CONTENTS

1.0 Home Zones Concept...........................................2
2.0 Planning a Home Zone..........................................3
3.0 Location and Size of Home Zones .....................4
4.0 Defining the Home Zone Space.........................6
5.0 Designing for Activity........................................7
6.0 Designing for People and Vehicles .................8
   Pedestrian Routes.................................................8
   Achieving Low Speeds........................................8
   The Vehicle Track................................................9
   Visibility ...........................................................9
7.0 Dealing with Large Vehicles .........................9
8.0 Horizontal and Vertical Geometry ....................10
   Safety Audits........................................................10
9.0 Parking.............................................................11
10.0 Designing the Elements.................................12
    Services and Drainage........................................12
    Areas of Planting...............................................13
11.0 Adoption and Maintenance ..........................13
12.0 Key Policy Matters and Design Dimensions.....14
1.0 Home Zones Concept

Two distinct types of primarily residential development are acceptable to the Council: conventional developments and Home Zones. Home Zones are a relatively new concept for residential areas in the UK and the Council’s requirements for Home Zones differ significantly from those for conventional developments. Where a Home Zone is proposed, the Council will respond positively but require that it complies in all respects with the relevant design guidance.

1.01 Home Zones are an urban design led concept for residential developments, where streets are intended for a range of activities and are primarily places for people, not places for vehicles. The aim is to improve the quality of life for residents and this takes priority over ease of traffic movement. Streets in Home Zones will include seating and play areas, shared surfaces, parking spaces and areas of planting as well as indirect traffic routes. The streetscape should be aesthetically pleasing and co-ordinated and should promote a sense of unique identity.

1.02 Home Zones are appropriate for all types of residential area including suburban, urban and inner city locations; and all dwelling types including flats, terraces, semi-detached and detached houses and for mixed housing areas.

1.03 In a Home Zone, people and vehicles should share road space safely, and on equal terms (see figure 1). The layout of the street should emphasise this. Motorists should feel that they have left the normal highway and are guests in a pedestrian environment and so should drive accordingly.

1.04 By reducing the dominance of cars and increasing use of streets for other activities, Home Zones aim to:

- Foster a sense of community (see figure 2)
- Increase social interaction
- Increase play opportunities (see figure 3)
- Improve the quality of the built environment (see figure 4)
- Increase natural surveillance, deterring casual crime (see figure 5)

1.05 Any developer proposing to include one or more Home Zones within a development must make the intention clear to the Council at the concept stage. They must then liaise closely with council officers through a development team approach, throughout the design of the development to ensure that the proposals are acceptable.
1.06 Section 268 of the Transport Act 2000, enacted on 1st February 2001, provides the legislative basis for establishing Home Zones in England and Wales. This permits local traffic authorities to designate any street or streets as a Home Zone. The Council will only designate an area as a Home Zone if it is of the view that the criteria set out in these design guidelines have been followed. Whilst the Council does not wish to be over prescriptive and welcomes innovative design, it will not allow developers to ‘cherry pick’ elements of this concept. If a Home Zone is not being constructed then the conventional highway design standards must be followed.

1.07 For the avoidance of doubt, designating an area as a Home Zone does not in itself change the legal use of the highway. Section 268 also includes the facility for the Secretary of State to make regulations authorising local traffic authorities to make ‘use orders’ and ‘speed orders’. It is expected that these regulations will be published in 2005.

1.08 ‘Use orders’ will permit activities other than the passage of vehicles to take place legally on streets. These will include children’s play and other social activities and people undertaking these activities will have as much right to do so as anyone driving a vehicle on the street. (see figure 6)

1.09 The Traffic Signs Regulations and General Directions include signs for the use in Home Zones. Figure 7 shows a sign that designates the start of a Home Zone and Figure 8 shows a sign that designates the end of the zone. The success of the Home Zone, however, relies on effective physical measures to change or determine the environment of the street towards lower vehicle speeds. The Council will not permit the use of these signs unless it has designated the area as a Home Zone.

