Home Zone
Design Guidelines

June 2002
Foreword from the President

Home Zones are about people; improving the quality of life of residents by removing the traffic barriers that militate against neighbourliness.

For many years residential streets have been designed around the needs of the motor car, which has brought about freedom of travel and economic prosperity to many people. Sadly, this has been achieved at a price; paid for in part by local residents and communities, through the loss of social interaction between neighbours, that was once commonplace.

Communities are increasingly demanding change and it is their strong desire to re-claim their streets, for people as well as traffic, that is the main driver behind the concept of Home Zones.

Whilst Home Zones are not new in many other European countries, first hand experience in the UK is presently very limited.

This guide is the first comprehensive document to draw together good practice taken from the nine UK pilot schemes and embryonic schemes emerging around the country, coupled with experience sourced from the Continent and set within the UK legislative framework.

The editorial team responsible for these guidelines included engineers, urban designers, planners, architects and academics and it is these groups of professionals that will find the guidelines of immense help and value when planning, designing, auditing and implementing Home Zones. I warmly congratulate the editorial team on their success and I thank those organisations and individuals that contributed to making the guidelines an inclusive document, suitable for all.

I feel sure that these design guidelines will be seen as a cornerstone to this new and exciting aspect of urban design, bringing together the design of buildings, highways and open space and the manner in which they interact with people and the living environment. Underpinning the guidelines is the concept of collaborative working - only by acting together in a true partnership with others can the aspirations of residents be fully realised.

The knowledge base of Home Zones design is growing rapidly and it is intended that this document will be revised and republished in 2006, after completion of the Home Zones Challenge programme. In the meantime, feedback to IHIE on the content and application of these guidelines is welcomed.

I commend this most timely document to all those engaged in promoting Home Zones.

Stephen Palmer
President IHIE
2000-2002
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1.1 “Home Zone” is the UK term for a street where people and vehicles share the whole of the road space safely, and on equal terms; and where quality of life takes precedence over ease of traffic movement.

“Run-down and demoralised public services reduce people’s quality of life, even though they may be getting richer. They are better off as consumers, but worse off as citizens. Improving the state of our schools and hospitals is a major part of this equation... But the one public service we use all the time is the streets where we live. And in too many places, streets and public spaces have become dirty, ugly and dangerous.

Britain needs to feel proud of its public spaces, not ashamed. We need to make it safer for children to walk or cycle to school in safety... Health, education, crime and the economy will continue to be people’s top concerns... But that must go hand-in-hand with improving our local quality of life and strengthening our communities.”

(Prime Minister Tony Blair, 24 April 2001)

1.2 These Design Guidelines have been written to provide practical advice on good practice to designers and others involved in planning, designing or approving Home Zone schemes in the UK. They are applicable to Home Zones in new developments and to Home Zones created in existing conventional streets – often referred to as “retrofit” schemes.

1.3 The guidelines include advice on highway design standards, as well as ways of enriching the quality of the place, which can be adapted by authorities to suit local circumstances.
1.4 The guidelines are intended to assist local authorities to determine particular requirements for Home Zones in their area. Whilst a few local authorities have begun to develop design standards for Home Zones, the majority have yet to do so.

1.5 The Home Zone concept was first developed in the late 1960s in the Netherlands, where the term “Woonerf” is used – literally “living yard”. Streets based upon the Home Zone idea are commonplace throughout the Netherlands, Denmark and Germany. In these countries the concept has evolved further and is now also applied to shopping centres and other mixed-use areas.

1.6 Home Zones are a relatively new concept in the UK, and the legislative framework needed to support their introduction has only recently been put into place. Practical experience of Home Zones in the UK will grow as they become more commonplace. However, there are already examples of successful shared surface spaces in the UK; an historic example is a London mews, which can be a very attractive and peaceful place.

1.7 These guidelines draw together current good practice ideas, and form the first step in learning how to make more civilised streets. Further guidance will be needed in the future to reflect the growing experience of Home Zones in the UK. Much of this will come from the Government’s Home Zone Pilot Projects and Challenge programmes, which are expected to create around 70 Home Zone schemes by 2005; together with other schemes planned by local authorities in their Local Transport Plans; and created by developers in new-build schemes.

1.8 It is intended that this document will be revised and republished in 2006, after the completion of the Challenge programme, to reflect the experience that has been gained. Designers and others involved in Home Zone projects are invited to give feedback to IHIE on the content and application of these guidelines between now and the end of 2005.

1.9 One of the key requirements of Home Zones is that they are attractive and interesting places that reflect local needs and activities. These guidelines are therefore to be interpreted with some flexibility, and are not intended to limit the creativity of designers. There is no substitute for good design skills and professional judgement to make a successful Home Zone, which will be a marriage of functional and aesthetic considerations.

1.10 These guidelines focus on the physical design issues raised by Home Zones in both existing and new streets.
1.11 In existing streets, the design process must go hand in hand with community involvement and participation if the results are to be valued by the residents. In such “retrofit” schemes, the importance of extensive, creative and participative planning cannot be overstated.

1.12 Further advice on planning and designing Home Zones is available from a number of sources, which are listed in Section 5 of this document. In particular, Home Zones - A Planning and Design Handbook by Mike Biddulph provides more background on Home Zones in the UK, and shows how local communities can be encouraged to participate in their development. The Scottish Executive has also recently published draft guidance, for application in Scotland.

1.13 For more information on lessons being learned from the Home Zone Challenge programme, refer to www.homezoneschallenge.com
CHAPTER 2

WHAT IS A HOME ZONE?

Basic Principles

2.1 The Department for Transport, Local Government and the Regions (DTLR) has given this useful definition of Home Zones:

Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic. Changes to the layout of the street should emphasise this change of use, so that motorists perceive that they should give informal priority to other road users.

2.2 Home Zones are based on a change in the way that people perceive the street. Motorists should feel that they have left the normal highway and have entered an area where they can expect to find people who are using the whole of the street. In essence, the Home Zone should make motorists feel they are guests in a pedestrian environment, and should drive accordingly.

2.3 Home Zones are about promoting quality of life and removing traffic barriers to neighbourliness. Although the introduction of a Home Zone can contribute to road safety, the main benefit to local people is a change in how the street can be used. Introducing a Home Zone should encourage a wide range of activities to take place in streets that were formerly considered to be principally for vehicles.

2.4 Home Zones may consist of shared surfaces, indirect traffic routes, areas of planting, and features to encourage the use of the street, such as seating. “Gateways” and signing will be needed to mark the limits of the area.

2.5 In existing streets, the demand for a Home Zone should ideally come from the local community, and the design of the changes to the street should be developed in partnership with them. This will ensure that the scheme meets the needs of the community; and will encourage residents to use the street and to take a pride in its future maintenance.

2.6 The key benefit of a Home Zone is that it turns a residential street into valued public space, and not just a place for movement.
2.7 Successful Home Zones will also:
- Reduce or remove the dominance of the car in residential streets;
- Foster a sense of community;
- Encourage a greater diversity of activity and use of the street by residents;
- Reduce social isolation, particularly amongst older people;
- Increase opportunities for active and creative children’s play;
- Increase natural surveillance, deterring casual crime;
- Reduce traffic speeds significantly – to around 10mph;
- Improve the safety of residential areas, and perhaps more importantly, residents’ perception of safety;
- Enable all members of the community – including children, older people and disabled people – to reclaim their local environment from the car;
- Encourage people to walk and cycle within their local area, and to nearby destinations;
- Improve the quality of the built environment; and
- Help to increase the demand for urban living.

2.8 Home Zones must be designed to meet the needs of all members of the community. Disabled people will have particular requirements, which must be taken into account.

What a Home Zone is Not

2.9 Home Zones are not anti-car but they do offer a highly effective way of reducing the impact of car use in residential areas.

2.10 A Home Zone is much more than a “typical” 20mph Zone. A 20mph zone usually has a traditional footway and carriageway. Traffic speeds are normally controlled by installing traffic calming features, such as road humps and chicanes. Within a 20mph zone, and unlike in a Home Zone, vehicles retain their effective priority over pedestrians.

2.11 Home Zones are not accident prevention schemes. Whilst there may be significant road safety benefits from converting a street into a Home Zone, this will not usually be the primary aim of the scheme. Where the objective is simply to improve road safety, it will normally be more cost effective to introduce measures such as traffic calming, or 20mph zones, to address the problem.
Existing and New Home Zone Streets

2.12 Home Zones fall into two distinct categories – they can involve the remodelling of existing streets to change how they are used (so-called “retrofit” schemes); or they may be delivered as an integrated part of new housing developments – “new-build” Home Zones.

2.13 Although there will be similarities between the two categories of scheme in design terms, there are important differences in the way that they are conceived, designed and delivered.

2.14 In existing streets, the sustained involvement of the community in the planning and design of the Home Zone will be essential. Extensive participation by local people in the planning and design process will enable the scheme to reflect local people’s needs and aspirations for their street; and will encourage their “ownership” of the completed Home Zone.

2.15 Home Zone streets in new developments will normally be planned and designed by developers (including housing associations) and it will seldom be possible to consult with prospective residents. It will be the responsibility of the local highway and planning authorities to consider the suitability of the proposed Home Zone scheme – principally whether it will create attractive, accessible and safe spaces that will be used by the whole community.

2.16 Authorities are encouraged to use the detailed guidance contained in this document when assessing developers’ proposals for new-build Home Zone schemes, within the development control process.
Legal and Policy Framework

Details of the legal and policy framework for Home Zones are given in Appendix A.

2.17 In England and Wales the Transport Act 2000 makes provision for introducing Home Zones. These powers took effect on 1 February 2001, and give local traffic authorities a specific power to designate any road as a Home Zone, for which they are the traffic authority.

2.18 In due course, authorities will also be able to make orders covering the use of the roads (Use Orders) and speed reduction measures (Speed Orders) in designated Home Zones, subject to regulations to be made by the Secretary of State (for England) or the National Assembly (for Wales). Detailed guidance on the procedures for designating Home Zones and making use and speed orders in England and Wales will be issued alongside the regulations.

2.19 In Scotland, the powers to introduce Home Zones are contained in the Transport (Scotland) Act 2001. This Act received Royal Assent on 25 January 2001 and local traffic authorities may designate any road for which they are the traffic authority as a Home Zone with a view to implementing measures for securing any of the following purposes:

(a) to improve the safety of persons using the road or any area in the vicinity of the road;

(b) to improve or preserve the environment through which the road runs;

(c) to improve the facilities provided on, or in the vicinity of, the road in such a way as to bring benefits to any persons using the road (not being persons using motor vehicles), and

(d) to any extent to implement their transport policies.

2.20 Where a road or roads have been designated as a Home Zone in Scotland, the local traffic authority is required to prepare and publish a report on the measures that they have implemented. Regulations which prescribe the procedures local authorities must follow when setting up Home Zones were due to come into force in Scotland in May 2002.

2.21 Traffic signs for Home Zones across the UK have been developed by the Department for Transport, Local Government and the Regions.
2.22 These signs will indicate to road users that they are entering streets where drivers no longer have the right to expect people, including children, to relinquish priority to vehicles. In Home Zones there is a right to use the street for purposes other than passage, a right to drive and, for all road users, an obligation not to obstruct or deny reasonable access to premises.

2.23 The appropriate Home Zone signs should be used to mark the start and end of designated Home Zones. It is anticipated that the signs will be included in the forthcoming revision of the Traffic Signs Regulations and General Directions, but in the meantime special authorisation for signs will be considered on a scheme by scheme basis. (In Northern Ireland, further legislative and procedural steps will be required before the signs can be used).

2.24 Usually, Home Zones will consist of adopted highways and the local traffic/highway authority will have an important role to play in guiding the design and construction of the Home Zone street. The “highway” in this context will normally include the carriageway and footways, and could also include street trees and planted areas, cycle tracks and any adopted parking areas.

2.25 Home Zone design principles can also be applied to unadopted streets. The Local Traffic Authority could still designate as Home Zones any unadopted streets that are public rights of way, even though there is no public responsibility to maintain these streets.

2.26 Home Zones are supported in a number of key policy documents, including PPG13 Transport and PPG3 Housing. Further details of current policies on Home Zones are given in Appendix A.

2.27 The next section of these Guidelines provides detailed guidance for designing Home Zones.
CHAPTER 3

DESIGN GUIDANCE

Within this, the main part of the document, text that is placed in numbered boxes is considered to be particularly important. Design Guidelines highlighted in this way should normally be regarded as an essential requirement of a Home Zone. These key points of guidance are drawn together in Appendix D for ease of reference.

3.1 Planning a Home Zone

G1. Home Zones must be tailor-made, and designed to fit the character of individual streets and spaces. Home Zones will work best when prospective residents recognise the benefits of living in a newly built Home Zone when choosing to live there, or when the existing local community has a sense of ownership of and commitment to the scheme.

New Build Home Zones

3.1.1 For new build schemes, prospective residents will need to be made aware that they are moving into a Home Zone, and that this will be an environment that is designed to turn the street into an active communal space. In some developments there may be responsibilities associated with living in the Home Zone, such as a commitment to the maintenance of planted areas or other features. Developers are encouraged to make the Home Zone a key marketing feature of the development.

3.1.2 Where residents of new developments can be identified in advance – in affordable or social housing developments for example – a dialogue between them and the design team can be established before the homes are occupied. The design of the streets can then be produced in consultation with the new community.

Home Zones in Existing Streets

G2. Home Zones in existing streets must have the support of the existing community from the outset, when the aims and objectives of the Home Zone are agreed. The concept and detailed design of a Home Zone must be developed with the participation of the local community, so that any potential conflicts and problems are resolved.

3.1.3 In many situations, the design and implementation of a Home Zone scheme will provide a focus for the physical and social regeneration of an area, empowering local residents to shape their neighbourhood.
3.1.4 Developing good working relationships between design professionals and the community should be the aim, so that the support, energy and enthusiasm of local people are harnessed.

3.1.5 Designers should reach and communicate with as many residents as possible throughout the design process, by such means as “drop in” exhibitions, public meetings, practical “mock up” exercises, community representative committees, design workshops, newsletters, doorstep interviews and direct mail. Some Home Zone projects have successfully used community and social events to raise awareness and gain support, such as street parties and summer fetes.

3.1.6 Care should be taken to ensure that consultation processes are fully inclusive, so that all members of the community can participate. The specific needs of groups such as children; older people; disabled people; and those whose first language is not English will need to be considered.

3.1.7 Experience from the UK Pilot projects shows that effective participation can be a challenge. It involves:
❖ handing over some power and control to residents;
❖ building trust, openness, constructive dialogue and responsiveness;
❖ using non–technical language, and
❖ providing adequate time and resources, to give everyone the chance to understand new ideas and approaches and to assist people through the process.

3.1.8 Home Zones in existing streets demand an approach to design that is profoundly different to that taken on many conventional highway projects. For this reason it is important that the project team includes people with expertise in working with communities.

**Place-Making**

3.1.9 An appreciation and understanding of the Home Zone “space” is very important. Public space is potentially one of the community’s greatest assets. The best public spaces are those that not only cater safely for play, exercise and relaxation, but which also provide an area with a sense of identity and community.

