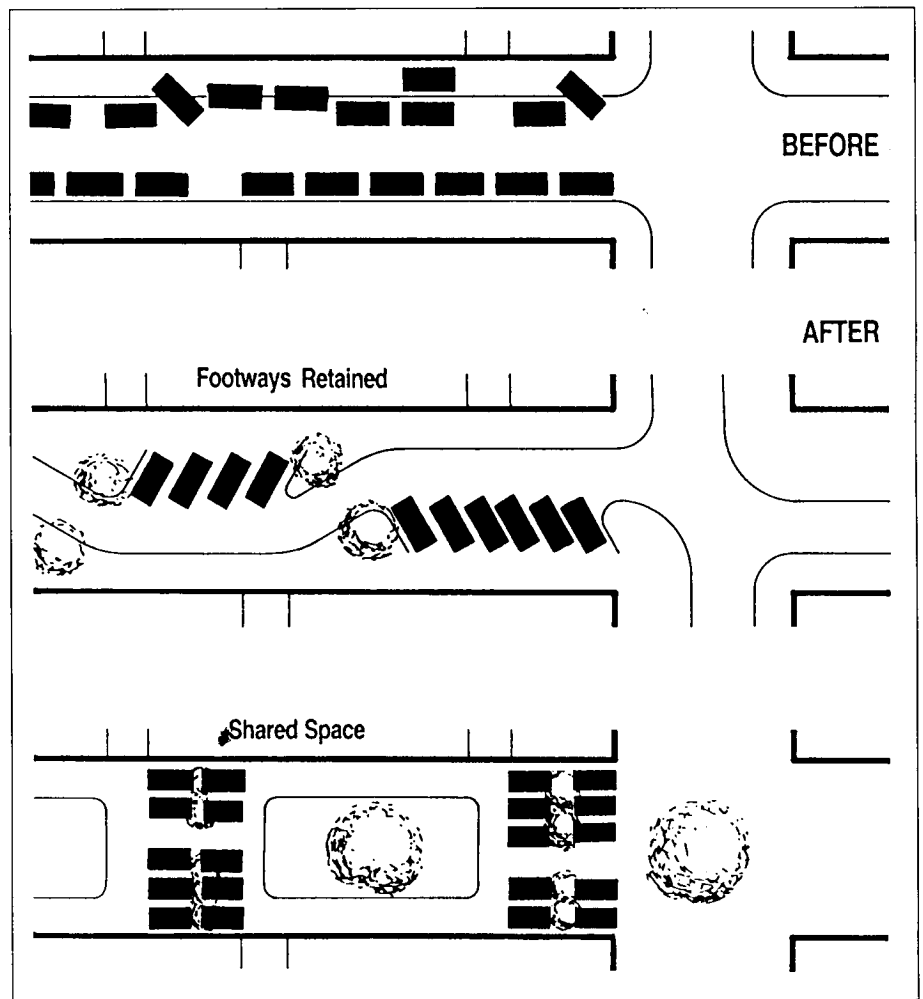


**Traffic Calming
Urban Streetscapes
Percent for Art
Urban Villages
Landscape Europe
County Hall**

Asad Shaheed and Tim Catchpole are both employed by Halcrow Fox Associates. Simon Rendel is an associate with the ASH Partnership and Martin Richardson is a Consultant Architect.



**TRAFFIC CALMING GUIDELINES
Devon County Council Engineering and
Planning Department £20**

The basic premise of this book is simple and direct: Undue privileges have been afforded to the motor car on urban roads, at the expense of other users and their requirements. The needs of pedestrians, shoppers, residents, children, walkers, joggers, cyclists and so forth have taken a secondary priority in the management (of old) and the design (of new) roads.

In response, the Devon County Council - with a Project Team comprising Malcolm Baker, Tim Pharoah, Gerald Shapely and Dick Taylor, has produced an appropriately "simple and direct" handbook. The book through its rich collection of graphics and photos provokes ideas and offers solutions on how to design and manage public rights of way. The book is also refreshingly devoid of obscure philosophy and statistics.

"Traffic Calming Guidelines" pretends to be no more, and is no less, than the title suggests: a set of possible measures for improved traffic management, usership and design of roads.

The first part of the book deals briefly with the objectives of traffic calming, and importantly, questions traditional practice in

traffic management. It is argued that with the best intentions, policy makers and designers in the past have proposed measures such as full pedestrianisation and traffic diversions, whereby people are distanced from where they want to be: Residents are required to park at unacceptable distances from their cars, shoppers' parking is remote from shops and deliveries are made difficult. Early on in the book, the need is also identified for public involvement which would help to determine user requirements: and for a policy framework within which measures must be implemented.

The second part of the book describes a wide range of measures for traffic calming, covering: speed reduction, road markings, intersection design, finish materials, landscaping and environmental enhancement.

The final section of the book presents case studies of traffic calming schemes with examples from a variety of locations in Britain and from mainland Europe. Each case is described fully from its problems through to solutions and capital costs. Finally, an impartial assessment is made of the success or otherwise of each case study.

This is a useful reference book for Urban Designers.

Asad Shaheed

**BOOK REVIEW EDITOR
Tim Catchpole
56 Gilpin Avenue, London SW14 8QY**