1.10 ‘Speed orders’ will enable the local traffic authority to set the speed limit of motor vehicles and cycles as specified in the order. However, although the target design speed for Home Zones is 10mph, it is not expected that speed limits below 20mph will be set. Again, success will depend on the physical measures. It would in any event be impractical to enforce 10mph speed limits in residential areas.

2.0 Planning a Home Zone

2.01 This guide can be used with new build developments and retrofit schemes (see figure 9). Although much of the text refers to new build schemes, the same principles of Home Zones apply to both new and retrofit schemes. However, unlike new build schemes, retrofit schemes require detailed consultation and community involvement with the existing residents.

2.02 Home Zones are primarily residential but may include local facilities such as schools, shops and other non-residential activities. However, the volume and type of traffic likely to be generated by other land uses must not be such as to damage the quality of the residential environment.
2.03 It is expected that the design team for a Home Zone will include a variety of disciplines including an urban designer, a highways and traffic engineer and a landscape architect, to ensure that the best design solution is produced for each aspect of the space.

2.04 The optimum development potential for the site should be discussed with the Council before any layout design takes place. The size and location of any Home Zones within a development will be influenced by factors such as accessibility to public transport and other facilities, permeability for pedestrians and cyclists and availability of alternative routes for through traffic (see figure 10).

2.05 Practical considerations such as servicing, drainage, parking, refuse collection and designing for security, as well as encouraging activities in the street, must be an integral part of the design process from the start. These aspects should be discussed with the Council early in the design development.

2.06 The strategy for defining the Home Zone by means of public space attractors, materials, street furnishing, signage, landscaping etc. should also be agreed with the Council early in the design process.

2.07 Planning a Home Zone will involve consultation with third parties including emergency services and utilities services. Such consultation should only be undertaken following discussions with the Council. The emergency services (police, fire and ambulance) should be consulted through the Council. It is important that such consultation is undertaken at an early stage of the design process.

2.08 For new Home Zones, 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 commitment to the maintenance of planted areas or other features.

2.09 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 must be developed with the participation of the local community, so that any potential conflicts and problems are resolved (see figure 11).

2.10 This guide sets out the Council’s requirements for Home Zones. Designers are also recommended to refer to Home Zones Design Guidelines by the Institute of Highway Incorporated Engineers (IHIE) for more general advice and explanations of the principles. Practical experience of Home Zones in Gateshead and elsewhere in the UK is limited at present, but increasing, and guidance is likely to be updated as experience is accumulated.

3.0 Location and Size of Home Zones

3.01 The location of a Home Zone should be such that vehicles should not need to drive through it other than for access. This applies equally to cyclists following strategic cycle routes, although local and leisure routes may be accommodated depending on the level of use. Bus routes should not pass through a Home Zone.

3.02 Home Zones should be integrated within the wider area, so that they are permeable and accessible to pedestrians, cyclists and residential traffic. There should be a continuous network of routes for pedestrians and cyclists linking the Home Zone area with schools, public transport, shops and open spaces.
3.03 A grid of connected streets will provide a choice of direct and safe routes for pedestrians and will disperse traffic more easily. This can provide an attractive alternative to cul-de-sacs though, where only one access is possible, a cul-de-sac can also make a very good Home Zone.

3.04 The design of a Home Zone should make it difficult for motorists to travel at more than 10 mph. Reducing traffic speeds to the recommended design speed of 10 mph will be achieved more easily where there is a stepped reduction in speed on the approach to the areas. In all cases, this will mean that Home Zones will be better situated within 20 mph Zones. This “fried egg” principle (see figure 12) means that vehicles entering the Home Zone are already travelling at a low speed.

3.05 The start of a Home Zone must not immediately follow the start of a 20 mph Zone, because the closeness of signs can give the false impression that the 20 mph speed limit is intended to apply to the Home Zone.

3.06 The size of Home Zones should be such that vehicles do not have to travel more than about 400m along Home Zone streets, measured from any point within the Home Zone to the nearest point on a conventional street. In addition, people living in a Home Zone should not have to walk more than 400m to reach a bus stop (see figure 13).

3.07 Home Zone streets should have peak traffic flows of no more than 100 vehicles an hour to work well. The peak period is usually in the afternoon/evening, when there is most conflict between vehicles and people using the streetscape.