3.1.10 It is recommended that the design team includes an urban designer, landscape architect or architect. Such a professional is well equipped to orchestrate the many different elements of the street design into a cohesive whole. An experienced highways/traffic engineer should also form part of the design team to ensure that the street functions well in engineering terms.
3.1.11 The design team will often need to work closely with other professionals and representatives of key groups to take account of particular issues including:

❖ Access Consultant/officer (see also 3.5.15);
❖ Police and other Emergency services;
❖ Housing officers, and
❖ Community Art Worker.

3.1.12 A positive relationship between the scheme’s context and its layout is fundamental to any successful Home Zone design. An urban context analysis should be carried out to relate the design of the Home Zone to the buildings and their uses; and the proposed uses of the streets themselves. It is also important to consider local connections to ensure that the Home Zone is successfully integrated with the surrounding area.

3.1.13 This process, together with consultation with local residents, will establish the basic objectives and priorities for the Home Zone design. This will ensure that there is a clear vision and rationale to the emerging scheme.

3.1.14 Clear objectives, coupled with regular design reviews that bring together the design team and the local community, will play an important part in developing a holistic and successful design.

3.2 Location and Size of Home Zones

Sustainable Links

3.2.1 Home Zones should be integrated within the wider area, so that they are permeable and accessible to pedestrians, cyclists and local traffic. There should be a continuous network of routes for pedestrians and cyclists linking the Home Zone area with schools, public transport stops, green spaces, shops and other services.

3.2.2 Connectivity and permeability are important features within all residential areas – a grid of connected streets will provide direct and safe routes for pedestrians to local destinations. A grid layout will also disperse traffic more evenly than a poorly connected layout, which will tend to concentrate the environmental impact of traffic onto a small area.
3.2.3 Home Zones on through-streets will provide an attractive alternative to living in a cul-de-sac, as the streets will be quiet and safe, with low traffic speeds and a strong sense of local ownership. However, culs-de-sac can make very good Home Zones in smaller developments where only one means of access for motor vehicles is possible.

**Home Zones in the Road Hierarchy**

3.2.4 Reducing traffic speeds to the recommended design speed of 10mph will be achieved more easily where there is a stepped reduction in speed on the approach to the area. In many cases this will mean that Home Zones are situated within 20mph zones, so that they form the lowest tier in the local road hierarchy, in terms of motor vehicle movement.

3.2.5 However, where the start of the 20mph zone is too close to the start of the Home Zone, drivers are likely to relate the 20mph speed limit sign to conditions in the Home Zone. They might therefore presume that it is safe to drive at this speed limit within the Home Zone. Starting a 20mph zone at the same point as the Home Zone will also add to sign clutter, with signs forming a “totem pole” effect. The relationship between Home Zones and 20mph zones is set out in more detail in Appendix C.
### CHAPTER 3

#### DESIGN GUIDANCE

**Land Uses**

**G3.** Home Zones are appropriate in all types of residential area, including suburban, urban and inner city locations; and for all dwelling types including high-rise flats, terraces and semi-detached or detached homes.

**3.2.6** Home Zones will enable higher density developments to be created as the space outside the home is more useful and the area given over to traffic is reduced.

**G4.** Home Zones can be suitable for use in areas that have a significant level of non-residential use, provided that the volume and type of non-residential traffic is not excessive or damaging to the quality of the residential environment. There must always be enough residents to form a viable community throughout the Home Zone.

**3.2.7** Subject to these caveats, local facilities such as shops and schools will add to the vitality of the area and can be incorporated successfully.

**Size of Home Zones**

**3.2.8** The following factors will limit the size of Home Zones.

**3.2.9** Firstly, if drivers have to travel too far along Home Zone streets, experience in the Netherlands suggests that they may become frustrated, and will attempt to drive faster. This will undermine the aim of achieving low traffic speeds, to the detriment of other users of the space.

**G5.** Vehicles should not have to travel more than about 400m along Home Zone streets. This distance should be measured from any point within the Home Zone to the nearest point on a conventional street.

**3.2.10** Secondly, people living in a Home Zone should not have to walk more than about 400m – about five minutes walk – to reach a bus stop. (Reference: Providing for Journeys on Foot, IHT).

**3.2.11** Generally buses will not run through Home Zones and this will often be an important consideration in determining their size. However, good access to public transport should be provided, and this may require services outside the Home Zone to be improved. Further guidance on bus routes and Home Zones is given in Section 3.5 below.
Acceptable levels of traffic flow/number of dwellings

3.2.12 The key issue to consider in determining the maximum traffic flow in a Home Zone – which is related to the maximum number of dwellings – is the effect of traffic on the quality of life of residents.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

3.2.13 This criterion, which is based on current practice in the Netherlands, recognises that there could be slightly higher traffic flows in the morning peak, depending upon the particular (vehicular) trip generating characteristics of the area.

3.2.14 Where a Home Zone is served by more than one vehicular access, traffic flows will be dispersed more effectively. Therefore, the overall maximum number of dwellings in the Home Zone will rise as the number of accesses increases.

3.2.15 Table 1 relates the 100 vehicles per hour criterion to the number of dwellings. It is mainly applicable to new developments, where traffic flows have to be predicted. It indicates the maximum number of dwellings that could be accommodated in new build schemes, depending on the average number of vehicle trips per dwelling in the afternoon peak hour (the trip rate); and the number of vehicular accesses serving the Home Zone.

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<th>Vehicular Trip Rate*</th>
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<td>With 1 Vehicular Access to Home Zone Streets</td>
</tr>
<tr>
<td>0.50</td>
<td>200</td>
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<tr>
<td>0.66</td>
<td>150</td>
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<td>0.80</td>
<td>125</td>
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*Number of motor vehicle trips to and from each dwelling during the afternoon peak hour.

Table 1 – Indicative Maximum Number of Dwellings in a New Build Home Zone.

3.2.16 It is stressed that Table 1 is for guidance only, and assumes that traffic is distributed evenly between accesses. It makes no allowance for non-residential uses. The local trip rate will depend on many factors, including the type of dwellings, car ownership, the range of local facilities that can be reached on foot or by cycle, and the availability and quality of public transport services.
3.2.17 Larger developments than those shown in Table 1 could still be planned to incorporate Home Zones, by sub-dividing the area into a number of distinct Home Zones, linked to each other and the wider network by more conventional traffic calmed streets.

3.2.18 New build schemes could offer the opportunity to design residential areas with reduced car ownership, for example through the establishment of residents’ car clubs. Home Zones of this nature, that will generate very low numbers of vehicle trips, could accommodate higher numbers of dwellings than are indicated in Table 1.

3.2.19 Within existing residential areas, it has been found through the Pilot Programme that around 300 dwellings is a sensible upper limit for a Home Zone, or possibly one phase of a larger scheme. Above this number of dwellings it becomes more difficult to achieve consensus amongst residents on the design of the scheme.

Selecting Streets for Home Zone Schemes

3.2.20 Many local authorities will be faced with the problem of choosing between a number of potential sites for retrofit Home Zones, with limited funding. The criteria given in these Guidelines can be applied to assess possible sites.

3.2.21 An example of this process is contained in the report on Home Zones in Brighton prepared by Mike Biddulph of Cardiff University, which uses a combination of “Threshold” criteria – attributes which are regarded as essential – and “Priorities”, which are used to rank possible schemes. (See reference in Section 5).

3.3 Defining the Home Zone Space

**G7.** Home Zones can be streets, squares, courtyards, or culs-de-sac. It is the buildings, trees, planting and surface treatments that should define the Home Zone’s spaces, rather than conventional kerb edges and carriageway widths. Each Home Zone space should be unique, depending on the building heights, setbacks, its overall architectural character and the community’s use of the street.
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#### 3.3.1 Designs should relate well to key existing features such as trees, main pedestrian links and open spaces.

**G8.** A high proportion of residential buildings in Home Zones should have active fronts to the street (i.e., the windows of habitable rooms, doors and entrances) to provide good opportunities for natural surveillance and to foster a sense of local “ownership” of the street.

#### 3.3.2 Front gardens in Home Zones could be absent or minimal, as the quality of the street will reduce the need for a “buffer zone” from passing traffic. The benefits of the Home Zone will be less significant with very long front gardens, as the street will be more remote.

**G9.** Home Zones must be clearly marked at their entrances and exits to ensure that all street users recognise the different nature of the area. The new Home Zone sign should be used to provide a clear statement to drivers of the change in the operation of the streets. The use of this sign must be supported by the legal designation of the area as a Home Zone under the appropriate legislation; and the completion of the necessary physical measures.

#### 3.3.3 Very long front gardens could also reduce interaction between residents, making the street less likely to be used as communal space. High walls and fences that divorce dwellings from the street, should be avoided wherever possible. Within Home Zones the street should not be seen as a hostile place.

#### 3.3.4 However, there should still be a clear distinction between public and private space, which can be achieved in various ways.

**Marking the change in character**

**G9.** Home Zones must be clearly marked at their entrances and exits to ensure that all street users recognise the different nature of the area. The new Home Zone sign should be used to provide a clear statement to drivers of the change in the operation of the streets. The use of this sign must be supported by the legal designation of the area as a Home Zone under the appropriate legislation; and the completion of the necessary physical measures.
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3.3.5 A textured ground surface should also be used to mark the entrance to Home Zones, to help visually impaired people to know when they are entering and leaving the area. This should not be blister paving – it is suggested that corduroy paving, which means “proceed with caution” may be used, following consultation with local visually impaired people. Details of corduroy paving are given in Guidance on the use of tactile paving surfaces. (See Section 5).

3.3.6 There should also be a visual statement created at the entrance to the Home Zone. At its simplest, this “gateway” could be a change in the surface materials on the carriageway, but more substantial features, including street furniture, sculpture or other works of public art could be considered.

3.3.7 Where a Home Zone starts at a junction with a conventional street, one option is for the entrance to the Home Zone street to be over a footway crossing, rather than a priority junction. This design is commonly used in the Netherlands. It is expected that drivers should give way to pedestrians at footway crossings, and this simple device will clearly signal the start of the shared space.

3.3.8 Another option, more suitable where the Home Zone street joins a busy or fast road, would be a raised road surface, starting no more than 10m from the junction with the main road, to clearly indicate the change in the status of the street. Junction radii at the entrance to the Home Zone street should be as small as possible so that vehicles have to slow down when turning into it.

3.3.9 Standard blister paving should be used at crossings at the entrance to the Home Zone, to warn blind and visually impaired people walking across the access point. This must be laid in accordance with DTLR Guidelines (see Section 5).

3.3.10 Where vehicles turn into the Home Zone from another road, the entrance to the Home Zone should be wide enough for two light vehicles to pass one another.

3.4 Designing for Activity

G10. Home Zones should be designed to encourage vitality in residential streets, with a high level of social interaction between residents.

3.4.1 Most of this interaction will be very informal in nature – simply people meeting one another and chatting for a while outside their homes. However, there may be a need and a place for features that are designed to encourage people to spend time in the street.
3.4.2 Well designed and robust communal features can play a large part in making Home Zones pleasant places to live. These might include:

❖ seating and tables so that people can gather and converse in comfort – particularly older people;
❖ games or activities that people of all ages can participate in – eg, a boules area or an outdoor table-tennis table, (which have been used in the Netherlands, where the climate is similar to the UK), and
❖ features that are used mainly for children’s play, at various age ranges.

3.4.3 Features should be designed to be accessible to a range of users: for example, space might be left at outdoor tables suitable for people in wheelchairs.

Children’s Play

3.4.4 Fears about safety, particularly the threat from traffic and from other people, leads many parents to restrict their children’s freedom to play and get around on their own. The result is that children increasingly lead isolated and sedentary lives, which may have major health and social implications for future generations. Home Zones will help to address these concerns.

G11. Home Zones must provide children with a safe and attractive area outside their homes, which will provide a place to meet and play with their friends.

3.4.5 Children playing will generate greater adult presence on the street, through informal supervision, leading to more social interaction between residents of all ages – a virtuous circle.

3.4.6 Home Zones should be integrated within an overall strategy for play in a residential area, which should identify how the needs of different types of play are to be met. For example, ball games involving all but the youngest children may not be appropriate in Home Zone streets as they are often regarded as a nuisance to other residents and may damage buildings and vehicles. Routes should therefore be provided for children to get to places that are suitable for ball games on foot or by cycle.

3.4.7 These may be large areas of open space such as parks and playing fields. “Pocket parks” with ball games cages, which can be accommodated in smaller areas, could also provide an outlet for this kind of play.
3.4.8 Unstructured and spontaneous street play is creative and does not need particular pieces of play equipment. Children in Home Zones will tend to use the whole length and width of the space and will use any physical features in the street – suitably designed public art for example – as part of their play. Children will also play extensively on bikes and other wheeled toys on the shared surface.

3.4.9 Hence it may not be necessary to install recognisable pieces of play equipment, such as climbing frames, slides or small ride-on items. Nonetheless, in some streets, items designed specifically for play may provide a worthwhile addition to the area and could be considered. The presence of play equipment in the street – a striking feature of some Home Zones in the Netherlands – is a powerful indication to children and adults of its changed function.

3.4.10 There are management, insurance and safety implications associated with the provision of play equipment that designers should be aware of. The agency responsible for the street (which could be the local authority or another agency) has a duty of care that extends to any fixed play equipment that has been installed.
3.4.11 There are no statutory regulations specific to play equipment, although playgrounds are covered by statute, including the Health and Safety at Work Act amongst others. There are European Standards that cover the design, installation, siting and maintenance of fixed play equipment. These are not a legal requirement, although they embody good practice and may be taken into account in the event of legal action arising from an accident. In addition to the European Standards, there are published documents giving guidance on various aspects of playground design and layout (for instance the Six Acre Standard produced by the National Playing Fields Association). These are purely advisory, and given that they are written for conventional playgrounds are unlikely to be appropriate to a Home Zone context.

3.4.12 Legal action involving accidents on play equipment is less common than litigation concerning streets generally. It may well be that the key question is the stance of the insurer who provides public liability insurance for the responsible agency. Given the novelty of Home Zones and the lack of a body of experience, it is likely that practice and expertise on this issue will evolve over the coming years.

Detailed Issues

G12. Any communal features, including play equipment, must be located carefully so as not to cause nuisance to local residents.

3.4.13 Some residents may have serious reservations about placing features near their homes that will encourage people – particularly older children – to gather. One response to this concern might be to create informal play and recreational spaces initially, which could be modified after a few years once their role has become accepted. Another way of addressing this problem would be to locate seating and other communal features in areas that are well overlooked by a number of homes, so that several households can supervise their use.

3.4.14 Play equipment and other communal features should not be fenced off from the vehicle route, to make it clear that people have the right to use the whole of the space. However physical items such as trees, planting or bollards may be useful in creating and defining spaces intended for communal use.

