

Shared Space Redefined:

Pedestrian Priority and Informal Streets



A Brief History



London Mews



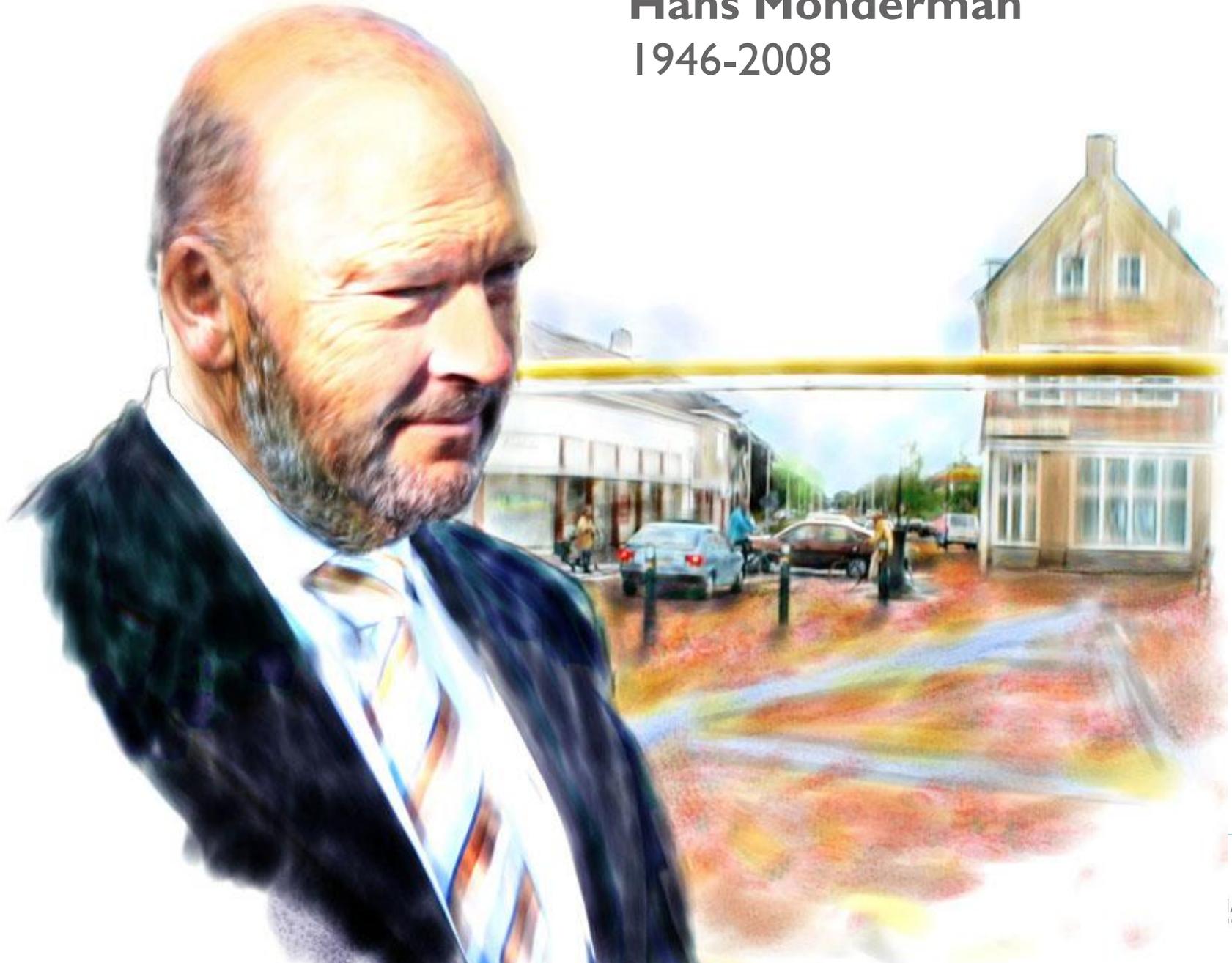
Shenley Road, Borehamwood



Seven Dials, London

Hans Monderman

1946-2008





Drachten, Netherlands

New Road, Brighton





Elwick Square, Ashford Ring Road

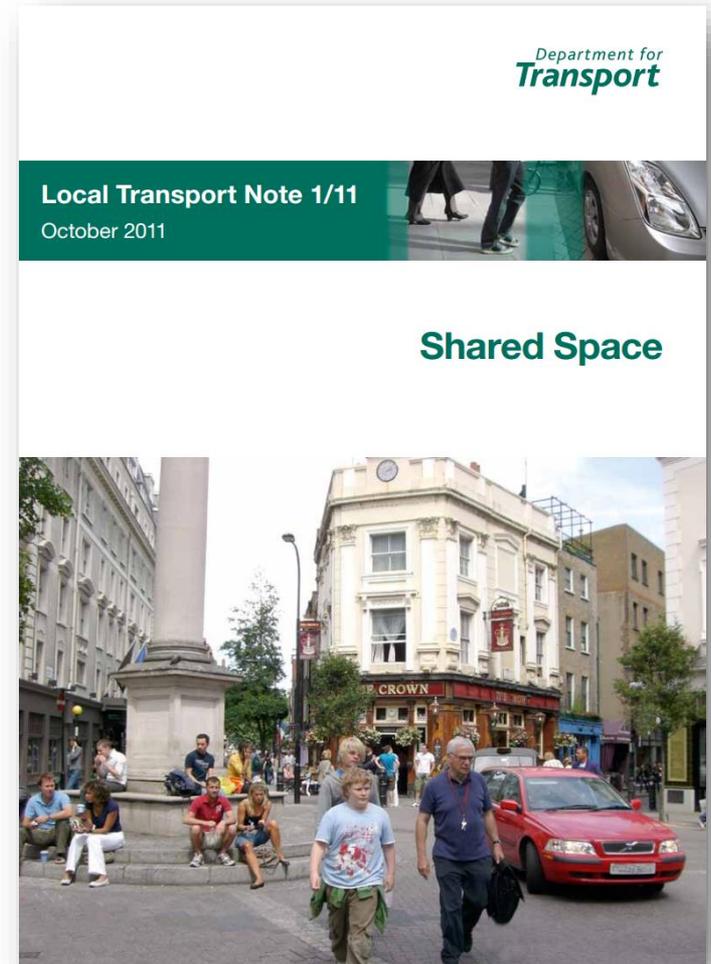


Exhibition Road, London

LTN 1/11 and afters

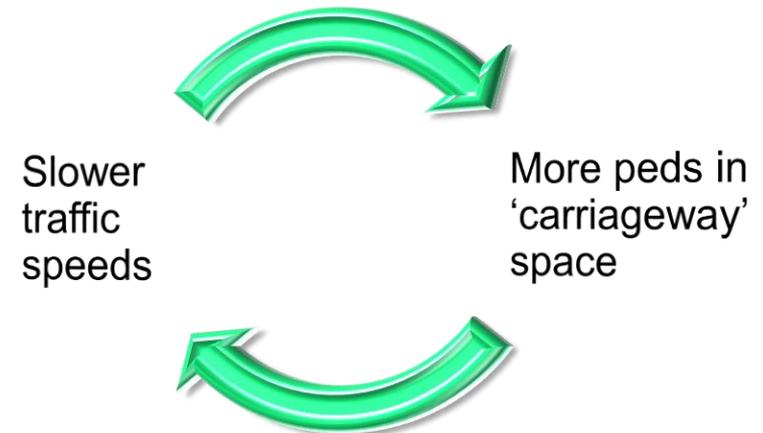
Local Transport Note 1/11

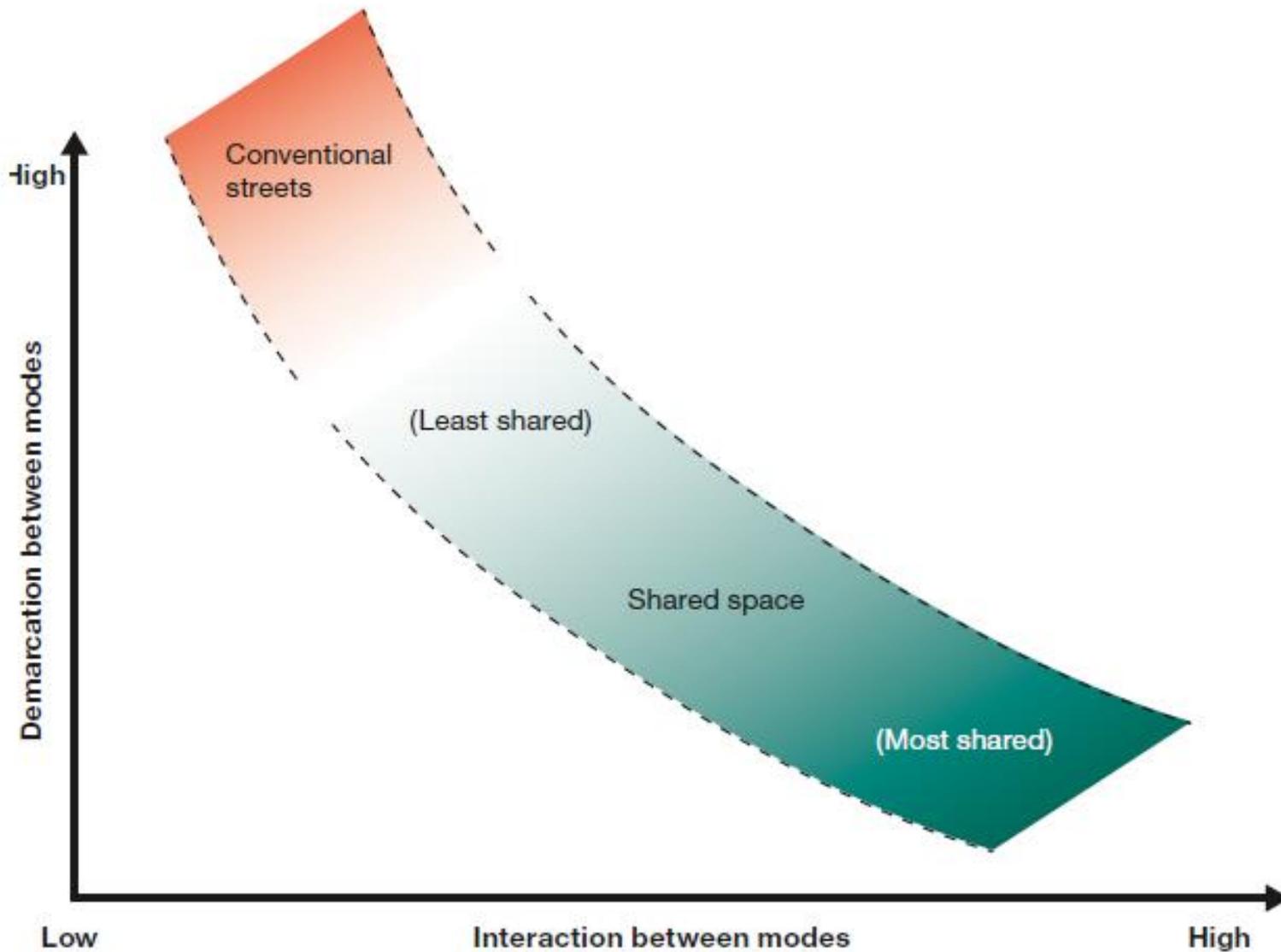
- General DfT support for the concept of shared space
- Distinguishes between shared space and level surfaces
- Recommends protected 'comfort' space and adequate crossings
- Strong encouragement for stakeholder engagement and inclusive design



Local Transport Note 1/11 cont'd

- **Key findings:**
 - Comparable number of casualties on shared space and conventional streets
 - Reducing the degree of segregation between users produces slower traffic and more pedestrians using whole of the space
 - Slower traffic increases the likelihood that drivers will give way to pedestrians.







Poynton, Cheshire



Fishergate, Preston

Issues and Concerns

Issues and Concerns

- Moody and Melia Paper, ICE Proc
 - Observations of Ashford
 - Low level of courtesy by drivers
 - Pedestrians uncomfortable crossing the space



Guide Dogs Campaigns

Shared surfaces



Shared surfaces

Shared surfaces are where the road and pavement are built at the same level, removing the kerb so that cars, buses, cyclists and pedestrians share the same surface. Shared surface streets are dangerous for blind and partially sighted people who rely upon the presence of the kerb to know they are on the pavement and not in the road. Controlled crossings (such as pelican crossings) are also often removed which rely on eye contact to negotiate priority.

