

## 14. Home Zones

### Function

- 14.1 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.

A normal Home Zone will include a combination of the following features:

- a) A shared surface
- b) Indirect traffic routes
- c) Areas of planting
- d) User friendly street furniture, i.e. seats or play equipment
- e) Entrance/Exit Gateways
- f) Appropriate signage and lighting.

The key aim to be achieved by the creation of a Home Zone is to turn a residential street into a valued space, not just a place for movement.

It should be noted that a Home Zone is NOT suitable for through traffic. The design of a Home Zone should actively discourage through traffic.

### Legal Framework

- 14.2 The Local Roads Authority may designate any road for which they are traffic authority as a Home Zone under powers granted in the Transport (Scotland) Act 2001 and The Home Zones (Scotland) (No 2) Regulations 2002.

The Developer will be required to pay the costs of the legal processes involved in establishing a Home Zone.

At the start and end of any Home Zone signing in accordance with the current version of the Traffic Signs Regulations and General Directions will be required.

- 14.3 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 and other services.

In general terms Home Zones should be set out to ensure that vehicles should not have to travel more than 400 metres along a Home Zone street. This distance should be measured from any point within the Home Zone to the nearest conventional street.


Ideally a pedestrian should not have to walk more than 400 metres, about 5 minute walk, to reach the nearest bus stop. The provision of bus services will be outwith the control of the Developer and the Local Roads Authority's Representative should be contacted at an early stage to discuss this particular requirement.

The number of houses served by a Home Zone should be around 20. However more properties could be served by subdividing the area into a number of zones linked to each other by conventional housing roads.

A Home Zone can take the form of 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. No minimum width is specified for use by vehicles. The overall design of the Home Zone should be checked using a swept path analysis to determine the width required for vehicles to negotiate the layout. Careful consideration must be given to access by Emergency and Service vehicles, although the overall design concept must not be compromised. The use of removable obstructions may be one option to accommodate these types of access requirements.

Each Home Zone should be unique, depending on the building heights, setbacks, its overall architectural character and the community's use of the street. It is unlikely that all this can be achieved within an overall width of less than 8 metres. Designs must incorporate sufficient space for vehicles, pedestrians, cyclists, services, and leisure activities to coexist.

Further guidance can be sought from the Institute of Highway Incorporated Engineers document "Home Zones – Design Guidelines" June 2002, and the Scottish Executive document "Home Zone Guidance Consultation" 2002

Gateways 

14.4 It is important that vehicle drivers are aware that they are entering the Home Zone area. This can be achieved by the construction of a gateway feature at the entrance to the Home Zone. Further reference should be made to the Traffic Calming section of this guide.

Cross Corner  
Visibility 

14.5 The minimum cross corner visibility for drivers joining a Home Zone should be 9 metres corresponding to an inner kerb radius of 4.5 metres (see paragraph 18.10)

Statutory  
Undertakers 

14.6 Within new built HOME ZONES, there is the opportunity to plan the location of utilities so as they do not conflict with other elements of the HOME ZONE environment. Close liaison with the Utility companies will be required throughout the design and implementation stages.

Future  
Maintenance 

14.7 The Developer will be required to demonstrate that the whole life cost of the proposal, particularly in relation to bespoke items, has been fully considered in the design process.

At the design stage close liaison with Landscape Services and the Local Roads Authority's Representative will be required to ensure that potential problems with long term maintenance are avoided.

Table 15.6 – Design Criteria for Home Zones 

<u>Feature</u>	<u>Standard</u>	<u>Comment</u>
Design Speed		Design should encourage speed below 10-15kph.
Carriageway Width	3.0 metre “vehicle path” with 4.5m wide passing areas every 40 metres	It is unlikely that this can be achieved within an overall width of less than 8 metres. Design must incorporate sufficient space for vehicles, pedestrians, cyclists, services, and leisure activities to coexist.
Minimum Camber/Crossfall	2.5%	
Maximum Gradient	5.5%	May be increased over short lengths at the discretion of the Local Roads Authority’s Representative.
Minimum Gradient	0.8%  1.25%	Minimum practical from drainage channels.  Where precast concrete block paving is to be used.
Minimum Vertical Curve Length	$K \times \text{algebraic difference in \% gradient}$	Where $K = 2$ ; absolute minimum length = 10m.
Minimum Horizontal Curve Radius	No minimum.	Swept path analysis required.
Minimum Sight Distance	15m	Further reduction may be allowable if it can be determined that speeds will be lower. Refer to DB32.
Pedestrian Routes	2m	1.8m minimum.
Max spacing between traffic calming events	30m	
Max Length	400m	