3.4.15 All communal features should be robust and serviceable, so that they require as little maintenance as possible. Adoption and maintenance issues are dealt with in Section 3.9.
3.5 Designing for People and Vehicles

Introduction

G13. The design of the Home Zone should make motorists feel that they are a “guest” in the street, and must make it difficult for them to travel at speeds of more than 10 mph. Vehicles must be accommodated within Home Zones as an integral part of daily life, but must share the space with people on foot.

G14. Home Zones must be designed to be accessible to, and usable by, disabled people of all types.

3.5.1 The design of streets and intersections should be governed by convenience for pedestrian movement, visual attractiveness, and safety considerations, particularly for children, older people and disabled people.

3.5.2 Recommended geometric criteria for Home Zones streets are summarised in Table 3 in Section 3.7.

Shared Streets and Surfaces

G15. Drivers usually expect to have priority over any part of the street between raised kerbs and therefore a continuous raised kerb should not normally be provided throughout the Home Zone.

3.5.3 A raised kerb gives a powerful message to all road users that the street is divided into vehicular and pedestrian areas. Home Zones must not be segregated in this way.

3.5.4 Shared surface designs are the most desirable form of street and should be the aim. However, in some schemes, particularly those involving existing streets, creating a shared surface throughout the Home Zone may be unachievable due to cost constraints.

3.5.5 Designers will then have to take particular care to ensure that the street still reads as a space that is shared between vehicles and pedestrians. In new build situations, these constraints will not normally apply and shared surfaces should normally be provided.

3.5.6 A smooth relatively level surface throughout the area will allow ease of movement for all wheelchair users and remove any trip hazards; and will be more convenient for people with reduced mobility.
3.5.7 In many Home Zones it will be desirable to safeguard parts of the shared surface for pedestrian use only, for example at building entrances or to protect an area specifically designed for play. This could be achieved by using street furniture, trees or planting. All pedestrian routes through the area should be free of obstacles, at both surface level and above, for example by removing low branches.

3.5.8 The minimum width of any pedestrian-only areas will depend on local circumstances, but should not normally be less than 1.8m, which is the width required for two wheelchair users to pass. Any localised narrowings such as at planters or other vertical features, should not be less than 1m wide, and should extend for no more than 6m.

\[ a = 1.80 \text{m desirable minimum.} \]
\[ a = 1.00 \text{m absolute minimum for short lengths (<6m)} \]

3.5.9 Shared surface designs can present difficulties for blind and visually impaired people.

3.5.10 In conventional streets, visually impaired people use the kerb for orientation because it can generally be relied upon as a constant feature. Continuous kerbs will not be present in most Home Zones and this orientation clue must therefore be replaced by another means.

3.5.11 The edge of the route for pedestrians should be capable of discrimination by a cane or guide dog so that it can be followed safely and with confidence by visually impaired people using a mobility aid. This will often be provided by the building line or highway boundary, which should be clear and easy to follow by cane with no gaps, nor hazards such as overhanging trees at head height.
3.5.12 The use of a contrasting material (in both appearance and texture) along key routes and at particular locations can also assist visually impaired people to negotiate the streets.

3.5.13 However, care will need to be taken to ensure that this does not create a confusing design with too many surface types. Standard features with recognisable textures, such as dished drainage channels, may help to achieve a legible layout for blind and visually impaired people in an unobtrusive way, although this should be discussed with an access professional.

3.5.14 Measures such as blister paving, which are needed in conventional streets to indicate to blind and visually impaired people that they are about to cross the carriageway, have specific meanings and should not normally be required within a Home Zone. As noted in Section 3.3 above, “corduroy” tactile paving could be used as an indicator to visually impaired people when they are moving out of a shared surface area.

3.5.15 Local authorities’ Access Officers are often available to give further advice on designing for disabled peoples’ needs. An independent Access Consultant could also be engaged. Either could complete an Access Audit and appraisal of the scheme to identify potential barriers to independent mobility. Considerable written material on this issue is available to designers and the key references are given in Section 5.

3.5.16 Whilst the elimination of raised kerbs will encourage freedom in the use of the space, care should be taken to avoid a “wall to wall” paving treatment that erodes street character. Ideally the paving of the shared surface should reflect the use of the space without the need for excessive use of bollards or other street furniture, which would create a cluttered and confusing layout.

Shared Surfaces and Street Character

3.5.17 In Conservation Areas, any development, including Home Zones, should preserve and/or enhance the character and appearance of the area, by reinforcing the qualities that make it special and which warranted the original designation.

3.5.18 The presence of a kerb line and the use of particular materials for the carriageway and footway can be very important to the character of Conservation Areas and other historical areas. Footways can provide a plinth or apron to the buildings that reflect the scale of the street. In these cases it may be necessary to preserve the line of the kerb, possibly through a change in materials, so that this key feature is retained in visual terms.
CHAPTER 3

DESIGN GUIDANCE

The Vehicle Track

G17. The route for vehicles through a Home Zone should be as narrow as is practicable, with a minimum of width of 3m.

3.5.19 On two-way streets, some sections of vehicle track can be clearly designed for one-way “shuttle” use - ie, too narrow for two light vehicles to pass. This approach will help to reduce speeds and make drivers take particular care. In such layouts, standards in the Netherlands suggest that the track should be widened to 4.5m wide at least every 40m to enable two vehicles to pass.

Distances between passing places.

3.5.20 A driver waiting in such a passing place should be able to see through to the end of the narrow section. This will avoid vehicles meeting head on, and one of them having to reverse.

3.5.21 One-way streets can encourage higher traffic speeds, as drivers do not need to be alert to oncoming vehicles. They can also cause difficulties for cyclists. Traffic management systems involving one-way streets should only be used when necessary.

3.5.22 Home Zones in culs-de-sac should be designed to enable light vehicles to turn around at or near the end of the street. These areas should form an integral part of the street and should not be laid out as traditional turning heads. This may require drivers to make more than a three-point turn.

Dealing with Large Vehicles

G18. Home Zones must be designed to cater for occasional use by large vehicles.

3.5.23 Designers should ascertain from local bodies the size of refuse and emergency vehicles that will normally require access in particular streets. Response times for fire and ambulance services may also have implications for the design of a Home Zone, but this should not compromise the target speed of 10mph.
3.5.24 Where there are commercial premises operating within a Home Zone, consideration should be given to the frequency and types of service vehicles requiring access to these premises.

3.5.25 The ease with which large vehicles can pass through the street should depend upon the frequency and importance of those events. Refuse vehicles generally visit every week and the layout should readily accommodate them. Fire tenders and ambulances will need access only rarely, but adequate access for these vehicles must be maintained. A large pantechnicon/home removal lorry is a much less frequent visitor, and so the layout could be designed to require more care and effort from the driver of such a vehicle.

3.5.26 The ability of the design to allow large vehicles to pass through the proposed Home Zone layout should be demonstrated, ideally using swept path computer programs. These simulations should take into account the slow speeds within Home Zones, which will enable vehicles to make tight radius turns over short distances. Track testing of layouts is a critical task, which should be carried out by an experienced user.

3.5.27 Overrun areas are surfaces that are difficult for cars to cross, but are easier for large vehicles. Overrun areas are one means of keeping the car vehicle track tight whilst making the street accessible to larger vehicles, but such surfaces must not present difficulties for pedestrians, including people with disabilities.

3.5.28 Where culs-de-sac are more than about 50m in length, regular large vehicles such as refuse vehicles should be able to turn around at or near the end of the street, but where space is limited, layouts could be designed that require such vehicles to make more than a three point turn.

Magor Home Zone includes shops and pubs - see Case Study 5.
3.5.29 Bus routes should not normally be planned to pass through a Home Zone. The low traffic speeds will add to bus journey times and may affect the commercial viability of bus routes. The regular use of the street by standard size buses, albeit at low speeds, will also reduce the quality of the environment. However, infrequent bus routes, and those using minibuses, would cause fewer difficulties.

3.5.30 Some schemes may involve existing streets that are on bus routes. Where the community considers that these routes are important assets, that should be retained, the design should accommodate the size of the largest buses using the route, together with any stops and shelters. At bus stops a vehicle track width of 3m will ensure that no vehicle can pass a stationary bus. This will reduce traffic speeds and improve safety for people getting on and off the bus.

3.6 Parking

Introduction

G19. Some on-street parking should normally be provided in Home Zone streets.

3.6.1 The everyday act of residents walking to and from their cars will create some street activity and provide regular chances for people to meet. On-street parking caters for visitors and thus provides some flexibility; it can also be used to create an obstacle in the vehicle track, reducing traffic speeds when spaces are occupied.

G20. On-street car parking should be arranged so that it does not dominate views of the street or impinge upon the other activities that will take place in a Home Zone.

3.6.2 Landscaped areas and features for use by the community should have precedence over parking spaces. Parking areas should be kept clear of pedestrian desire lines.

3.6.3 Providing vehicular access from the street to individual dwellings – ie, to driveways or garages – will have implications for the design of the street, including the provision and placement of street furniture and other features. Care must be taken to ensure that light vehicles can manoeuvre in and out of such accesses.
Parking Provision in New Developments

3.6.4 Parking standards for new residential developments, including Home Zones, should be agreed between the local planning authority and the developer. The aim should be to ensure that developers are not required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking when there is no need for it.

G21. In new developments, the total amount (both on and off-street) of car parking to be provided in the Home Zone should be determined from the number and type of dwellings and the application of the appropriate parking standards.

3.6.5 In some new-build Home Zones, for example in lower density developments or where low parking standards are appropriate, it may be possible to provide all of the required parking on-street, but in other cases off-street parking will be needed. This will be particularly likely in high density developments, which can generate high demands for car parking in a small site. Providing some off-street parking may also be necessary to prevent parked cars dominating the Home Zone, even in less dense developments.

3.6.6 Off-street parking can be on-plot, in separate communal car parking areas or within buildings. On-plot front parking could provide opportunities to design front garden spaces more creatively, with well designed areas of hard surface treatment, but this will influence the layout of the street. Where parking is provided within individual dwellings, with integral garages at street level, there must be at least one habitable room at ground floor with surveillance of the public realm.

3.6.7 Rear or side parking courts can be an acceptable solution. However, they should not be so large that they draw communal activity, such as play, away from the street itself. All off-street parking areas should be secure and have good surveillance to avoid designing in problems of vandalism and crime.

Parking Provision in Existing Streets

3.6.8 Parking is often a key concern where Home Zones are formed from existing streets, as the scheme is likely to affect the layout (and possibly the number) of on-street spaces. This issue can dominate discussions with residents, particularly in areas where there is little off-street parking. Parking issues will need to be dealt with sensitively and thoroughly by the design team.
3.6.9 In many cases designers will be faced with a situation where there is a limited parking capacity and high demand for on-street spaces. This could be addressed by flexibility in the design, providing for longer term changes to the layout as car ownership increases or decreases.

3.6.10 Parking capacity problems can be addressed through the design, as Home Zones tend to increase the efficiency of on-street parking. Parking spaces can be arranged in blocks, in echelon (angled) or at 90 degrees to buildings; and the whole width of the street, including the former footways, can be brought into use.

Parking Design and Control

3.6.11 Individual parking spaces should be clearly indicated, for example by using different surface materials. Dutch practice is to indicate spaces with a “P” symbol set into the paving. Whilst this would have no legal status in the UK, it could still provide an effective way of marking spaces.

3.6.12 Where parking is only possible in marked spaces, yellow lines should not be necessary. Yellow lines should be avoided if at all possible as they are unattractive and imply traditional priorities of traffic over pedestrians and emphasise the linearity of the street.

3.6.13 Where the Home Zone is within a Controlled Parking Zone or Residents’ Parking Zone, it can be made illegal to park outside the designated spaces. In these areas it is normally necessary to define spaces with a prescribed road marking, but white paving blocks may be an acceptable alternative.

3.6.14 It may be necessary to designate and design particular parking spaces for the use of disabled people. Such spaces should be wide enough to allow access for disabled passengers or drivers, including wheelchair users. Guidance on the design of parking for disabled people is available in DTLR Traffic Advisory Leaflet 5/99 and BS 8300 (see Section 5).

3.6.15 Requirements for disabled persons’ bays may arise in any location, after the scheme has been implemented. One way of catering for this would be to make the spaces larger than the minimum dimensions, so that a disabled person’s bay could be introduced by re-marking a row of spaces with one larger bay and the rest at minimum size.
Parking Layouts

3.6.16 Parking spaces should be arranged creatively as an integral part of the street design. Parking spaces can be arranged perpendicular, parallel or in echelon (angled) to the building frontages. Blocks or groups of parking spaces should be used to break up and divert the route for vehicles, at frequent intervals. Street furniture or other physical features should define the blocks of parking to ensure that this traffic calming effect is retained when the parking spaces are empty.

3.6.17 Uninterrupted parallel parking can be visually monotonous and tends to reinforce the linearity of a street. It can therefore encourage higher speeds and should not be in blocks of more than about 4–6 vehicles.

3.6.18 However, longitudinal parking spaces do have the advantage that they are able to accommodate longer vehicles, particularly if they are undivided. This may be important for servicing of small retail premises, or simply to cater for the occasional resident who drives a large vehicle.

Table 2 – Typical dimensions for echelon parking.

<table>
<thead>
<tr>
<th>Parking angle</th>
<th>30°</th>
<th>45°</th>
<th>60°</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>4.25</td>
<td>4.70</td>
<td>4.95</td>
</tr>
<tr>
<td>b</td>
<td>3.50</td>
<td>4.00</td>
<td>4.50</td>
</tr>
<tr>
<td>c</td>
<td>5.00</td>
<td>3.54</td>
<td>2.89</td>
</tr>
<tr>
<td>d</td>
<td>2.50</td>
<td>2.50</td>
<td>2.50</td>
</tr>
</tbody>
</table>

Note 1: Dimensions based on Dutch standards.
Note 2: Spaces in Controlled Parking Zones may have prescribed dimensions.
3.6.19 There are some potential conflicts in designing the layout of spaces that designers may need to consider. Drivers reversing into echelon or 90 degree parking spaces will be able to see pedestrians more easily when pulling out of the spaces. However, where spaces are close to properties it may be better for drivers to drive forwards into them, as vehicles reversing near to dwellings may lead to pollution problems.

3.6.20 Vehicle tracking software could be used to determine the minimum size of spaces and the space needed to manoeuvre into and out of them, rather than rely on standard minimum dimensions.

3.6.21 Designs could be considered that require drivers to carry out several manoeuvres to get in and out of a particular space. Varying the size of spaces is the practice in some Dutch schemes, creating additional parking spaces for small vehicles in tighter areas.

Motorcycle and Cycle Parking

3.6.22 In some areas, demand for motorcycle parking is high and increasing, and some Local Transport Plans support the use of Powered Two Wheelers as an alternative to the car. Designers should therefore consider whether provision should be made for some motorcycle parking bays in the street. Guidance on the design of motorcycle parking bays is contained in DTLR Traffic Advisory Leaflet 02/02.

3.6.23 Similarly it may be necessary to provide cycle parking within the street, with suitable stands for security. Cycle storage for residents should be provided within new dwellings, in a location that is readily accessible, to encourage cycle use.

