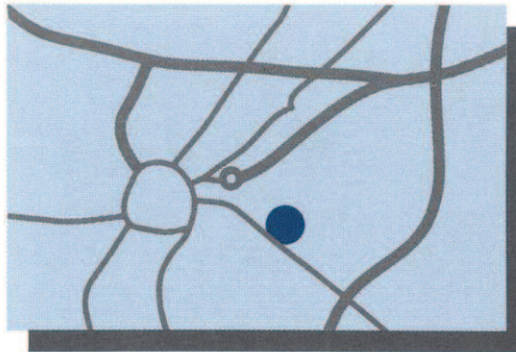


CONTEXT

Forst is a suburb of Aachen about 2 km east of the city centre with a loose structure of mixed residential, commercial and industrial activity. The area adopted for an area-wide traffic calming scheme totals about 0.5 km² and is cut across by a major radial road (Trierer Strasse). Public consultation took place in 1987 and by 1990 20 mph zones had been designated, with physical measures in several streets completed. No work had yet been undertaken on Trierer Strasse, however.

OBJECTIVES

The aims were: to improve safety, especially for non-motorised traffic; to reduce through traffic (formerly up to 500 vehicles per hour); to achieve speeds more compatible with a living environment (85 percentile speeds of 30 mph were considered



1: Entrance to the Forst 20 mph zone at a traffic signal intersection. Vehicles entering the zone are slowed by a narrowing which incorporates the standard zone sign, and trees to provide a gateway effect. (Photo: T. Pharoah)

too fast); to rationalise on-street parking; and to increase planting.

DESCRIPTION

The entire residential area became a 20 mph zone, with entrances to the zone emphasized by use of narrowed carriageways, trees and the standard zone sign. Within the zone, speeds are limited by a mixture of measures including

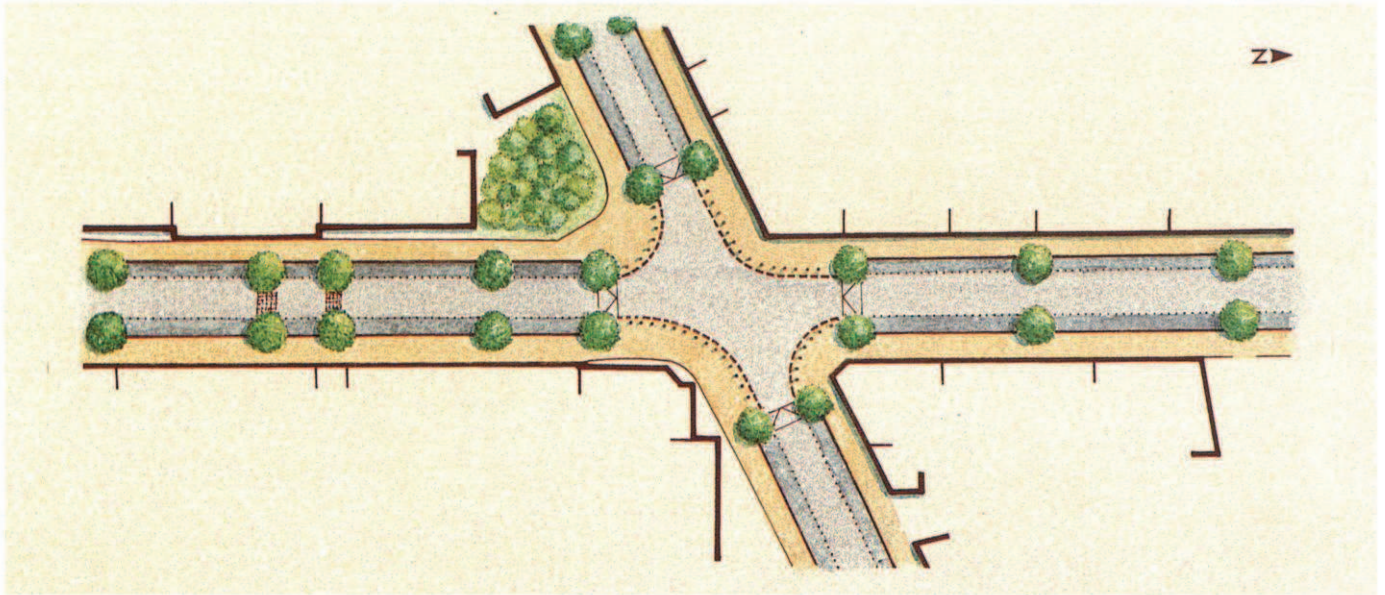
2: A crossroads plateau provides convenient crossing for pedestrians while slowing traffic speeds. Definition and visual interest are provided by trees planted within the carriageway. (Photo: T. Pharoah)



1



2



3: Planted areas help to define the footway at a “T” junction, and create sheltered parking bays. Note the integration of the planted area with the existing kerb.
 (Photo: T. Pharoah)

carriageway constrictions, plateaux and reductions in the “optical width” using semi-mature trees at intervals of not more than 20m. Trees are planted within the carriageway, thus serving to define parking areas. Selected areas are converted to “mixed precincts” (or shared spaces). Cycleways will be provided on the main streets but are not necessary within the 20 mph zone. Residential courtyards currently used for parking will be landscaped and converted for play and other living activities.



COST

Not known.

ASSESSMENT

Not available: scheme not complete.



4: Tree planting adds to the appearance of this street, and defines the on-street parking bays. (Photo: T. Pharoah)

5: The footways also are not forgotten. Here red bricks lead from the apartment block entrances to new planted areas. People leaving the apartments thus see trees and shrubs rather than parked cars. (Photo: T. Pharoah)

4



5

