traffic environments.

The key aims are to:

- » encourage low vehicle speeds;
- » create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic;
- » make it easier for people to move around; and
- » promote social interaction.

In the absence of a formal carriageway, the intention is that motorists entering the area will tend to drive more cautiously and negotiate the right of way with pedestrians on a more conciliatory level."

Shared surfaces offer the opportunity to create a better balance between all road users and create a simpler more seamless streetscape.

Shared surfaces are most successful where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

Care should be taken with regards to the needs of disabled people. Whilst a level surface offers advantages for wheelchair users, the lack of kerbs and edges can be dangerous for blind people if there is not a clear warning paving used at roadway edges.

The detailed layout and design of shared surface will vary for each situation and should be looked at on a case by case basis.



Shared surface paving in Brighton



Shared surface paving in Ashford with combined seat/bollards



Shared surface paving in Newbury Market Square

HOME ZONES

The aim of home zones is to create a better balance between the different road users on residential streets, and to reduce the speed of vehicles. This balance is achieved by the careful arrangement of street furniture, raised planters, and parking positions to encourage vehicle users to slow down and be more aware of other road users.

Home zones might include shared surfaces so the same considerations of disabled people apply as above.

The layout and design of home zones varies depending on the location and the context and details should be developed on a site specific basis. It is important to involve the local community in the development of these zones, as their success is to a large extent based on their use by the community.



Example of 'Home zone' style scheme



Example of 'Home zone' style scheme