3.08 Where a Home Zone is served by more than one vehicular access, traffic flows will be dispersed more effectively and therefore the number of dwellings within the Home Zone area can rise as the number of accesses increases. Each case will be determined on its merits taking into account the type of dwellings, location, public transport facilities and the layout of the development.

3.09 In developments of over 250 dwellings, it can be difficult to maintain a sense of unique identity, even with a co-ordinated theme in the streetscape design. An alternative approach for larger developments is to form a number of distinct, smaller, Home Zones linked by traffic-calmed streets or 20 mph Zones (see figure 14).
4.0 Defining the Home Zone Space

4.01 Each Home Zone should have a distinct identity, defined by a theme, or the way in which paving materials, street furniture and landscaping are used. Buildings, planting and surface treatments rather than conventional carriageways, kerbs and footways should delineate spaces (see figures 15 & 16).

4.02 Home Zones need to be attractive, interesting places reflecting local needs and activities. The character or heritage of the surrounding area and the anticipated use of the space by the community will influence the choice of materials and street furniture. However these must be durable, fit for purpose and practical to use and maintain.

4.03 Within the Home Zone, there must be a clear distinction between public and private space. Front gardens could be absent or minimal to create a direct relationship between dwellings and the street (see figure 17). However, care should be taken to ensure that parking does not occur directly in front of living room windows or entrances.

4.04 The ‘gateway’ or entrance to a Home Zone is an important feature and should clearly signal to all users the change in nature of the street space. The Home Zone signs (Diagrams 881 and 882 of the Traffic Signs Regulations and General Directions) should be used on each side of the gateway.

4.05 The gateway design should provide a strong visual statement through paving materials, street furniture or artwork. As a minimum, there should be a change in surfacing materials and the road surface should be raised to indicate priority to pedestrians and cyclists. Textured surfacing could be used to inform the visually impaired that they are entering or leaving a Home Zone.

4.06 The entrance to a Home Zone from a quiet road could be a simple raised footway crossing. This type of entrance should have small radii to slow turning traffic, but be wide enough for two light vehicles to pass. Where a Home Zone joins a busy road, a priority junction would be appropriate. The Home Zone entrance should be set back from the mouth of the junction and reduced in width so that only one vehicle may enter or leave at a time. The set back should not exceed 10m (see figure 18).
5.0 Designing for Activity

5.01 Home Zones should be designed to encourage a high level of social interaction between residents. Most of this interaction will be informal in nature – people meeting outside their homes – however there will be a need to design features into the development to encourage people to spend more time in the street. Examples include formal and informal seating and tables (see figure 19), games or activities for people of all ages and children’s play areas and equipment (see figure 20).

5.02 Care is required to ensure that such features are inclusive, i.e. are accessible and attractive to a range of users and do not result in nuisance due to their position relative to individual properties. The strategy for public space attractors shall be agreed with the Council early in the design process.

5.03 Specific spaces can be defined by items such as trees and bollards, but need not be completely fenced off from the vehicle route so people can use the whole space.

5.04 Increasingly, fears about safety, particularly the threat from traffic and from other people, lead parents to restrict their children’s freedom to play. Home Zones should help to address these concerns. Children playing in the street will have the added benefit of generating greater adult presence on the street through informal supervision (see figure 21), leading to more social interaction between residents.

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

5.06 Play equipment will be required in all Home Zones. Play areas for older children should be carefully located to minimise nuisance to residents. Developers should be aware that the provision of play equipment has management, insurance and safety implications. The agency responsible for the street has a duty of care in relation to any play equipment that is installed. The developer will need to enter into discussion with the Council as to the most appropriate form of management of the equipment and the play areas.

5.07 By encouraging greater use of streets and offering greater flexibility of layout, a Home Zone provides an ideal opportunity to design for security. Careful siting of buildings, landscape planting, lighting and street furniture can be used to create defensive space (see figure 22), discouraging petty crime and vandalism. It can aid natural surveillance by passers by and encourage casual supervision from adjacent homes.
6.0 Designing for People and Vehicles

6.01 The design of a Home Zone should make motorists feel that they are a ‘guest’ in the street and encourage them to share the space with people on foot. It must make it difficult for them to travel at speeds of more than 10 mph. Conversely, the design should encourage residents to use the whole space, but there must be a clearly defined route to guide those with impaired visibility.