3.7 Designing for Safety

Safety Record of Home Zones

3.7.1 There is considerable evidence to show that any initiative that significantly reduces traffic speeds will dramatically reduce the number and severity of road accidents. Research in the Netherlands shows that Home Zones are particularly beneficial to pedestrian safety, whilst accidents between vehicles are as low as in conventional traffic calmed streets.

3.7.2 A UK study of accidents on residential roads completed in 1987 (see Section 5), found that there had been no recorded accidents on the shared surface roads studied in over 8,000 “house–years” (ie, number of houses multiplied by years occupied). The study also found that residential roads
with footways would have had around three accidents for the same number of “house-years”. This suggests that shared surfaces are not inherently unsafe.

**Speed and Forward Visibility**

3.7.3 Visibility standards relate to traffic speeds, but in the past have not been applied to the very slow traffic speeds required in Home Zones. In other places such as car parks, where slow moving traffic shares space with pedestrians, no visibility standards are normally applied and highway authorities should consider whether visibility standards need to be applied throughout, or indeed at all, within a Home Zone.

3.7.4 However, adequate visibility should be maintained at junctions within Home Zones. At T-junctions and crossroads, drivers should be able to see the appropriate stopping sight distance (12m for 10mph) along the adjoining street, from a setback distance of 2m.

3.7.5 Moving the vehicle track forward from the building line, rather than forming a conventional visibility splay will often be the means of achieving this setback distance.

3.7.6 Guidance on stopping sight distances for conventional highways are set out in DB32 – Residential Roads and Footpaths, Layout Considerations. These distances are based on the assumption that there is a two second reaction time before a driver applies the brakes in response to a hazard. Dutch practice assumes a shorter reaction time of one second.

3.7.7 Using a two second reaction time a vehicle travelling at the recommended design speed of 10mph will be able to stop within a distance of 12m. This is made up of a reaction distance of 9m and a braking distance of 3m, so that an alert driver will be able to stop in an emergency in less than 12m.

**G23.** In locations where it is considered necessary to maintain visibility, a stopping sight distance of 12m should be applied. Significantly longer views will encourage drivers to increase their speeds and should be avoided where possible.

3.7.8 Where measured, the visibility envelope should be taken from the driver’s eye position, defined as 1.5m from the nearside edge of the vehicle track; or taken directly from vehicle tracking plots.

3.7.9 At critical locations – for example near to play equipment – any items of street furniture, such as planters, that are more than about 0.5m wide and 0.75m in height should not be placed within 1.5m of the vehicle track, to
reduce the risk of a child stepping out unseen into the path of a vehicle.

3.7.10 However, when considering local barriers to visibility it should be remembered that these are present on all residential roads where parking is allowed. Even though there may be a residual risk of children being hidden by street furniture and parked cars in Home Zones, the risk will be much lower than on normal residential streets, due to the lower speeds and the greater degree of care required to drive through the area.

Achieving Low Speeds

3.7.11 To keep traffic speeds low, the design should require vehicles to negotiate sharp horizontal deflections in their route, around features such as parking spaces, trees, planting and street furniture; and/or pass over vertical deflections such as raised tables. Vertical features are uncomfortable for some people and should only be used where necessary - nevertheless they are a highly effective way of controlling vehicle speeds. Sections of vehicle track that are only wide enough for one vehicle will also help to slow traffic.

3.7.12 Generally, such measures should be designed as an integral part of the street, rather than simply as traffic calming obstacles.

3.7.13 The placing of these measures could relate to points along the street where key features - such as public art, seating or play equipment - are located, creating a series of linked events or places along the street.

3.7.14 There is little experience of successful speed control design within Home Zones in the UK at present. In the Netherlands, traffic calming “events” in Home Zones are spaced up to 50m apart, but experience in the UK suggests that this would not be adequate to achieve the target speed of 10mph.

G24. Until further experience is gained, it is advised that speed control measures within Home Zones should be provided at a spacing of up to around 30m.

3.7.15 All traffic calming features in the highway will need to comply with the current regulatory framework, which is summarised in Appendix B.
Design Speeds, Speed Orders and Speed Limits

3.7.16 Within the Home Zone, traffic speeds of around 10mph should be achieved through the overall street design, rather than by seeking to set speed limits of less than 20mph. There would be practical problems in enforcing limits below 20mph, as many vehicle speedometers are inaccurate at very low speeds.

3.7.17 In England and Wales, a Speed Order under the Transport Act 2000 (See Appendix A) will authorise the local traffic authority to take the measures required to reduce speeds to the specified target level. A Speed Order should normally be made by the Local Traffic Authority to demonstrate commitment to the chosen design speed. Speed Orders do not replace existing powers governing traffic calming measures and cannot be used to impose speed limits.

3.7.18 The procedures for making Speed Orders will be defined by Parliament (for England) and the National Assembly for Wales in due course.

Junction priority

3.7.19 T-junctions, staggered junctions and cross roads will be the principal types of junction in Home Zones. In common with many minor residential streets, highway authorities should consider not indicating priority at junctions within a Home Zone. This approach is recognised in DB32, Residential Roads and Footpaths - Layout Considerations (Para 3.42).

3.7.20 This idea recognises the use of “perceived risk” at junctions and other locations in Home Zones as a positive design tool, which will encourage drivers to travel slowly and remain alert.

Traffic Signs

3.7.21 Traffic signs in Home Zones should be kept to the minimum to avoid visual clutter. Signs will be needed at the start and end of the Home Zone; and for one-way streets, where the appropriate signs must be erected to control and direct traffic.

3.7.22 Signs can be mounted on gateway features, such as planters, or on low height poles. However, such designs should discourage people from standing or sitting in front of the signs, so that drivers can see them clearly at all times.
3.7.23 Highway Safety Audits are normally carried out to review the design of highways and traffic management schemes before implementation. Safety auditors are trained to identify potential risks to road users and may recommend changes to a design to reduce these perceived risks. These recommendations are normally based on an auditor’s experience – the Audit should not be a check that the design conforms to standards.

3.7.24 Whilst many authorities will require Home Zone schemes to be safety audited, it is unlikely that auditors will have extensive experience of the safety performance of Home Zones. Auditors should be aware that whilst Home Zone schemes may use the “perception of risk” as a tool to achieve reduced speeds – for example by introducing uncertainties for drivers – good designs that achieve low speeds and emphasise the special nature of the space will normally achieve a safe environment.

3.7.25 Table 3, opposite, summarises the geometric criteria of Home Zone streets, in highway design terms.

Detailed scheme layout suitable for safety audit.
### Table 3 - Summary of Geometric Design Guidance for Home Zones

<table>
<thead>
<tr>
<th>Item</th>
<th>Criterion</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Traffic Flow</td>
<td>100 vehicles per hour, weekday pm peak</td>
<td></td>
</tr>
<tr>
<td>Max Number of Dwellings</td>
<td>No set upper limit</td>
<td>Depends on traffic flow criterion</td>
</tr>
<tr>
<td>Design Speed</td>
<td>16kph (10mph)</td>
<td></td>
</tr>
<tr>
<td>Max spacing between traffic calming events</td>
<td>30m</td>
<td>Until further experience gained</td>
</tr>
<tr>
<td>Forward Visibility</td>
<td>12m</td>
<td>Forward visibility should not significantly exceed this value.</td>
</tr>
<tr>
<td>Minimum Width of Vehicle Track</td>
<td>3m</td>
<td>With passing places 4.5m wide every 40m</td>
</tr>
<tr>
<td>Junction Visibility Splay within Home Zone</td>
<td>12m x 2m</td>
<td></td>
</tr>
<tr>
<td>Min Centre Line Radius</td>
<td>No minimum</td>
<td>Limited by swept path analysis</td>
</tr>
<tr>
<td>Min Corner Radius at Junctions</td>
<td>Limited by swept path analysis</td>
<td></td>
</tr>
<tr>
<td>Max Length</td>
<td>400m</td>
<td>Distance to any particular point in Home Zone, from nearest entry point</td>
</tr>
</tbody>
</table>
3.8 Designing the Elements

Protecting the Elements

3.8.1 Elements, such as street furniture, trees or public art, placed in or close to the vehicle route should be very robust – ie, capable of withstanding occasional impacts by slow-moving vehicles. Any vulnerable elements should be protected, or placed in areas that are inaccessible to vehicles.

3.8.2 Various items of street furniture may be required in Home Zones, such as seating, bollards, cycle racks or bin storage, depending on local circumstances. A common design style for such features will help to create a sense of place and reduce visual clutter. Street furniture that is colour contrasted from its surroundings will be more legible to blind or visually impaired people.

Lighting

3.8.3 The ambience of the street at night is wholly dependent on the quality of the lighting, which should be appropriate to the domestic setting.

3.8.4 Lighting levels in Home Zones should be adequate to achieve good personal security at night. Particular attention should be paid to lighting obstacles – such as humps, planters or street furniture – that have to be negotiated by drivers and by people on foot. To reduce street clutter, lighting units could be mounted on buildings, although this will require easements to be secured from the property-owner. This may be less of a problem in newly-built Home Zones.

3.8.5 Even lighting levels, avoiding pools of light and dark, will make access easier for visually impaired people.
3.8.6 Home Zones should incorporate paving materials that emphasise the special nature of the street. The following factors should be acknowledged, which are common to the selection of paving materials in all streets:
❖ The regional and local context
❖ Technical requirements
❖ Appearance
❖ Ease of maintenance and replacement.

3.8.7 The palette of materials chosen should encompass the entire space, rather than being considered as a series of separate elements. The aim should be to create a clear arrangement, using a limited and complementary range of materials, so minimising visual clutter. Ideally any change in paving material, colour or texture should have a distinct purpose – for example to denote car parking spaces or to define a key pedestrian route – and thus avoid apparent whimsy.

3.8.8 The use of traditional, natural materials that harmonise with the local vernacular is encouraged. These are usually more successful if laid out in a simple and traditional manner that relates to the scale of the space. Small scale elements work well in confined or awkward spaces and larger units and in–situ paving suit larger spaces.

3.8.9 Artificially coloured materials are not ideal as they can fade over time and compromise the original design intent. Complicated pattern formation and excessive contrast between materials is generally to be avoided, not least because such an approach can confuse, and lead to maintenance problems. Consideration should be given to the effects of wear and tear on materials, particularly their ability to withstand long term vehicular use.
CHAPTER 3

DESIGN GUIDANCE

3.8.10 Many residential streets – particularly in Conservation Areas or other historic areas – retain features and materials of quality, often over-shadowed or hidden by years of unsympathetic change, street clutter or poor maintenance. Designers should evaluate the qualities, materials and form of existing streets and, where appropriate, preserve and enhance them as part of the Home Zone scheme. Where existing materials are being integrated within a scheme, the same material source and traditional laying methods should be used for new paving areas.

3.8.11 Paving parts of the vehicle track in “rumbly” materials, such as granite setts, can help to keep traffic speeds low. Tyre noise from such surfaces has been a problem in some traffic calming schemes, but the very slow speeds in Home Zones will reduce this problem. If rough surfaces are used, clear and adequate smooth paths through the space along desire lines will need to be maintained for disabled people and cyclists.

3.8.12 The choice of paving materials in adopted streets will need to be agreed with the Highway Authority. Further information on adoption is given in Section 3.9.

Services and Drainage

3.8.13 In new developments, designers will need to plan routes for services through the Home Zone that are suitable for Service Authorities’ apparatus. Designs will need to allow for maintenance vehicles to gain access for planned and emergency works. Adequate space should also be made available in the development for above-ground equipment such as telephone cabinets, sub-stations and gas governor kiosks, again with adequate access.

3.8.14 Designers should consult with local Service Authorities at an early stage in the design process to reach agreement over their requirements.

3.8.15 The National Joint Utilities Group (NJUG) recommends that 2m wide footways are provided to accommodate buried services, but this will generally not be possible in Home Zones, where separate footways are not normally provided.

3.8.16 In shared surface designs, it may still be possible to provide adequate service strips off the vehicle track, so that maintenance can take place without disrupting vehicle access, which is particularly important in culs-de-sac. If the service strip has to be in the vehicle track, it should not present a problem if a grid street layout is adopted, as there will be alternative routes for vehicles and pedestrians in the event of a route being blocked by maintenance works.


### CHAPTER 3

#### DESIGN GUIDANCE

3.8.17 Services should be located in areas that are adopted by Highway Authorities to guarantee access for Service Authorities and to avoid conflict with residents’ perception of land ownership.

3.8.18 Where Home Zones are created in existing streets, existing buried and overhead services can form a constraint to the scheme design, as relocating mains or covers can be very expensive. Again, designs must take the maintenance needs of the Service Authorities into account.

3.8.19 On shared surfaces, the drainage system must be considered carefully. Shared surfaces must drain at suitable falls away from dwellings, to gullies at low spots or to linear drainage systems, such as channels. Gully or channel gratings must be suitable for people on foot, cyclists and people in wheelchairs.

3.8.20 Gully and channel locations need not run along the edges of the vehicle track. Designing the cross-section so that the low points are in the centre of the space can create a subtle but effective distinction from a conventional street.

3.8.21 In new developments, designers should consider sustainable urban drainage systems (SUDS) that reduce the rate and volume of run off, through permeable pavements or storage systems. However, developers should check that the relevant authorities will be willing to adopt such systems, (see Section 3.9).

#### Areas of Planting

3.8.22 Trees and other planting will normally form a vital element in the design of Home Zones. Selecting the right species and size of tree for a particular location is crucial. Factors to be considered relate not only to the characteristics of the tree but also its surroundings. These factors include soil type; future growth potential, above and below ground; proximity to services, lighting and traffic signs; and leaf and fruit fall. It may be necessary to install an appropriate root barrier to protect the surrounding pavement or nearby services from potential root disturbance.

3.8.23 Guidance on trees and buried services is available in the NJUG Publication 10 Guidelines for the Planning, Installation and Maintenance of Utility Services in Proximity to Trees.

3.8.24 Future maintenance requirements should also be taken into account when selecting the species of any trees or plants, the types of container or in designing bedding arrangements.
3.9 Adoption and Maintenance

3.9.1 Most Home Zones will be adopted by local highway authorities as “streets that are maintainable at the public expense”. This procedure follows Section 38 of the Highways Act 1980. Similarly the public sewers and drains beneath the surface of the street will normally be adopted by the local Water Company, in England and Wales; and by the local authority or Scottish Water in Scotland.

3.9.2 Many developers will be keen to use good quality materials and creative designs to create attractive and marketable developments. Adopting authorities are encouraged to take a positive approach to such proposals, wherever possible.

G25. Where new Home Zone streets are to be adopted, developers should consult with the relevant authorities at an early stage in the design process to agree the materials and other design specifications that need to be met. Developers should also establish the agencies that will be responsible for the maintenance of each element in the street, as this will have a major bearing on the scheme.

