

## 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.