Pedestrian Routes

6.02 The edge of the route for pedestrians should be identifiable by cane or guide dog, so that visually impaired people can follow it (see figure 23). The building line or highway boundary may be suitable. ‘Blister’ paving used in conventional streets should not normally be required in a Home Zone.

6.03 Drivers usually expect to have priority over any part of the street between raised kerbs. To avoid the segregation of people on foot from those in vehicles, a continuous raised kerb should not be provided within the Home Zone (see figure 24).

6.04 Where there is a need for a pedestrian-only area, the width will depend on local circumstances, but should not normally be less than 2.0m to allow wheelchairs to pass. Localised narrowings to 1.0m may be permissible for short lengths less than 2.0m.

Achieving Low Speeds

6.05 To keep vehicle speeds at the required 10 mph, 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 drivers and should only be used where necessary. A vehicle track that is only wide enough for one vehicle will also help to slow traffic (see figure 25).

6.06 Speed control measures should be designed as integral parts of the street and not overtly as traffic calming measures. Notwithstanding that, the best advice is that speed control measures within Home Zones should occur at less than 30m spacing, to maintain low speeds.

6.07 Junctions within Home Zones will principally be simple T-junctions, staggered junctions and crossroads. There are no formal requirements for entry widths, radii or junction spacing. The aim is to ensure that there is adequate space to manoeuvre, but without the formal lines of kerbed junctions. Road markings and signs should not normally be used to indicate priority at junctions within Home Zones.

6.08 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 sign must be erected to control and direct traffic. Mounting of signs in an unconventional manner could be considered, for example on street furniture or low poles (see figure 26). Figures 24, 25 and 26 show examples of how a consistent style of street furniture can be used to visually connect the streets within a Home Zone.
The Vehicle Track

6.09 In general, the route for vehicles through a Home Zone should be designed to accommodate two-way traffic by means of alternate ‘shuttle’ working with passing places. This approach will help to reduce speeds and make drivers take particular care. Occasionally, a one-way vehicle route may be more appropriate. In either case, the route for vehicles shall be 3.7m wide, with occasional pinch points down to 3.55m wide (see figure 27). For two-way traffic, intervisible passing places 12m long and 4.5m wide must be provided at intervals of not more than 40m (see figure 28).

Visibility

6.10 In Home Zones, 12m unobstructed forward visibility shall be provided across the full width of the vehicle track, including passing places, from any driver’s eye height between 1.05m and 2m to an object 600mm high.

6.11 Significantly longer views will encourage drivers to increase their speeds unless there are very clear visual messages that it is inappropriate to do so. Therefore the aim should be to keep forward visibility below about 50m. Passing places must, however, be intervisible.

6.12 At junctions, visibility splays of 2.5m x 12m shall be provided in all directions.

6.13 For accesses and driveways serving less than three properties, visibility splays of 2.0m x 12m shall be provided from the access.

6.14 Street furniture more than 750mm in height and shrubs that grow to over 600mm should be avoided within 1.5m of the vehicle track to reduce the risk of children stepping out unseen (see figure 29).

7.0 Dealing with Large Vehicles

7.01 Home Zones must be designed to cater for occasional use by large vehicles, in particular refuse vehicles, fire engines and large pantechnicons used for removals and deliveries. Designers must ascertain 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 design of the Home Zone, but should not compromise the target speed of 10 mph.

7.02 Frequency of use by large vehicles should be taken into account in the design. Refuse vehicles are regular visitors and should be readily accommodated. The large pantechnicon is a much less frequent user and more effort could be expected of the driver. Emergency vehicles will need access only rarely, but their access must not be impeded.
7.03 The ability of the above large vehicles to pass through a layout should be demonstrated using swept path templates or computer programs (see figure 30). Tests should take into account slow speeds and tight radius turns.

7.04 Where appropriate, turning areas should be provided to allow refuse vehicles and other large vehicles to turn at the end of culs-de-sac. The area need not be laid out as a traditional turning head and may require drivers of pantechnicons to make more than a three-point turn.