3.9.3 Although the overall responsibility for the maintenance of an adopted street will normally remain with the Highway Authority, it may be appropriate that certain elements, such as planting or street furniture, are maintained by other bodies that are better suited to the task, such as the Parish, Town or District Council. This already applies in many towns and villages, where items of street furniture such as benches are maintained by the District Council under an agreement with the Highway Authority.
3.9.4 Properly constituted residents’ groups, Trusts, or maintenance companies, which can be set up by developers in new build schemes, could also have an important role to play in the care and maintenance of a Home Zone, particularly the planted areas.

3.9.5 In many streets in the Netherlands, and in some streets in the UK, residents plant and look after flowers and shrubs in large pots and planters in front of their homes to create a semi–private green space within the street with no formal arrangements.
CHAPTER 4

CASE STUDIES & ILLUSTRATIVE SCHEMES

Introduction

4.1 The eleven Case Studies on the following pages are drawn from the small number of Home Zone schemes already built or planned in the UK.

4.2 Home Zones are in their infancy in this country, and very few schemes exist that are of equivalent quality to those on the Continent where the concept is around 30 years old. Nevertheless, there are important lessons to be drawn from these pioneering schemes.

4.3 It must be recognised that some of the schemes presented do not meet all of the desirable criteria given in these guidelines. By including these examples the reader may perhaps judge the worth of these criteria, through their absence.

Schemes

1. Morice Town, Plymouth
2. Lansbury and Lincoln Estates, Poplar, East London
3. Clark Street, Whitechapel, East London
4. Old Royal Free Square, Islington
5. Magor Village, Monmouthshire
6. Waltham Cross, Cheshunt, Hertfordshire
7. Campfield Road, Hertford, Hertfordshire
8. Castle Vale, Birmingham
9. Northmoor, Manchester
10. Worthington Street, Leicester
11. The Methleys, Leeds
1: MORICE TOWN, PLYMOUTH

Scheme Description
One of the largest Pilot Projects, this covers an area adjacent to Devonport naval base with a mix of private, council and social housing. It covers around 2.2km of road network. The scheme has developed from a road safety intervention into a comprehensive regeneration initiative.

Scheme Type
Retrofit

Housing Type/Other Land Use
155 terraced houses, 253 flats, five public houses, three public businesses, Morice Town Junior school, a Salvation Army Hall and a derelict playground now in the process of refurbishment.

Community
❖ Consultation and partnership working have been the cornerstones of the home zone building process.
❖ Partnership with the local community and local businesses has been established and nurtured. Proposals originally instigated by the City Council (not the residents) were at first greeted with suspicion. However the partnership is growing in strength, with residents growing in confidence in working with the Council, and addressing problems beyond the scope of the home zone project.
❖ Initially three large community meetings were held to introduce the concept and scope of the pilot and to seek representatives to guide and inform the community. Public meetings are held as necessary but the representatives meet on a monthly basis.
❖ Door to door surveys plus a more targeted follow-up survey and Planning For Real exercises were conducted to establish background information and community concerns.
❖ Community design workshops took place throughout 2000, resulting in a detailed plan of the home zone.

Scheme Objectives
❖ This is a very mixed area, with some private owner-occupied housing but also some severe deprivation with high crime rates, and a lack of facilities. Until recently there was no bus service in the home zone area and certain roads suffered from rat running and excessive speed. Issues for the residents included excessive speed, parking, security and safety, dog fouling, vandalism, anti-social behaviour, litter, lack of play areas and community facilities and quality of life issues.

Key Measures
Features include:
❖ Raising of the carriageway to a single level over much of the area.
❖ Vertical and horizontal traffic calming.
❖ Use of planters and planting.
❖ Environmental enhancements.
❖ On-street play facilities.
1: MORICE TOWN, PLYMOUTH

- Community space.
- Pro-active attention to parking issues.
  A phased approach has been adopted for implementation starting with nine gateway features and those measures which will do most to reduce speed and change the nature of the area.

Maintenance
Adopted highway maintained by City Council.

Further information

Lead Organisation
City of Plymouth
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Road Safety Team Leader
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Fax: 01752 304276
E-mail: Trim@plymouth.gov.uk

Partner Organisations
Groundwork Trust

Architects: Lacey Hickie Caley
Joe Marchant
Lacey Hickie and Caley
The Design Studio
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Exeter Business Park
Exeter
EX1 3QS
Tel: 01392 444334
Email: jmarchant@ex.lhc.net

Preliminary Design Engineers: WSP Development
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WSP Development
II Roman Road
48 New North Road
Exeter
EX4 4EP
Tel: 01392 432748
E-mail: Ian.Awcock@wspgroup.com

Scheme Programme
Construction began in July 2001 and is nearing completion. The home zone will be formally launched in June 2002.

Legal Issues
The area has been designated as a Home Zone under the Transport Act 2000. It is hoped that the new Home Zone sign will be used.
1: MORICE TOWN, PLYMOUTH

Scheme Costs
£1.5m.

Source of Funding
The pilot is being financed by Plymouth City Council Local Transport Plan funding, SRB V, the Home Zones Challenge Fund with additional funding being sought from European Objective 2.

Finance is very complex (especially SRB funding) since funding is from multiple sources (LTP, SRB, HAZ etc), some ring-fenced, some with fixed timelines, most with match-funding requirements. It has been difficult to allocate and programme the spending of these different funding pots in ways that meet all the relevant requirements.
1: MORICE TOWN, PLYMOUTH

Moric Town masterplan.
London Borough of Tower Hamlets, working in partnership with Leaside Regeneration Ltd and Poplar HARCA, are promoting two demonstration Home Zone schemes in the Poplar area of East London. WSP was appointed to select the two most suitable schemes from a total of 15 sites nominated by local community workers.

Poplar is part of the wider Leaside area, which is a focus for regeneration within the London Borough of Tower Hamlets. The housing in the Poplar area is mainly owned by the public sector, although there are pockets of owner occupation. LB Tower Hamlets and Poplar HARCA are responsible for most of the public housing.

Poplar HARCA has been particularly active in recent years, building and refurbishing properties and the surrounding neighbourhoods, and developing a programme of community support, based in local centres. The consultation for the Home Zone projects built on the good links with the community that had been developed by the existing agencies, with all of the consultation and design sessions taking place within the local centres.

The key criteria used to select the demonstration projects were:

- The area is in need of better community/play space
- Remodelling the street(s) as a Home Zone would provide improved community/play space
- The street(s) are suitable for Home Zone treatment – key indicators:
  - Light traffic volumes.
  - Not on bus/HGV route.
  - Mainly residential use.
  - Local facilities within/close to the area.
  - Maximum length of street 400m to 600m.
  - High proportion of active fronts to street and in reasonable proximity.
  - Area can be well defined.
  - Local residents likely to support Home Zone and engage positively with the process through neighbourhood centre.
  - Street offers good opportunities for creative redesign.
  - Good walk/cycle links.
  - The area has not recently been improved/redesigned.

The two schemes selected were on the Lansbury and Lincoln Estates. Preliminary proposals for both schemes were developed through a series of design workshops attended by the design team, community workers and local residents. The workshops made use of a physical model of the local areas.

**Scheme Description**

The proposed Home Zone schemes were set within a planned network of 20mph routes, walk and cycle links and more heavily trafficked routes.
**Scheme Type**
Retrofit

**Housing Type/Other Land Use**
Mainly residential, but also local shops and cafes, schools and community centres.

**Community Scheme Objectives**
No formal objectives set, but key concerns included security, parking and speed of traffic.

**Key Measures**
- **Lansbury – Brabazon Street/Ellesmere Street/Alton Street.**
  - Shared surface design, with parking reorganized in various arrangements – echelon, parallel and right angle.
  - Scheme includes refurbishment of derelict play area and opening up and resurfacing of isolated grassed area to create new urban “square”. Possibility of outdoor seating for local café. Significant amount of tree and shrub planting to soften street. Street to be repaved in three colours of blockwork to indicate vehicle track, main pedestrian routes and parking spaces.
- **Lincoln – Knapp Road/Chiltern Road/Rounton Road.**
  - Similar design approach. Existing open spaces brought together by reducing road width and relocating parking, to help create “green link” through area. Scheme linked to refurbishment of local green space to form park and ball play area.

**Maintenance**
Streets maintained by London Borough of Tower Hamlets.

**Further Information**

**Lead Organisations**
LB Tower Hamlets, Leaside Regeneration Ltd

**Partner Organisation**
Social Landlord and Community Workers: Poplar HARCA
Designer: WSP Development and WSP Environmental
54 Hagley Road
Edgbaston
Birmingham
B16 8PE
Tel: 0121 567 2840
E-mail: Phil.Jones@wspgroup.com
E-mail: Eddie.Hall@wspgroup.com

**Scheme Programme**
LBTH aiming to complete both schemes by 2004.

**Legal Issues**
LBTH intend to designate areas as Home Zone when implemented.

**Estimated Scheme Costs**
- Lansbury: £550,000
- Lincoln: £430,000

**Source of Funding**
Single Regeneration Budget, Local Transport Plan, Neighbourhood Renewals Fund.
Scheme Description
London Borough of Tower Hamlets appointed WSP and Lacey Hickie Caley to select a suitable site for a Home Zone scheme in the Whitechapel area of East London and then work with the community to develop the design of the scheme.

A number of potential sites were put forward for consideration and these were ranked using a similar set of criteria to those given for the Poplar Home Zones project, (see Scheme 2).

Clark Street was chosen as a suitable site for this first scheme. The road is lightly trafficked and has flats and houses fronting onto its whole length. The road is wide enough to allow parking to be rearranged in an echelon formation.

The design was developed through a series of community workshops held during evenings and weekends, where residents were encouraged to work closely with engineers and urban designers. In order to make best use of the street space and protect parking, residents chose to make the street one way. Attendance at the workshops was sparse, unfortunately, as the tight programme, caused by funding restrictions, did not allow for significant “capacity building” within the community. Subsequent feedback from the community is positive, however, and local residents are seeking the extension of the concept into neighbouring streets.

Scheme Type
Retrofit.

Housing Type/Other Land Use
Wholly residential

Community Scheme Objectives
No formal objectives set, but key local concerns included security, parking and speed of traffic.

Key Measures
❖ Street made one-way.
❖ Reorganisation of parking.
❖ Strong lateral shift with speed table in the centre of the street.
❖ Designation of the street as 20mph zone.
❖ Speed tables at entrances, exits and within scheme.
❖ New street trees.
❖ Improved fencing of open stairwells to flats.
❖ Traffic calming on adjacent major routes.

Evaluation
The budget for the project was not sufficient to fund a shared surface throughout the street, and the final outcome is, perhaps, mid-way between a “true” Home Zone and a traffic calming scheme. Further time to develop community ownership would also have helped considerably.
3: CLARK STREET, WHITECHAPEL, EAST LONDON

Views of street before and after.

**Maintenance**
Streets maintained by London Borough of Tower Hamlets as adopted highway.

**Further information**

**Lead Organisation**
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E3 4PN

**Partner Organisations**
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Joseph Marchant
Lacey Hickie Caley
The Design Studio
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Exeter
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Tel: 01392 444334
Email: jmarchant@ex.lhc.net

**Scheme Programme**
Scheme implemented during summer 2001.

**Legal Issues**
LBTH may designate area as Home Zone in due course.

**Scheme Costs**
£240,000

**Source of Funding**
Single Regeneration Budget.
Scheme Description
Old Royal Free Square was developed from a former hospital building, providing almost 200 dwellings. The developers were Circle 33 Housing Trust and the New Islington and Hackney Housing Association. Although the designers did not set out to create a Home Zone/woonerf area, the scheme embodies many of the principles advocated within these Guidelines. The development was completed in 1992. The housing development has a single vehicular access, via a footway crossing from Liverpool Road, a busy urban route. The entrance and exit to/from the main part of the site is through a pair of narrow arches in the historic main facade of the former hospital building, created with the approval of English Heritage.

The main open space within the site is laid out as an urban square, with a shared surface for vehicles and pedestrians, surrounding a small green space that has low fencing and is used for ball games. There is an area of play equipment outside the park, not surrounded by fencing, but kept clear of vehicles by bollards and street trees. Parking is provided within the square, between rows of mature trees, and is marked only by a slight change in blockwork type. There is just less than one parking space per dwelling. Vehicles are required to travel clockwise around the square. Most of the ground floor flats fronting onto the square have small semi-private areas in front, and there are private gardens at the rear.

Beyond the main square lie further narrow streets and courtyards, all with shared surfaces and on-street parking. None of the streets within the development are adopted highways.

The square is very popular with residents, who include families, single people and couples, as well as disabled people. There are more than 120 children living on the estate, who tend to play within the square, where they are well supervised by adult residents. The first children to live on the estate worked with an artist-in-residence to create the railings around the central green space. A residents’ association has been set up, which has raised money to buy bins and play equipment by holding fundraising events in the square.

There were some concerns over traffic speeds initially, but additional speed humps were funded by the housing associations, which have helped to solve this problem. The scheme has received a number of architectural and conservation awards.
4: OLD ROYAL FREE SQUARE, ISLINGTON, NORTH LONDON

**Scheme Type**
New Build

**Housing Type/Other Land Use**
Wholly residential

**Community Scheme Objectives**
No formal community objectives set at design stage, but residents have taken “ownership” of the space since the development was opened.

**Key Measures**
Shared surface at the heart of the development, with high quality landscaping, well overlooked from surrounding dwellings. Play equipment and informal green play space. Simple speed humps within shared surface to control speeds. Narrow entrances through strong “gateways”.

**Maintenance**
Streets maintained by Housing Associations.

**Evaluation**
Old Royal Free Square is a very successful scheme, creating an attractive, safe and functional street space that all members of the community can enjoy, and that has stood the test of time. It is important to note that this design could only be achieved at the time by not having the street adopted as a public highway.

**Further information**

**Lead Organisations**
- Circle 33 Housing Trust
- New Islington and Hackney Housing Association

**Partner Organisations**
- Architects
  - Levitt Bernstein & Associates

**Scheme Programme**
- Scheme implemented 1989/90.

**Legal Issues**
- Scheme developed prior to establishment of Home Zone legal framework.

**Scheme Costs**
- Total project cost £10m

**Source of Funding**
- Housing Corporation.
Scheme Description
This scheme is the only home zone pilot in Wales and is set in a rural area.

Scheme Type
Retrofit

Housing Type/Other Land Use
The home zone is located in a village of around 5,000 population. It is centred on the village square and includes 60 dwellings and 20 small retail premises in a Conservation Area. Homes are of traditional village design.

Community
In February 2000, local authority officers, together with a landscape architect, spent a day in the local school working with school children. Ideas from the children included a pool table and a theme park(!), as well as more traditional traffic calming ideas. Parents were then invited that evening and the following morning (a Saturday), to participate in a “Planning for Real” exercise. On the basis of comments received, the landscape architect drew up conceptual sketches, which formed the basis of the outline design.

In May 2000, a second exhibition was held, putting forward some specific proposals and asking questions to gauge reactions. Responses were somewhat cautious – adults tended to think that some features would be too dangerous, suggesting that they couldn’t envisage the home zone really achieving safe conditions. Nevertheless, around 75% were in favour of the proposals.

