



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.



Home Zones as part of a network of streets in a new build scheme.

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.

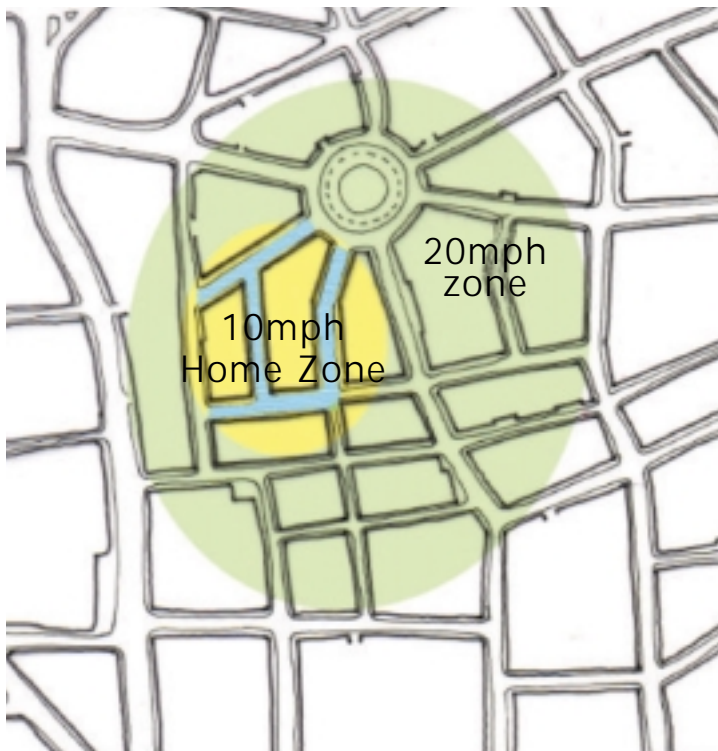


Start of a 20mph zone.

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.



Lower speeds in Home Zones will often be achieved by a stepped reduction in speeds.



Cannon Street/Cornwall Street Home Zone, designed for high density living.



The Magor Village Pilot Project is centred around a variety of shops and businesses.



The size of a Home Zone must allow good links to local bus routes.

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.

*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.

Vehicular Trip Rate*	Indicative Maximum Number of Dwellings		
	With 1 Vehicular Access to Home Zone Streets	With 2 Vehicular Accesses to Home Zone Streets	With 3 Vehicular Accesses to Home Zone Streets
0.50	200	400	600
0.66	150	300	450
0.80	125	250	375
1.00	100	200	300

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.



Home Zones should encourage walking and cycling trips.

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.



Home Zones as streets and squares.