



**ROADS AUTHORITIES & UTILITIES COMMITTEE**  
**(SCOTLAND)**

**ADVICE NOTE 10**

**GUIDELINES FOR POSITIONING UTILITIES**  
**APPARATUS IN HOME ZONES**

**Version 1.00**

**July 2005**

# **Guidelines on Positioning Utilities Apparatus In Home Zones**

## **Version History**

<b>Version</b>	<b>Date</b>	<b>Notes</b>
1.00		

# **Roads Authorities & Utilities Committee (Scotland)**

## **Advice Note 10**

### **Guidelines on the Positioning of Utilities Apparatus in Home Zones**

#### **1. Background**

The regulations enabling local roads authorities to designate roads as home zones have been in force since 2002. To date, only a few home zones have been created. Many of these are retro-fit schemes where services would have already been in place before the home zone was designed. In these cases, the locations of services would be largely fixed in advance and there would be no need for a specification giving agreed standard locations.

Standard locations for services in conventional roads are given in the 'NJUG Guidelines on the Positioning and Colour Coding of Utilities Apparatus'. However, these are not directly applicable to home zones as they assume that footways or service strips will be present. Neither are likely to feature in most home zones and there are likely to be a wide variety of layouts as appropriate to the locations and design concepts of the zones. It was, therefore, agreed that RAUC(S) should issue an advice note on recommended arrangements for the accommodation of services in home zones.

#### **2. Suggested Guidelines for Service Locations in Home Zones**

The whole concept of home zones requires a flexible approach to the use of space to accommodate all valid uses of the road space in a manner suited to the constraints of the site and the individual design concept behind the zone. It is, therefore, inappropriate to lay down such hard and fast standards as can be adopted for other forms of road. However, if the following standard requirements are met then utility companies should be able to obtain access to their underground services when necessary without difficulty or disruption.

- A corridor 2 metres wide should be identified for the services within the home zone except for the sewer which will normally follow a separate convenient line through the centre of the zone. Depending on the shape and complexity of the design it may be desirable to have more than one corridor, to avoid frequent crossings of trafficked areas.
- The services should be laid in the same standard positions within this corridor as shown in the 'NJUG Guidelines on the Positioning and Colour Coding of Utilities Apparatus'.

- The corridor should be clearly identifiable on the surface. The manner in which this is achieved will depend on the design of the home zone.
- The corridor should be surfaced in materials that can be readily excavated and reinstated.
- The corridor should be protected from unsuitable surfacing, planting, street furniture, etc in the future.
- The layout should allow utility works to proceed in the corridor without blocking safe passage for other users of the home zone.
- Specific areas of the corridor should be identified for the installation of boxes, inspection covers, etc so that the surface apparatus will be grouped in appropriate locations. These areas should include the locations of any sharp changes in direction of the corridor.
- Fire Hydrants should be taken into consideration in the design of the home zone and located so as to meet the requirements of the Fire Service and be readily identifiable in an emergency.
- The corridor should be entirely within the adopted area of the road.
- Any tree planting in the ground should be at least 2.5 metres from the service corridor and sewer except where it is contained in a root box.
- Where the corridor passes from one type of surface use (eg carriageway) to another (eg landscaping) then the depth of cover specified in the NJUG guidelines should be met throughout its length.

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