In July 2000, a community liaison group met to address concerns of businesses around the central square about the possible loss of trade.

In October 2000, a third exhibition, presenting firm details, was held. This was well attended and the community was given a vote on the proposal. Again, there was a significant majority in favour, albeit traders continued to express their lack of support and residents of the home zone were concerned about specific details such as features outside their houses.

In March 2001, a fourth exhibition was held, requested by residents and traders, to view the detailed design.

Scheme Objectives
Existing problems tackled by the scheme include conflict between traffic and children walking to school, roads of variable width and inadequate footways.
Key Measures

The scheme includes:
❖ road humps
❖ junction plateaux
❖ one way system
❖ removing raised footways
❖ street trees and planters
❖ cycle stands
❖ some games for children
❖ introducing social spaces

Evaluation

The general feedback on the scheme is good with positive remarks about the quality of the materials and finishing. The main lesson learnt is that adequate (extensive) time and resources should be allocated for consultation.

Further information

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Traffic and Development Manager
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Community website: www.magorundy.co.uk

Many departments of the County Council have had an involvement in the scheme, including officers from: Planning, Road Safety, Environmental Services, Conservation (the home zone is in a conservation area), and Agenda 21. A Landscape Architect has also been employed.

Partner Organisation
Community Liaison Group, Community Council.

Scheme Programme
Construction of Phase 1 was completed in April 2002. Consultation on the next phase to improve three residential streets, is taking place.

Scheme Costs
£90,000 has been budgeted so far, but is likely to rise, with some increased funding to be sought from local businesses and possibly a further allocation from the Local Transport Plan. The total scheme costs could rise to around £250,000.

Source of Funding
Local Transport Plan
Funding to be sought from local businesses
Scheme Description
The Four Swannes Home Zone lies on the south extremity of Cheshunt, Hertfordshire adjacent to the A121 Monarch’s Way/Eleanor Road. The area was chosen as a candidate due to its problems with traffic speed, its social and parking problems and the general feeling of an untidy street environment with a low quality of life for residents.

Scheme Type
Retrofit scheme

Housing Type/Other Land Use
The 14 roads in the Four Swannes Area consist of a mixture of Victorian terraces with small front gardens and no off-street parking, and 1950’s terraced and semi-detached houses with a more open aspect. There are also some more recent purpose-built flats. There are approximately 600 dwellings in the area with a population of approx. 1500 people. The vast majority of the properties are in private ownership with 32 being owned by the Borough of Broxbourne. In addition, there are plans to redevelop a former foundry site behind York Road with 80 residential units.

Community
During the consultation process an exhibition was held and all residents had the opportunity to join a Residents “Forum” group. This consisted of the Herts CC. Client, the design Consultant, Mouchel, officers from the District Council, the Highway Authority, the Police and the residents. The idea of this was to ensure a continuous dialogue and flow of information and a scheme the residents could “own”.

The consultation involved holding two public exhibitions at the Waltham Cross Baptist Church. The first one was to ascertain the problems and discuss possible solutions. The second one followed the design of draft proposals and encouraged comments and support on them.

A “Steering group” consisting of officers from the County Council, Broxbourne Borough Council, the Police, Social Services and the design consultants ensured that the overall objectives of the scheme were closely adhered to.

Key Measures
The scheme is based on a 20mph zone with moderate traffic calming. Speed tables and a plateaux break up the visual appearance of the roadspace to give a semi-shared look with benefits for pedestrians. A central Home Zone area, which will be a shared space in the heart of the estate, includes parts of King Edward Road and Eleanor Road as well as Paul’s Green. In this area are the school and a church. Consideration is being given to extending the shared space home zone along the length of Eleanor Road, which would make it much larger.

Raised table in block paving, speed humps and chicanes.
Off-street parking bays in front gardens of properties.
have been encouraged to reduce pressure for on street parking and reduce clutter. The existing on street parking has been re-ordered with new markings and new bays, to replace the current footway parking, achieving a small increase in spaces. A need was identified to improve the play equipment in the recreational areas adjacent to the housing.

Evaluation
❖ Due to the project being only in the early stages, no data on measurable parameters can be used for comparisons.
❖ There has been initial enthusiasm from residents and it is hoped that it does not disappear when the project has been completed.

Further information

Lead Organisation
Hertfordshire County Council
Environment Department
Pegs Lane
County Hall
Hertford

Mouchel TSC
The Colonnades
Beaconsfield Road
Hatfield AL10 8YJ
John Savides (Mouchel TSC)
Tel: 01707 280262
Fax: 01707 280 281
E-mail: john.savides@mouchel.com

Partner Organisation
Broxbourne Borough Council (District Council)

Scheme Programme
Consultation/Design started Spring 2001
Design being finalised
Works to be completed in March 2004

Legal Issues
One way order, road humps order and 20mph speed order under Road Traffic Regulation Act

Scheme Costs
Design/Consultation £400,000
Construction £900,000

Source of Funding
Local Transport Plan.
Broxbourne Borough Council Leisure Services.
Homes PLC – Trust Road.
**Scheme Description**

The Home Zone lies on the western extremity of Hertford adjacent to the main A414 Hertford to Hatfield road. It was chosen as the site of Hertfordshire’s first Home Zone.

**Scheme Type**

Retrofit scheme

**Housing Type/Other Land Use**

The vast majority of the 150 houses were built in the 1920s. Two developments of up to a dozen flats and bungalows built about 15 years ago. A large percentage of the car parking is on street but there is one block with approximately 15 garages.

**Community**

Residents submitted a petition seeking improvement. Consultations involved two public exhibitions on site in a mobile caravan with residents during the design process. The first one ascertained the problems and discussed possible solutions. The second followed the design of draft proposals and requested comments on them. During the consultation process all residents had the opportunity to join a Residents “Forum” group which consisted of the Client, the design Consultant, officers from the District Council, the Highway Authority, the Police and the Riversmead Housing Association. The idea of this was to ensure a continuous dialogue and flow of information to achieve a scheme the residents could “own”.

**Scheme Objectives**

❖ Improved safety for their children
❖ Reduce vehicle speeds
❖ Provide play facilities for young children in the area

**Key Measures**

❖ The scheme is based on a 20mph zone with moderate traffic calming.
❖ Three raised tables in block paving with speed humps
❖ Speed humps and chicanes
❖ Two of the roads converted to one way.
❖ Existing on street parking was re-ordered
❖ Street lighting was enhanced by the use of 70w SON lanterns for the carriageway and 50w SON for footpaths.
❖ New lighting was provided in the play areas.
❖ Play equipment for both young and teenage children

**Evaluation**

❖ There have been isolated reports of increased speeds which are thought to be due to residents being aware that no traffic will be coming in the opposite direction of two of the roads.
❖ At the initial consultation stage it was hoped a residents association would be an outcome from this so there was local “ownership”. However initial enthusiasm disappeared over time so that when the project was finished no group had gelled
together despite the offer of modest cash assistance from the Riversmead Housing Association. There was no obvious place for a group to meet apart from individual’s houses.

**Further information**

**Lead Organisation**
Hertfordshire County Council
Environment Department
Pegs Lane
County Hall
Hertford

Mouchel TSC
The Colonnades
Beaconsfield Road
Hatfield AL10 8YJ
E-mail: andrew.povey-richards@mouchel.com
Tel: 01707 280233

**Partner Organisations**
East Hertfordshire District Council
Riversmead Housing Association

**Scheme Programme**
Consultation/Design started 2000
Design finalised Autumn 2000
Works commenced 8 January 2001
Works finished 13 April 2001

**Legal Issues**
One way order and 20mph speed order under Road Traffic Regulation Acts

**Scheme Costs**
Design/Consultation £110,000
Construction £285,000

**Source of Funding**
LTP finance for Civil works.
The play equipment was funded by Riversmead Housing Association and Hanson PLC through the Landfill Tax Credit procedure.
Scheme Description
Castle Vale is a large housing estate on the north-east edge of Birmingham. Developed in the 1960s, it comprised 34 high rise blocks of flats and large areas of two storey housing, laid out on the “Radburn” principle, which segregated vehicular and pedestrian activity. Castle Vale suffered from many of the difficulties that characterise this type of estate, including social, economic and environmental problems. The estate is now being regenerated by the Castle Vale Housing Action Trust, which took over from Birmingham City Council as social landlord. The HAT’s Transportation Strategy sought to improve safety and redress the existing imbalance between vehicular traffic and walking and cycling. This included the rationalisation of the estate’s road network into traffic calmed local distributors (50kph) and residential streets (30 kph); and Home Zone (“woonerf”) areas with shared surfaces (10kph).

The Centre 8 development, which was completed in 1998, involved the demolition of eight blocks of high rise flats and their replacement with two areas of low rise housing, either side of a new urban park, and with each home accessed from a street.

Each of the two housing areas consists of around 110 houses and 50 flats. Of these, some 50 front onto the Home Zone shared surfaces, with the remainder fronting onto traditional streets. The houses on the traditional streets have a single off-street parking space; the flats and the houses fronting onto the shared surfaces make use of on-street parking spaces.

Scheme Type
New Build.

Housing Type/Other Land Use
All residential. 220 houses, 100 apartments.

Community Scheme Objectives
- Overall development and transportation strategy for Estate developed by Halcrow following extensive consultation by Castle Vale HAT, which revealed major concerns over traffic speeds and road safety.
- No community involvement in detailed design of scheme, as new build.

Key Measures
❖ The shared surfaces are block paved and contain street trees with low shrub planting. Parking spaces break up the vehicle track and are indicated by different coloured blocks. There are no parking restrictions. There are no separate footways, but bollards are used to create pedestrian-only spaces in front of the dwellings.
❖ Questionnaire surveys of residents found that most find the environment to be attractive and prefer it to a traditional street. However, many would wish speeds to be reduced further through more intensive traffic calming.
8: CENTRE 8 DEVELOPMENT, CASTLE VALE, BIRMINGHAM

Maintenance
All of the streets are adopted highways and are maintained by Birmingham City Council. Housing is managed by a Community Housing Association.

Further information
Lead Organisation
Castle Vale Housing Action Trust
Farnborough Road
Birmingham
B35 7NL
Tel: 0121 749 8306

Partner Organisation
Housing Association: Castle Vale Community HA
Developers: Wimpey Homes, Mowlem
Architects: HTA
Transport Consultant: Halcrow
Highway Authority: Birmingham City Council

Legal Issues
Scheme predates Home Zone legislation; not designated as such.

Scheme Costs
Total project cost – approximately £15m.

Source of Funding
Castle Vale HAT and private finance.
9: NORTHMOOR, MANCHESTER

Scheme Description
The regeneration project in the Northmoor area of Longsight, an inner city urban area, has been underway since 1997. The area contains around 1400 houses (largely small terraced street-fronting houses). The streets within Northmoor were visually dominated by cars. Parking on both sides of narrow residential streets left only a narrow width for vehicles to pass along the street and often blocked access for refuse and emergency vehicles. The demand for parking spaces was found to be low (typically 35–40% cars per household) due to the proximity of local shops and the levels of service of public transport along the A6 just a short distance away.

Scheme Type
Retrofit

Community
❖ Following the consultations on the concept study, the Home Zone idea was presented to residents by means of sketches, a video of examples in the Netherlands and rough models.
❖ Regular formal and informal meetings explored ways in which the Home Zone principle could be applied to Northmoor and what the benefits would be.
❖ An empty house was used to show plans and models to those residents who were unable or unwilling to attend public meetings.
❖ Most importantly, members of the design team were visible on the streets to residents and available when required.

Scheme Objectives
The objectives of the Northmoor Home Zone were identified as:
❖ To assist in creating a sense of identity for the area known as “Northmoor”.
❖ To transform the repetitive terraced streets into new linear courtyards, creating spaces where cars are forced to travel at very low speeds and where pedestrians and cyclists have priority.

Key Measures
❖ Streets changed to shared space between pedestrians and traffic, with the expected right of way being given to the pedestrian and other users.
❖ Demolition of houses to create a new “green street” passing through into adjacent roads.

Maintenance
❖ The scheme will be maintained by Manchester City Council Operational Services. Test samples of the materials were laid during the twelve month Consultation period.
Tangible Results
❖ Increased hope and a sense of confidence in the future
❖ Increased ownership of the regeneration process and developing capacity to assist with managing the neighbourhood
❖ Increased house prices and market confidence
❖ Transformed urban environment, through the Home Zone, decreased housing density, open space, and greenery
❖ Decreased crime and relief from the fear of crime

Evaluation
At the outset of the scheme the TRL, commissioned by the DTLR, carried out a survey of local residents’ perception of the area. Residents were interviewed in depth about their feelings for the area. The rating of the quality of life in the streets was low. Most residents wanted their children to be able to play outside but the streets were not safe places to play. Traffic speeds were measured by TRL and mean speeds of 22 to 30 kph were typically found.
TRL carried out speed measurements on Stainer Street after the completion of the Home Zone. The mean speed was found to be 15kph (just under 10mph), almost exactly what the designers had expected.

Scheme Programme
A Steering Group was set up in 1997 comprising the City Council, the Residents Association, the Police and Emergency Services and Manchester Methodist Housing Association.
The Steering Group commissioned Ian Finlay Architects and Paul Butler Planning Consultants with Manchester Engineering Design Consultancy to work with the local community and the key partners between 1998 and 2000 to prepare a concept plan for the area out of which proposals for the Homezone developed.
Work to the first street of Phase 1 of the Homezone (Stainer Street) began in January 2002 and was completed in April 2001. The three remaining streets, (Proud Street, Barnby Street and Purcell Street), were constructed between June 2001 to November 2001.

Legal Issues
Because Northmoor was a pilot scheme and constructed before the Transport Act 2000 came into force, the Home Zone designation will be applied for retrospectively. No street closures were necessary.
9: NORTHMOOR, MANCHESTER

Scheme Costs
The cost breakdown was:
Consultation £40,000.00
Design Fees £60,000.00
Cost of Works £650,000.00

Source of Funding
DTLR Capital Highway Funds £100,000.00
Manchester City Council Regeneration Funds £650,000.00

Partner Organisation
Urban Solutions (Manchester Engineering Design Consultancy and Ian Finlay Architects)
Salisbury House
Granby Row
Manchester
M1 7DL
John Delap
Tel: 0161 455 2164
E-mail: j.delap@notes.manchester.gov.uk

Further information
Lead Organisation
Manchester City Council
Town Hall
Manchester
M60 2JT
Reuben Flynn
Tel: 0161 234 4927
E-mail: r.flynn@notes.manchester.gov.uk

Manchester Methodist Housing Association
Hopeleigh
1-3 Fairhope Avenue
Salford
M6 8AR
Jim McMillan
Tel: 0161 707 7147
E-mail: J.McMillan@mmhg.org.uk
10: WORTHINGTON STREET, LEICESTER

Scheme Description
Worthington Street is one of eight streets linking together two busier roads in the Highfields district of Leicester. The street was the last of a group of un-calmed through routes for traffic and as a result it carried a peak flow of about 130 vehicles per hour.

