

# **Yours South Lynn**

## **Home Zone Streets –**

## **Information for Prospective Residents**

### **1 INTRODUCTION**

1.1 One of the special aspects of the Yours South Lynn project is the 'Home Zone' – the streets that provide access to the new homes. These streets will be designed to be much more than just places for cars and traffic. They will be well-landscaped spaces, where vehicles travel slowly and people on foot and on cycles can use the whole of the street width – whether they are going from place to place or just standing and talking to their neighbours.

1.2 The purpose of this document is to explain to prospective residents how the Home Zone streets will be laid out; how they will be managed and maintained; and the legal background to their creation and their use.

1.3 The document has been prepared by Morston Assets (on behalf of the developer, Hallco 761 Limited) with the cooperation and support of Norfolk County Council, the local traffic and highway authority. Kings Lynn and West Norfolk District Council has also been involved in the detailed design and approval of the Home Zone. Norfolk Police have also been consulted on the design of the development and will be consulted again when the Home Zone is formally designated by the County Council.

1.4 At the end of this document prospective buyers are asked to sign to say that they have understood the Home Zone proposals and are in support of them in principle, and that they will pass this document onto a tenant or tenants to whom they may let.

1.5 More background information on Home Zones is available on the website [www.homezones.org.uk](http://www.homezones.org.uk).

## 2 WHAT IS A HOME ZONE?



### The Home Zone Road Sign

2.1 The Home Zone concept was first developed in the late 1960s in northern Europe. Streets based on the Home Zone concept are commonplace throughout the Netherlands, Denmark and Germany. In these countries the concept has evolved further and is now applied to shopping centres and other mixed-use areas.

2.2 Home Zones are a relatively new concept in the UK, and have only been legally possible here since 2001. Since their introduction there has been significant support for the concept, by national and local government and by local groups of people working to achieve improvements on the ground. About 75 schemes have now been completed and the pool of experience is growing rapidly.

2.3 The government has given this definition of a Home Zone:

*'Home Zones aim to improve the quality of life in residential roads by making them places for people, instead of just being thoroughfares for vehicles. The key elements to a Home Zone are: community involvement to encourage a change in user behaviour; and for the road to be designed in such a way as to allow it to be used for a range of activities and to encourage very slow vehicle speeds (usually involving sensitively designed traffic calming).'*

2.4 Key aspects of Home Zones are:

- The road space is shared between all road users
- It is designed to improve quality of life, and not be just a place for motor vehicles
- Drivers will be encouraged through the design to give priority to people

2.5 In practical terms, the Home Zones at Yours consist of a shared surface (a street without kerbs). Kerbs provide a strong signal to road users that the street is segregated into different areas for pedestrians and vehicles. The streets will look quite unlike a traditional housing estate road, so that everyone is made aware that the normal 'rule' of vehicle priority does not apply. The design includes planting and street trees to 'green' the space, and features to encourage community activity, such as small areas places where children can play.



**Home Zone Play Areas in Tameside and Newham**



**Seating and Children's Play, Dutch Home Zone**



**Cycling in a Danish Home Zone**

### 3 LAYOUT AND DESIGN

3.1 The plan below shows the layout of the first phase of housing at Yours South Lynn, and the Home Zone streets that will be created.



## **4 MANAGEMENT AND MAINTENANCE**

4.1 One of the underlying ideas of Home Zones is that the local community should feel a sense of 'ownership' of the street, thus encouraging residents to take an interest and pride in its upkeep.

4.2 A Residents' Association (which is part of a broader Community Stewardship organisation) is being established, through which residents will be encouraged to participate in local decision-making. The maintenance of key parts of the Home Zone streets will be an important function of the Residents' Association.

4.3 Residents will be able to direct the work of the Residents' Association through the Courtyard Companies that will look after the communal spaces within each block of houses and flats.

4.4 The central sections of the Home Zone streets – those parts that are used by vehicles and people to move through the area – will be public highway, owned and maintained by Norfolk County Council. Certain key features within the highway will also be the responsibility of the County Council, including street lighting and main drainage systems.

