

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 28 JANUARY 2002

REPORT ON: THE HOME ZONES (SCOTLAND) REGULATIONS 2002

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 39-2002

1 PURPOSE OF REPORT

- 1.1 To advise the Committee of the consultation document received from the Scottish Executive Development Department regarding proposed regulations for setting up Home Zones in Scotland.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Committee agrees to support the proposed Regulations and to the preparation of a response in the context of this report.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications associated with this Report.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 Home Zones are seen to benefit the local area and the key points accounted for are:

- a Local distinctiveness.
- b Places, spaces and objects combine meaning and beauty with utility.
- c All sections of the community are empowered to participate in decision making.
- d Health is protected by creating safe, clean and pleasant environments.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 No equal opportunity implications are associated with this Report.

6 BACKGROUND TO HOME ZONES

- 6.1 There is no official definition of a Home Zone however they are seen as residential areas that seek to meet the needs of all road users equally and where all road users including pedestrians and cyclists as well as motorised traffic share the road space.
- 6.2 Streets in the zone are to be designed to remove barriers to local people using the space rather than it being dominated by the needs of passing local traffic.
- 6.3 Streets within a zone will have been designed for social use, where residents have the opportunity to use the street for a variety of purposes, only one of which is the movement and parking of motor vehicles. Children's play, social interaction, walking and cycling will all be part of the normal use of the street.
- 6.4 Vehicle movements are important but the vehicle will be regarded as a slow moving guest rather than the dominant feature of the street.

- 6.5 The streets within a home zone are designed to be safer, to look better and to have attractive places for children to play and people to meet. They should be designed to achieve an improved quality of life by building the environment around the needs of people rather than traffic.
- 6.6 A recent study by The Joseph Rowntree Foundation was undertaken to examine lessons from home zone schemes in Northern Europe and the pilot studies throughout the UK.
- 6.7 The findings of this study were produced in December 2001 with the conclusion that Home Zones can achieve the following benefits:
- a Increased social activity
 - b Wider ranging activity and children's play
 - c More efficient use of carriageway space
 - d A more attractive and visually diverse street scene
 - e Increased levels of communication between drivers and pedestrians
 - f Reduced driving speeds
 - g Greater levels of safety.

A copy of this document is available for viewing in the members lounge.

- 6.8 The Scottish Executive are currently undertaking a pilot study of Home Zone developments in Scotland. Four sites were chosen for this study based in Dundee, Edinburgh, Aberdeen and Thurso.
- 6.9 The Dundee site is the redevelopment of the former Dundee Royal Infirmary. This site is the first fully new build Home Zone site in Scotland and only the second in Britain.

7 THE SCOTTISH EXECUTIVE CONSULTATION

- 7.1 The Scottish Executive has produced the consultation draft Regulations to give guidance on the setting up of Home Zones. The Regulations have been circulated for consultation and comments are requested by 1 February 2002.
- 7.2 The Scottish Executive has asked consultees to consider if the Regulations are acceptable and whether they meet their intended purpose. The Regulations can be seen as good guidance for taking the Home Zone concept forward and are broadly in line with similar regulations regarding other traffic orders. However, the draft Regulations are concerned solely with the conversion of existing roads and streets to Home Zones with no guidance on new building situations. Clarification should be sought for circumstances where a Home Zone is developed as part of a new build proposal. It is considered that the Regulations should emphasise that children's play is the predominant use of the street within a Home Zone. In these circumstances the speed limit of 20mph may be too high and that a lower level of 10-15mph should be aimed for. The guidance might usefully make reference to horizontal and vertical geometry as well as speed humps and traffic calming measures. The Executive should be made aware of concerns regarding the lengthy and potentially costly procedures set out in the regulations for the formation of a Home Zone. The impetus and desire generated at the early stages may be lost as a result of these procedures.
- 7.3 Section 74(4) of the Transport (Scotland) Act 2001 enables Scottish Ministers to make regulations prescribing the procedures to be followed by local authorities when designating

roads as Home Zones. The purpose of the regulations is to make provision for or in connection with –

- a Specifying the roads, or classes of roads that may be designated;
- b The procedure to be followed when making, varying or revoking designations (including provision as to consultation)
- c The confirmation of designations by Scottish Ministers
- d The times at which and manner in which such reports are to be published.

7.4 The Regulations are out for consultation in tandem with the ongoing pilot study to allow local authorities to identify sites for possible future Home Zone areas and the procedures which must be followed. Copies of the proposed Regulations can be found in the members lounges.

7.5 The Regulations are considered satisfactory as a mechanism for implementing the Home Zone concept.

8 CONSULTATIONS

8.1 The Chief Executive and Directors of all Departments have been consulted and are in agreement with the contents of this report.

9 BACKGROUND PAPERS

9.1 The Home Zones (Scotland) Regulations 2002.

9.2 Planning and Designing Home Zones – Study Findings.

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