Scheme Type
Retrofit

Housing Type/Other Land Use
Residential.

Scheme Objectives
The council aimed to maintain access but reduce traffic and turn the street into an area for relaxation and enjoyment.

Key Measures
The scheme involved making the street one-way, introducing a complete shared surface, narrowing the vehicle track and introducing lateral shifts. Thirty nine parallel and echelon parking spaces were introduced, defined by new street trees and eight decorative brick planters. The carriageway and parking areas were defined by coloured and patterned brickwork. Paviours were used to highlight a linear area in front of people’s homes. Homes and the planting areas were protected by Victorian style bollards. At the time residents were also encouraged to introduce hanging baskets into the street, but there is little evidence of these today. Cost (mid 1980s) of £180,000.

Evaluation
The street is still impressive and is a distinct improvement on similar neighbouring streets. The paving remains attractive and the planting provides a green and softer aspect to an otherwise hard terraced environment. Residents have complained about the speed of through traffic and the low level of parking in the street. As a result some of the planters are to be removed to create additional spaces. The average speed of through traffic is about 16mph. There is some illegal parking, but important areas are well protected by bollards. Pedestrians and children playing do use the whole width of the street. The planters are very bulky and poorly located in relation to adjacent homes, and there is some evidence of damage by vehicles or a lack of plants.

Further Information
Lead Organisation
Leicester City Council

Scheme Programme
Constructed during the mid 1980’s

Source of Funding
Urban Programme Funds.
11: THE METHLEYS, LEEDS

Scheme Description
Self contained urban inner city area with few places other than the street for children’s play and social interaction. The streets in the Methleys were sufficiently wide to allow for the implementation of physical measures. Mainly on street parking with no parking controls in force.

Scheme Type
Retrofit scheme

Housing Type/Other Land Use
Approx 330 Households covered by the scheme. Victorian terraced including some back to back properties. Two separate complexes of flats. Very few properties with substantial gardens. Mixture of private owned, private rented and dwellings in Multiple Occupation. A vehicle repair garage is also situated in the residential area, which has caused conflict with local residents in the past.

Community
Very strong community group – Methleys Neighbourhood Action (MNA), with a long history of community participation. These have included some innovative high publicity events, such as turfing the street for a weekend, and showing films on the end of a terrace. There have been street parties and community events. Residents survey showed an average of 2.1 persons per household, with an average car ownership rate of 0.86 cars per household. 69% of car owners who responded to the resident’s survey indicated that they park their vehicle on street. Prior to the pilot project MNA had already undertaken their own consultation with local residents including a neighbourhood planning exercise. The County Council sought to build on this base by undertaking the following consultation exercises:
- Residents’ questionnaire with separate children’s survey.
- Residents newsletters to update local people on progress.
- Local exhibition to discuss the detailed proposals.
- Community Steering Group established involving LCC Officers and community representatives.

This programme of community involvement has resulted in over 50% of local people registering their opinions on the Home Zone proposals, which is significantly higher than the response rate for previous transportation schemes. The extensive community participation produced a scheme reflecting residents’ aspirations, which attracted exceptional
levels of local support. All local Ward Councilors and the local MP.

**Scheme Objectives**

❖ To establish a 20mph speed limit within the boundary of the Home Zone and implement physical features to encourage even slower speeds.
❖ To create a street environment where children can play in greater safety and where other aspects of social interchange can be enjoyed without the threat of fast moving traffic.
❖ Improvements to the visual environment and amenity of the streets in the Methleys.

**Key Measures**

❖ Gateway treatments including road narrowings and coloured road surfacing to promote the perception of entering a different type of area.
❖ Home Zone signing designed in conjunction with the local community to demonstrate the unique character of the area and advertise the 20mph speed limit.
❖ Creation of a community area on Methley Drive through the use of alternative road surfacing and landscaping features. It is intended that this area will become a focal point for community events and social interaction.
❖ Traffic calmed 20mph Zone encompassing the whole area incorporating speed cushions on the main rat run through the area.

**Maintenance**

Adopted highways.

**Further information**

**Lead Organisation**
Leeds City Council
Department of Highways and Transportation
The Leonardo Building, 2 Rossington Street
Leeds LS2 8HB
Andrew Hall
Tel: 0113 2475296 Fax: 0113 2476361
E-mail: andrew.hall@leeds.gov.uk

**Partner Organisation**
Methleys Neighbourhood Action
Website: www.methleys.org.uk

**Scheme Programme**

July 2001 Construction began on site
Nov 2001 Construction completed

**Legal Issues**

Traffic orders were in place before the construction process commenced.

**Scheme Costs**

In the region of £240,000.

**Source of Funding**
Integrated Transport Scheme
5.1 Further Sources of Information on Home Zones

Home Zones - A Planning and Design Handbook -
This is a good practice guide to the planning and design of Home Zones, with a particular emphasis on retrofit schemes. The Handbook reviews the evolution of the Home Zone concept in the UK, and considers the practical lessons emerging from the UK pilot schemes.

Netherlands Design Guidance
Two documents are available (both in English) from CROW, a transport research organisation in the Netherlands, containing information on Dutch practice for Home Zone (“woonerf”) areas. Van Woonerf Tot Erf is a small booklet providing an introduction to the woonerf concept. More detailed technical guidance is given in the general traffic engineering handbook entitled ASVV - Recommendations for Traffic Provisions in Built-up Areas. Some of the key recommendations of these documents have been incorporated in these guidelines. Both documents can be purchased via the website. www.crow.nl, or at CROW, PO Box 37, NL–6719 BA EDE, The Netherlands, Tel: 00 31 318 620410.

DTLR Traffic Advisory Leaflet 10/01: Home Zones – Planning and Design
This Traffic Advisory Leaflet provides outline guidance on planning and designing home zone schemes and is available from: DTLR, Charging and Local Transport Division, Zone 3/25 Great Minster House, 76 Marsham Street, London SW1P 4DR and on the DTLR website: http://www.roads.dtlr.gov.uk/roadnetwork/ditm/tal/traffic/10_01/index.htm

Home Zone Pilot Programme
Nine Home Zone pilot projects have been set up in England and Wales, together with four in Scotland. Details of the schemes can be found on the Home Zone News website www.Homezonenews.org.uk. At the time of writing (Spring 2002), implementation is underway on a number of the Pilot schemes, including Northmoor, Manchester, The Methleys, Leeds, Magor in Monmouthshire and Morice Town, Plymouth.

The Pilot Schemes in England and Wales are being evaluated by Transport Research Laboratory, on behalf of DTLR, and research reports detailing the outcomes of the schemes will be published in due course. The Scottish pilot schemes are being evaluated by Land Use Consultants for the Scottish Executive. The Pilot Programme schemes have been brought forward under existing highway legislation, and all but one of the schemes are “retrofit” schemes.

Home Zone Challenge
Government has made £30m of funding available to local authorities to implement 61 Home Zone schemes throughout England, beginning in early 2002. All of the schemes are due to be completed by April 2005. DTLR is administering the Challenge programme and will be publishing information on the progress of the schemes at the dedicated website, www.homezoneschallenge.com, and through seminars and reports. It is intended that the Challenge programme will provide considerable further detailed information on how Home Zones can be successfully created in the UK.

DTLR Guidelines on designating Home Zones, and making Use and Speed Orders
Statutory guidance is to be published by DTLR in due course on the procedures for designating Home Zones and the making of Use and Speed class orders within Home Zones, within England. The operation of the legal framework for Home Zones in the UK is described in further detail in Appendix A to this document.
Scottish Guidance
The Scottish Executive will publish Guidance on the implementation of Home Zones to co-incide with the coming into force of Regulations made by the Scottish Ministers. This Guidance is intended as a practical working document but also as a consultation draft. The consultation period will run to December 2004, which is the expected date for the completion of the evaluation report on the Scottish Home Zone pilots.

Home Zone News website: www.homezonenumes.org.uk
This website, established by the Children’s Play Council with support from DTLR, provides current information on the development of Home Zones in the UK, including policy and legal aspects as well as case studies of ongoing or recently completed schemes.

Homezones website: www.homezones.org
This website hosts a lively mailing list, for discussion between practitioners on design and implementation issues. Membership of the mailing list is free.

Home Zone News
This regular newsletter published by the Children’s Play Council, containing information on the development of Home Zones in the UK, is available free from the CPC (details below).

Video - At Home in My Street
This video provides a useful introduction to Home Zones, documenting a fact-finding trip to the Netherlands in 1999 and showing a number of actual schemes. It has been shown to good effect at a range of community events. It is available from: Transport 2000, The Impact Centre, 12–18 Hoxton Street, London, N1 6NG, Tel:020 7613 0743. Web: www.transport2000.org.uk, Note: A further video, documenting UK Home Zones, is in the course of preparation.

Prioritising home zone treatments in Brighton and Hove (Biddulph, Cardiff University, 2002)
Report summarising the application of key criteria on the selection and ranking of possible Home Zone sites.

5.2 Useful Contacts

DTLR
For advice on the legislative framework in England and Wales, traffic signs for Home Zones and latest information on the Pilot and Challenge Programmes, contact: Department of Transport, Local Government and the Regions, Zone 3/22, Great Minster House, 76 Marsham Street, London, SW1P 4DR. Web: www.dtlr.gov.uk

Children’s Play Council
The Children’s Play Council, which promotes the importance of play in children’s lives, was instrumental in promoting the concept of Home Zones in the UK during the 1990s. It publishes Home Zone News and the associated website, and can give advice on a range of issues related to play. Contact: Children’s Play Council, National Children’s Bureau, 8 Wakely Street, London, EC1V 7QE. Tel: 020 7843 6016. Web: www.ncb.org.uk/cpc.htm

Access Consultants and Auditors
The website of the National Register of Access Consultants (www.nrac.org.uk) lists appropriately qualified and experienced access consultants and auditors, who can provide advice on making Home Zones accessible to all.
5.3 Other References

General


Urban Design Alliance/Institution of Civil Engineers (2000), Returning Roads to Residents, ICE (available for download on www.udal.org.uk).

Urban Design Alliance/Institution of Civil Engineers (2000), Designing Streets for People, ICE (available for download on www.udal.org.uk).


Play

Children’s Play Council (2002), More than Swings and Roundabouts: Planning for Outdoor Play, National Children’s Bureau


National Playing Fields Association (2001), Playground Management and Safety, NPFA

National Playing Fields Association (2001), The Six Acre Standard, NPFA

Road Safety


Access

DTLR (1998), Guidance on the use of Tactile Paving Surfaces. Available free from the Mobility and Inclusion Unit, Zone 1/18, Great Minster House, 76 Marsham Street, London SW1P 4DR (Tel 020 7944 2914) and on the DTLR website at: www.mobility–unit.dtlr.gov.uk/tactile/index.htm

British Standards Institute (2001), British Standard 8300: Design of buildings and their approaches to meet the needs of disabled people – Code of Practice, BSI.

Philip Oxley (2001), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Draft). Available from the Mobility and Inclusion Unit, DTLR (address above).

Institution of Highways & Transportation (1991), Reducing Mobility Handicaps: Towards a Barrier Free Environment, IHT.


CHAPTER 5

INFORMATION SOURCES & REFERENCES

JMU Access Partnership, Colour and Tone Contrast.


Services

CIRIA, Report C522 – Sustainable Urban Drainage, CIRIA.

National Joint Utilities Group (1997), NJUG 7 – Recommended Positioning of Utilities’ Apparatus for New Works on New Developments and in Existing Streets, NJUG.


5.4 Glossary

Local Traffic Authority

The local authority, as defined in the 1984 Traffic Regulation Act, with responsibility for making orders to manage and control traffic. The Local Traffic Authority (LTA) has the power to designate Home Zones and make Use and Speed Orders in England and Wales. The LTA is usually the same authority as the Highway Authority – normally the County Council in non-metropolitan counties of England, except where unitary authorities exist; the Borough Council in London and in the metropolitan counties of England; and the District or Borough Council in Wales and in Scotland.

Light Vehicle

For the purposes of these guidelines, “light vehicle” refers to all motorised vehicles of less than 3.5 Tonnes gross vehicle weight.

Large Vehicle

Within these guidelines, “large vehicle” is defined as motorised vehicles of more than 3.5 Tonnes gross vehicle weight; and buses with more than 12 seats.

Disabled Person

A person with physical, sensory or mental impairment, which has a substantial and long term adverse effect on his or her ability to carry out normal day-to-day activities. The principal types of impairment are: locomotion; seeing; hearing; reaching, stretching and dexterity; and learning. Many disabled people, particularly older people, have more than one impairment. At a conservative estimate between 12 and 13 per cent of the population have some degree of impairment.
A.1 Introduction

A.1.1 Primary legislation enabling the designation of Home Zones is now in place for England, Wales and Scotland. At the time of writing consultation has taken place on the secondary legislation that may be made for Home Zones in England and Scotland.

A.2 Legal Framework - England and Wales

A.2.1 Section 268 of the Transport Act 2000, enacted on 1 February 2001, provides the legislative basis for establishing Home Zones in England and Wales.

A.2.2 This section of the Transport Act also deals with Quiet Lanes, which are intended to provide rural routes suitable for walking and cycling and the quiet enjoyment of the countryside.

A.2.3 The full text of Section 268 is as follows:

268 A local traffic authority may designate any road for which they are the traffic authority as a quiet lane or a home zone.

2) The appropriate national authority may make regulations authorising local traffic authorities who have designated roads as quiet lanes or home zones to make use orders and speed orders of such descriptions as are prescribed by the regulations in relation to any roads designated by them as quiet lanes or home zones.

(3) A use order is an order permitting the use of a road for purposes other than passage.

(4) But a use order may not permit any person-

(a) wilfully to obstruct the lawful use of a road by others, or
(b) to use a road in a way which would deny reasonable access to premises situated on or adjacent to the road.

(5) A speed order is an order authorising the local traffic authority by whom it is made to take measures with a view to reducing the speed of motor vehicles or cycles (or both) on a road to below that specified in the order.

(6) The appropriate national authority may make regulations specifying procedures for the making, variation and revocation of:

(a) designations, and
b) use orders and speed orders,

including procedures for confirmation (whether by the appropriate national authority or any other body).

(7) The appropriate national authority may give guidance to local traffic authorities about matters to which they must have regard in determining whether or not to designate a road as a quiet lane or home zone.
A.3 Commentary on Legal Framework in England and Wales

A.3.1 Clause (1) permits local traffic authorities in England and Wales to designate any street or streets as a Home Zone, without restriction.

A.3.2 However, this in itself does not change the legal use of the highway within Home Zones. This is accomplished via Clause (2), which enables the Secretary of State (in England) and the National Assembly (in Wales) to bring forward regulations, which authorises local authorities to make “Use Orders” and “Speed Orders” for designated Home Zones.

A.3.3 The “Use Order”, defined in Clause (3), is the most significant new power as it permits activities other than the passage of vehicles to take place legally on streets. The accompanying notes to the Act define these activities as children’s play and other social functions. DTLR has consulted on the content of statutory guidance for designating home zones and on regulations for use and speed orders. Responses to the consultation are currently being considered.