8.0 **Horizontal and Vertical Geometry**

8.01 There are no formal requirements regarding minimum curve radii. The horizontal alignment of the vehicle track is constrained only by forward visibility requirements and the need to accommodate a fire engine without awkward manoeuvres and a pantechnicon with a reasonable level of manoeuvring.

8.02 All culs-de-sac should be designed to enable light vehicles to turn around at, or near, the end. The area should not be laid out as a traditional turning area and may require drivers to make more than a three-point turn.

8.03 Vertical geometry will be influenced by the local topography and, with low design speed, is constrained only by visibility requirements, the need to provide access for mobility impaired people and drainage considerations. However, gradients should not normally exceed 1:8.

**Safety Audits**

8.04 The Council will require an independent Road Safety Audit and Cycle Audit of Home Zones. This will not be undertaken as a design check but to ensure that low speeds will be achieved and there are no inherent dangers in the design process. In doing so, the Council would acknowledge that in Home Zones safety is inherent in the low speed design concept. Road safety audits would not be a check that the design conforms to standards.
9.0 Parking

9.01 Developers are advised to discuss parking provision with the Council at an early stage in the design. The majority of car parking provided within a Home Zone should be located on-street and grouped in a “communal” manner. This will enable residents walking to and from their cars to interact with others and contribute to activity within the street.

9.02 Private drives and garages should be kept to an absolute minimum or avoided altogether. Similarly, it is advisable to avoid parking spaces contained within areas not offered for adoption and allocated to individual dwellings; a practice which may appeal to the sales/marketing manager, but which also runs contrary to Home Zone principles. Strong preference should be shown for non-dedicated, communal parking areas, which can be shared by residents and visitors alike. It will be possible to maintain these areas as part of the public highway, obtain a meaningful reduction in total car parking provision and thereby free up space for alternative activities.

9.03 The maximum car parking provision in Home Zones shall be one space per dwelling plus one space per three dwellings for visitors. Secure motorcycle parking shall be provided as a minimum of 1 space per 40 car parking spaces, developments with between 10 and 40 car parking spaces shall provide at least one secure motorcycle space. Secure cycle parking provision shall be in accordance with Supplementary Planning Guidance: SPG 4 - Cycling Strategy for Gateshead.

9.04 The developer will need to discuss and agree the management of parking and the enforcement of any restrictions within a Home Zone with the Council at an early stage in the design process.

9.05 On-street parking should be arranged so that it does not dominate views of the street or restrict other activities that will take place in a Home Zone (see figure 31). 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 (see figure 32).

9.06 Opportunities for indiscriminate parking should be removed through the design and location of street furniture, planting and other features, so that it is only possible to park within designated on-street spaces. Reliance on yellow lines should be avoided. However, where there is a local pressure for parking from adjacent local businesses or commuters, a Controlled Parking Zone or Resident’s Parking Zone may be appropriate.

9.07 Creative layouts using a mix of perpendicular, parallel and echelon parking are encouraged; parallel parking though should be limited to blocks of no more than 6 vehicles.

9.08 Off-street parking may in some cases be acceptable on-plot or in separate, communal parking areas. All communal off-street parking must have good surveillance.
10.0 Designing the Elements

10.01 Elements such as street furniture, trees or public art, placed in or close to the vehicle track, must be robust, i.e. capable of withstanding occasional impacts by slow-moving vehicles.

10.02 Lighting design must be considered as an integral part of the urban design concept and both the illumination standards and the selection of fittings must be agreed with the Council. The ambience of the street at night is wholly dependent on the quality of the lighting, which should be appropriate to the domestic setting.

10.03 Lighting levels in Home Zones must be adequate to provide good personal security at night. Particular attention should be paid to lighting obstacles, such as humps, planting or street furniture, that have to be negotiated by drivers, cyclists and 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.

10.04 Home Zones should incorporate paving materials that emphasise the special nature of the street. The palette of materials chosen should encompass the entire space and adjacent buildings, 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, thus 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 (see figures 33 & 34).