4.5 All other areas, including:

- Parking spaces
- Footpaths between the buildings and the parking spaces
- The local drainage systems serving these areas
- Planted areas, including street trees
- Street furniture and public art

Will be maintained and managed by the Residents' Association.

4.6 The way in which the Residents' Association carries out its street maintenance can be directed by residents themselves, through the Courtyard Companies. For example, if they choose to do so, Residents would be able to maintain small areas of planting themselves within the street scene. Gardening provides an opportunity to spend time and socialise within the street, improves the environment and brings a direct feeling of ownership and pride.



**Planting established and maintained by residents,  
Morice Town Home Zone, Plymouth**

### **Car Parking**

4.7 On-street car parking will be provided on the Home Zone streets, with spaces being defined by changes of paving material and street furniture. On-street car parking helps to keep traffic speeds very low and helps to integrate the community by offering informal chances for people to meet as they come and go.



**On-Street Car Parking, Morice Town Home Zone, Plymouth**

4.8 The on-street spaces will be private, and will be reserved for residents and bona-fide visitors. Residents' cars will need to display parking permits, which will be issued by the Residents' Association.

4.9 One of the duties of the Residents' Association will be to monitor the use of the private on-street spaces, and to take action if it is found that they are being abused. This would not be done in a heavy-handed way, however, and residents themselves will be able to say, through the Courtyard Companies, how any enforcement action is taken.

4.10 The 'running track' in the centre of the streets is public highway. Although no yellow lines are proposed, it would be possible for the Police to take action against people who cause an obstruction by parking indiscriminately.

## 5 LEGAL FRAMEWORK AND PROCESS

5.1 Section 268 of the Transport Act 2000 provides the basis for establishing Home Zones in England and Wales. Under this Act the Local Traffic Authority, Norfolk County Council will designate the streets within the site as a Home Zone and will put up the special road signs at the site entrances from Saddlebow Road and Saddlebow Link Road.

5.2 As well as the actual designation of the streets as a Home Zone, two Traffic Orders will be made by the County Council that will apply to the area; these are a

- A Speed Order and
- A Use Order

5.3 The 'Speed Order' does not change the actual speed limit of the streets, which will be 20mph (the same speed limit that is proposed for Saddlebow Road and Saddlebow Link Road). However, they do permit the County Council to take steps to keep actual traffic speeds at a lower level. When traffic is travelling at speeds below 20mph it becomes safe for pedestrians to share the space with vehicles.

5.4 The street layouts, which are being built by the developer, already include features designed to keep speeds very low, and it is not envisaged that any other traffic calming measures will be put in by the County Council, but the speed order will provide the necessary authority to the Council to take reasonable steps to keep speeds down and also to help remind residents of the appropriate traffic speed.

5.5 The proposed Speed Order would:

- *Aim to reduce the speed of motor vehicles to 10 mph within the designated Home Zone;*
- *Permit the County Council to carry out physical traffic calming to the adopted streets and generally to promote low driving speeds by residents and other people in order to achieve this target*

5.6 The second traffic order, the Use Order, legally permits activities take place on the public highway in addition to the movement of people and traffic. There is a basic requirement that no-one can obstruct the road, nor deny access to premises.

5.7 The proposed Use Order would:

- *Permit the use of the Home Zone streets for communal, social and recreational activities*
- *These activities would include children's play, but not ball games*
- *Any activity generating noise or disturbance would not be lawful after 10pm*

### **Process for Designation and Making Orders**

5.8 Once the streets are completed and the central sections have been adopted as public highway, the County Council will carry out the straightforward legal process of designating the Home Zone and passing the traffic orders. This will involve consultation with residents, local bodies and other agencies, including Norfolk Police.

5.9 As part of this process residents will be consulted on the final details of the Speed and Use Orders and detailed changes to the wording of the orders may be made in response to residents' views.