A.3.4 Clause (4) of Section 268 notes that it is not permissible for anyone to obstruct the street or to deny access to premises, and the movement and access function of the highway must be retained. This means that any use of the street must be reasonable and that there is no priority indicated between pedestrians or vehicles.

A.3.5 The intention of the legislative framework is to create streets where drivers no longer have the right to expect people, including children, to relinquish priority to vehicles. In Home Zones there is a right to drive and a right to use the street for purposes other than passage, and for all not to obstruct or deny reasonable access to premises.

A.3.6 These Guidelines propose the adoption of a 10mph target design speed within Home Zones, which is consistent with practice elsewhere in Europe. The notes to the Transport Act indicate that any speed limit below 20mph will require approval from the appropriate national authority, and it is not expected that speed limits of 10mph will be set for Home Zones.
A.4 Legal Framework - Scotland

A.4.1 In Scotland, transport is a devolved matter and is therefore the responsibility of the Scottish Parliament. Section 74 of the Transport (Scotland) Act 2001 provides the legal framework for Home Zones in Scotland and gives Local Authorities the power to designate home zones.

A.4.2 The full text of Section 74 of the Scottish Act is as follows:

74 Home zones

(1) A local traffic authority may, with a view to implementing measures for securing any of the purposes mentioned in subsection (2) below, designate as a home zone any road for which they are the traffic authority.

(2) The purposes mentioned in subsection (1) above are:

(a) to improve the safety of persons using the road or any area in the vicinity of the road;

(b) to improve or preserve the environment through which the road runs;

(c) to improve the facilities provided on, or in the vicinity of, the road in such a way as to bring benefits to any persons using the road (not being persons using motor vehicles); and

(d) to any extent to implement their transport policies.

(3) Where a local traffic authority have, by virtue of subsection (1) above, designated a road they shall prepare and publish a report on the measures (if any) they have implemented for securing the purpose or purposes for which the designation was made.

(4) The Scottish Ministers may by regulations make provision for or in connection with:

(a) specifying the roads, or classes of road, 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 them;

(d) the preparation of reports under subsection (3) above; and

(e) the times at which and manner in which such reports are to be published.

(5) In this section “transport policies”, in relation to a local traffic authority, means the policies formulated from time to time under section 63(2)(b) of the 1985 Act by the local authority who are the local traffic authority.

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A.5 Legal Framework - Northern Ireland

No legal framework presently exists for the introduction of formal Home Zones in Northern Ireland.
APPENDIX A

LEgal & POLICY FRAMEWORK

Part 2 - Policy Framework

A.6 Introduction

A.6.1 This section provides a broad overview of the policy context for developing Home Zones in the UK. It is not intended to provide a detailed review and referenced analysis of all relevant policies, but it is outlines the key supporting policies for Home Zones.

A.6.2 The UK Government has shown increasing commitment to Home Zones in recent years. The concept has appeared repeatedly in policy documents, and through funding initiatives.

A.7 Key Policy Documents

A New Deal for Transport: Better for Everyone (DETR, 1998)

The Transport White Paper proposed extending 20mph zones and introducing the Home Zone idea where possible. It is also pointed out that where 20mph zones had been introduced there had been a 60 per cent reduction in accidents, and a 67 per cent reduction in accidents involving children.

Places, Streets and Movement (DETR, 1998)

This guide to planners and engineers on the design of residential areas emphasises the need to create places that serve the needs of all, not just car drivers. It suggests that when residential schemes are being designed that the place and its character should be considered first and that the design should not led by standardised highway layouts.

Towards an Urban Renaissance (Urban Task Force, 1999)

The Urban Task Force suggested that the Home Zone is a form of development that would contribute directly to the desired urban renaissance whilst also contributing to the Government’s commitment to sustainable patterns of urban development.


The Urban White Paper takes up the challenge from the Urban Task Force report referred to above and points out that the Government’s 10 year Plan for Transport will include funding for Home Zones in residential areas. This contributes to the broader policy objective of making streets in the UK safer and more attractive, as well as also better able to foster a sense of community.

Planning Policy Guidance Note 3: Housing (DTLR, 2000)

This sets out national policy on planning for housing, and requires that the needs of people are placed before ease of traffic movement in designing the layout of residential developments. It requires local planning authorities to revise their parking standards to allow for significantly lower levels of off-street parking than at present, and that authorities should not adopt policies which result, on average, in development with more than 1.5 off-street car parking spaces per dwelling across the local authority area. PPG3 also requires that parking policies should be framed with good design in mind, recognising that car ownership varies with income, age, household type, and the type of housing and its location.

PPG3 emphasises the importance of placing the needs of people before ease of traffic movement in residential areas. PPG3 states that new developments should create places and spaces with the needs of people in mind,
which are attractive, have their own distinctive identity but respect and enhance local character. It goes on to state that local planning authorities should avoid inflexible planning standards and reduce road width, traffic speeds and promote safer environments for pedestrians.

Better Places to live: By Design (2001)

This guide seeks to improve the quality of residential development, as encouraged by PPG3. It spells out the principles of good design as they apply to residential environments and challenges local authorities and developers to think more imaginatively about design and layout.

By Design: Urban Design in the planning system: towards better practice (DTLR/CABE 2001)

This guide sets out sound, practical guidance on how to achieve earlier, greater and better-informed attention to urban design within the planning and development system.

Planning Policy Guidance Note 13: Transport (DTLR 2001)

This sets out national policy on land use planning on transport, seeking to promote sustainable transport and reduce the need to travel, especially by car. It complements the advice in PPG3. PPG13 states that new development should create the right conditions to encourage walking, cycling and the use of public transport. People should come before traffic; and places should be designed to be used safely and securely by all in the community, for a wide range of purposes and throughout the day and the evening.

PPG13 further states that traffic management measures should be promoted to improve the quality of local neighbourhoods, enhance the street environment and improve road safety. It also states that new residential areas should be designed to encourage low traffic speeds and may be car free; that in established residential areas, there should be creative use of traffic management tools to allow traffic calming, including the use of 20 mph zones; and that local authorities should consider establishing home zones.

Transport Assessment: A good practice guide on development proposals (DTLR, forthcoming 2002)

This guide will provide advice on Transport Assessments (TAs), which should be conducted for new developments with significant transport implications, to promote compliance with PPG13 (2001). They should outline accessibility by all modes and likely modal split, with proposed measures to improve access by public transport, walking and cycling. PPG13 sets out the content of the guide at paras 23-25.

Tomorrow’s Roads: Safer for Everyone (DETR, 2000)

The Government’s road safety strategy says that Home Zones will be introduced on a large scale because of the benefits that they might bring to people’s quality of life.

Encouraging Walking: Advice to Local Authorities (DETR, 2000)

In this, the Government’s policy guide on walking, it is suggested that Home Zones, where they are introduced, can combine many of the measures that will encourage people to walk more, whilst also improving the character of a whole residential area.

New Directions in Speed Management: A Review of Policy (DETR, 2000)

The Government’s speed management review points out that speed limits alone do not reduce vehicular speeds significantly, and that physical measures are needed which force drivers to slow down. It points to Home Zones as one of the measures that might help to achieve this.
A.8 Key Policy Documents in Scotland

The Draft Guidance on Home Zones, issued by the Scottish Executive, explains how the Home Zones concept fits in with the Executives wider policy aims and initiatives.

A.9 Policies in Northern Ireland

A.9.1 Responsibility for transport in Northern Ireland falls under the auspices of the devolved Northern Ireland Assembly. Plans and priorities for the Assembly are set out in the Programme for Government, with departmental activity outlined in the Department for Regional Development’s proposed Regional Transportation Strategy. This will seek to identify the transportation priorities and associated funding issues for the next decade. The final draft Strategy will be presented to the Assembly for consideration in Summer 2002.

A.9.2 Whilst Home Zones are not explicitly promoted, there are policies applicable to Northern Ireland that can be related to the Home Zone concept. These policies look to develop a balanced transport strategy, improve the quality of life for people through reducing traffic, associated noise and air pollution and improving access and safety for pedestrians and cyclists.
B.1 Legal Framework

❖ Highways Act 1980 - See particularly Sections 64 (roundabouts), 68 (pedestrian refuges), 75 (carriageway/footway width variation), 77 (highway level alterations) and 90 (road humps, build outs, chicanes, pinch-points, gateways, islands, overrun areas and rumble devices).
❖ Highways (Road Humps) Regulations, 1999.
❖ Traffic Signs Regulations and General Directions – currently 1994, as amended by the Traffic Signs General (Amendment) Directions 1999. (A revised version of the Traffic Signs Regulations and General Directions is expected later in 2002.)
❖ Circular Roads 5/99 20mph Speed Limits.

B.2 Legal Framework - Scotland

❖ Roads (Scotland) Act 1984 - See particularly sections 36 to 40 (road humps and other traffic calming works).
❖ The Road Humps (Scotland) Regulations 1998.
❖ Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999.
❖ Scottish Executive Development Department Circular No 6/2001 - 20 mph Speed Limits.

B.3 Other Relevant publications

B.3.1 The best starting point in published literature is the Traffic Advisory Leaflet (TAL) series published by DTLR. For the full index of TALs see www.roads.dtlr.gov.uk/roadnetwork/ditm/tal/index.htm

B.3.2 Of particular relevance are:
❖ TAL 09/99: 20 mph speed limits and zones.
❖ TAL 05/01: Traffic calming bibliography.
❖ TAL 10/01 Home Zones – Planning and Design.
C.1 Regulatory Framework

C.1.1 The various road traffic regulations presently in force make possible two different means of implementing 20mph speed limits. These are:

❖ 20mph Speed Limits alone, indicated simply by terminal (ie, entry) signs to Diagram 670, plus repeater signs, which normally can be established where 85th percentile speeds are already below 24mph; or

❖ 20mph Zones, using terminal signs with area names, to Diagram 674, together with regular traffic calming measures to provide a self-enforcing scheme. In 20mph Zones, there is no need for any repeater signs, and there is no need to sign individual calming events.

C.1.2 Additionally, in Scotland, the Scottish Executive has issued advice to local authorities on advisory 20mph speed limits, following the publication in 2001 of research on pilot low cost 20mph speed limits in residential areas.

C.1.3 Within a 20mph Zone there must be a traffic calming feature at least every 100 metres (the Traffic Signs General (Amendment) Directions 1999), except on culs-de-sac less than 80 metres in length.

C.1.4 Since 1999, there is no longer a need for local traffic authorities to gain consent from the Secretary of State (in England), the National Assembly for Wales or Scottish Ministers, in order to implement a 20mph zone.

C.2 Signing and Marking Requirements

C.2.1 It is important to note that, as the law presently stands, where Home Zones are situated within 30mph limits, there will be a need to sign and mark traffic calming events in accordance with Regulation 6 of the Highway (Road Humps) Regulations 1999 and Regulation 8 of the Highway (Traffic Calming) Regulations 1999.

C.2.2 Where the Home Zone is contained within a 20mph Zone, there will automatically be no legal requirement to sign any of the traffic calming features found in the Home Zone.
Planning a Home Zone

G1. Home Zones must be tailor-made, and designed to fit the character of individual streets and spaces. Home Zones will work best when prospective residents recognise the benefits of living in a newly built Home Zone when choosing to live there, or when the existing local community has a sense of ownership of and commitment to the scheme.

G2. Home Zones in existing streets must have the support of the existing community from the outset, when the aims and objectives of the Home Zone are agreed. The concept and detailed design of a Home Zone must be developed with the participation of the local community, so that any potential conflicts and problems are resolved.

G3. Home Zones are appropriate in all types of residential area, including suburban, urban and inner city locations; and for all dwelling types including high-rise flats, terraces and semi-detached or detached homes.

G4. Home Zones can be suitable for use in areas that have a significant level of non-residential use, provided that the volume and type of non-residential traffic is not excessive or damaging to the quality of the residential environment. There must always be enough residents to form a viable community throughout the Home Zone.

G5. Vehicles should not have to travel more than about 400m along Home Zone streets. This distance should be measured from any point within the Home Zone to the nearest point on a conventional street.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

Defining the Home Zone Space

G7. Home Zones can be streets, squares, courtyards, or culs-de-sac. It is the buildings, trees, planting and surface treatments that should define the Home Zone's spaces, rather than conventional kerb edges and carriageway widths. Each Home Zone space should be unique, depending on the building heights, setbacks, its overall architectural character and the community's use of the street.

G8. A high proportion of residential buildings in Home Zones should have active fronts to the street (ie, the windows of habitable rooms, doors and entrances) to provide good opportunities for natural surveillance and to foster a sense of local “ownership” of the street.

G9. Home Zones must be clearly marked at their entrances and exits to ensure that all street users recognise the different nature of the area. The new Home Zone sign should be used to provide a clear statement to drivers of the change in the operation of the streets. The use of this sign must be supported by the legal designation of the area as a Home Zone under the appropriate legislation; and the completion of the necessary physical measures.

Designing for Activity

G10. Home Zones should be designed to encourage vitality in residential streets, with a high level of social interaction between residents.

G11. Home Zones must provide children with a safe and attractive area outside their homes, which will provide a place to meet and play with their friends.
G12. Any communal features, including play equipment, must be located carefully so as not to cause nuisance to local residents.

Designing for People and Vehicles

G13. The design of the Home Zone should make motorists feel that they are a “guest” in the street, and must make it difficult for them to travel at speeds of more than 10 mph. Vehicles must be accommodated within Home Zones as an integral part of daily life, but must share the space with people on foot.

G14. Home Zones must be designed to be accessible to, and usable by, disabled people of all types.

G15. Drivers usually expect to have priority over any part of the street between raised kerbs and therefore a continuous raised kerb should not normally be provided throughout the Home Zone.

G16. Home Zones must be legible to blind and visually impaired people.

G17. The route for vehicles through a Home Zone should be as narrow as is practicable, with a minimum of width of 3m.

G18. Home Zones must be designed to cater for occasional use by large vehicles.

Parking

G19. Some on–street parking should normally be provided in Home Zone streets.

G20. On–street car parking should be arranged so that it does not dominate views of the street or impinge upon the other activities that will take place in a Home Zone.

G21. In new developments, the total amount (both on and off–street) of car parking to be provided in the Home Zone should be determined from the number and type of dwellings and the application of the appropriate parking standards.

G22. Opportunities for indiscriminate parking should be removed through the design and location of street furniture, planting or other features, so that it is only possible to park within the designated on–street spaces.

Designing for Safety

G23. In locations where it is considered necessary to maintain visibility, a stopping sight distance of 12m should be applied. Significantly longer views will encourage drivers to increase their speeds and should be avoided where possible.

G24. Until further experience is gained, it is advised that speed control measures within Home Zones should be provided at a spacing of up to around 30m.

Adoption and Maintenance

G25. Where new Home Zone streets are to be adopted, developers should consult with the relevant authorities at an early stage in the design process to agree the materials and other design specifications that need to be met. Developers should also establish the agencies that will be responsible for the maintenance of each element in the street, as this will have a major bearing on the scheme.
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