10.05 Paving parts of the vehicle track in 'rumbley' materials can help to keep traffic speeds low, though care should be taken to minimise noise. Where rough surfaces are used, there should be adequate smooth paths for mobility impaired people and cyclists.

Services and Drainage

10.06 The siting of utility services in Home Zones must be discussed and agreed with the service authorities and the Council. Consideration should be taken of the 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.

10.07 Utility services should be located in areas that are to be adopted by the Council, to guarantee access for service authorities and to avoid conflict with residents’ perception of land ownership.

10.08 With the exception of essential carriageway crossings, drainage pipes and utility services will not normally be permitted under the vehicle track or parking areas. Manholes and access chambers will not be permitted in these areas.
10.09 The National Joint Utilities Group (NJUG) recommends that 2m wide footways/service verges are provided to accommodate buried services, but this will not generally be appropriate in Home Zones. Nevertheless, it should still be possible to provide adequate service strips off the vehicle track, so that maintenance can take place without disrupting access.

10.10 The drainage system in Home Zones must be considered carefully since there are no kerbs. Shared surfaces must drain at suitable falls away from dwellings to gullies at low spots, or to linear drainage systems such as channels. 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. (see figure 35)

10.11 Double gullies shall be provided at low points where ponding could occur.

10.12 Gullies or channel grating patterns must be suitable for people on foot, cyclists and people in wheel chairs.

Areas of Planting

10.13 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.” Future maintenance requirements should also be taken into account when selecting the species of any trees or plants, the types of containers or in designing bedding arrangements.

11.0 Adoption and Maintenance

11.01 Home Zones by their nature are less formal than traditional streets in terms of the layout of public spaces and the use of materials. It may be the case that elements of a new Home Zone would not be best adopted as part of the public highway.

11.02 Where it is the intention that the new Home Zone streets are to be adopted, developers should consult with the council officers at an early stage in the design process to agree the materials and other specifications that need to be met. Developers should also identify 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.

11.03 The Council may, in some circumstances, adopt soft landscaping, play equipment or street furniture, both within and outwith the boundary of the highway to be adopted, but private management arrangements may be more appropriate to ensure that these elements are properly maintained to a high standard, including where they would be located within the highway to be adopted. Each case will be considered on its own merits.

11.04 The Council will not adopt any infrastructure until it is satisfied that the means to enforce parking restrictions and to maintain the high quality streetscape are in place.
12.0 Key policy matters and design dimensions

**Key policy actions for developers**

- Choose either Home Zone or conventional layout - the Council will not permit ‘Home Zone type’ layouts which attempt to cherry pick between the two.
- Discuss with Council before design - development team approach.
- Promote Home Zone as primarily residential, not for commercial activities.
- Ensure Home Zone size is compatible with accessibility to public transport - greater than 250 units consider as two smaller Home Zones.
- Design for activity and social interaction, not for vehicles.
- Agree strategy for public space ‘attractors’ with Council.
- Agree management and enforcement of parking (restrictions) with Council.
- Private drives and garages should be avoided in Home Zones.
- Provide both Road Safety Audit and Cycle Audit.
- Soft landscaping, play equipment, street furniture etc - consider private management arrangements.
- Retrofit schemes – ensure detailed consultation and community involvement.

**Key design dimensions**

- Target speed - 10mph, speed control measures - <30m apart.
- Driving distance to edge of Zone- <400m.
- Walking distance to bus stop - <400m.
- Vehicle track width - >3.7m, pinch points only - 3.55m.
- Vehicle tracks tested by swept path analysis.
- Passing places - <40m apart - 12m x 4.5m wide.
- Pedestrian-only area – minimum 2m wide - or for short lengths less than 6m - 1m wide.
- Forward visibility to 600mm high object - >12m - ideally less than 50m.
- Visibility splays at junctions - 2.5m x 12m.
- Objects 600mm or more high set back 1.5m from vehicle track.
- No kerbs, no conventional road markings.
- Car parking – maximum 1 per unit plus 1 visitor space for each 3 units.
Home Zone Design Guide for Gateshead was produced by the Transport Strategy Service, Development & Enterprise, Gateshead Council, Regent Street, Gateshead NE8 1HH

Produced May 2005