Why are shared surfaces a problem?

Key concerns for people who are blind or partially sighted:

You have to make eye contact

- Pedestrians, motorists and cyclists have to make 'eye contact' to decide who moves first. This obviously compromises the safety, independence and confidence of people who are blind or partially sighted.

People rely on the kerb

- Blind and partially sighted people, particularly guide dog owners and long cane users, use the kerb as a navigation clue to know where they are in a street.

Avoidance

- Many blind and partially sighted people, disabled and elderly people have said that they feel unable to use the shared surface street in their town.



Lord Chris Holmes' report:

Called for:

- Moratorium on Shared Space
- Audit of shared spaces and courtesy crossings
- Updated DfT Guidance
- Retention of controlled crossings (especially signalised crossings)

Accidents by Design: The Holmes Report on "shared space" in the United Kingdom

Lord Holmes of Richmond MBE
July 2015

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Women and Equalities Committee Report

- Very concerned about impact on accessibility
- Removal of kerbs and crossings
- Called for updating of LTN 1/11
- Government should issue better guidance on catering for disabled people
- And should declare a moratorium on schemes pending this.



House of Commons
Women and Equalities
Committee

Building for Equality: Disability and the Built Environment

Ninth Report of Session 2016–17

*Report, together with formal minutes
relating to the report*

*Ordered by the House of Commons to be printed
19 April 2017*

HC 631
Published on 25 April 2017
by authority of the House of Commons

CIHT Review

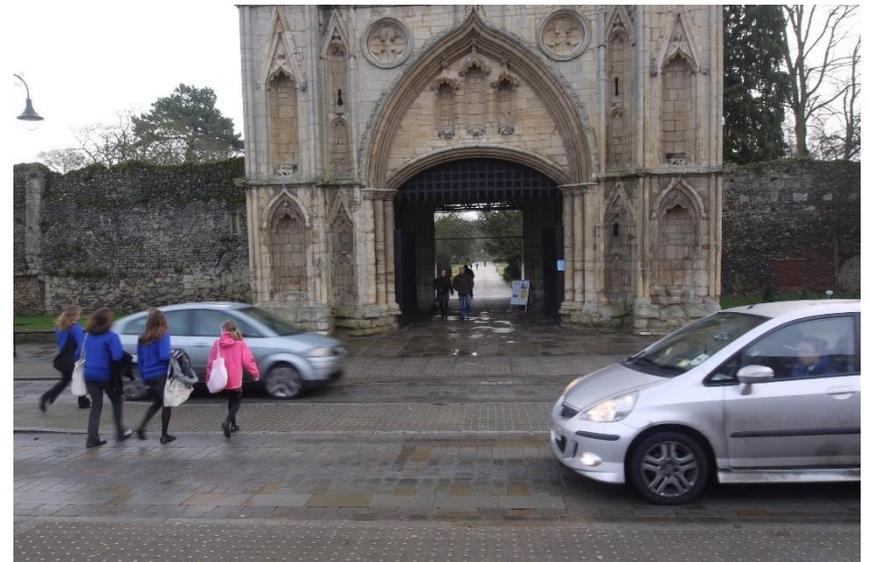
CIHT Review

- Objective – led approach
- Three broad types of design response:
 - Pedestrian Priority Street
 - Informal Street
 - (Enhanced Street)
- Which type of response is appropriate?



Objectives/Evaluation

- More Inclusive Environment
- Better Quality Place
- Ease of Movement
- Improved Safety and Public Health
- Economic Benefit



Typical findings:

- **More Inclusive Environment:**
 - Much concern from visually impaired groups but normally lack of hard evidence. Mobility impaired may benefit.
- **Better Quality Place**
 - More attractive environment, often additional space/facilities for 'place' activities (dining, sitting, talking)
- **Ease of Movement**
 - Generally reduced delays for pedestrians, little impact on motor traffic if any. Confident cyclists generally benefit
- **Improved Safety and Public Health**
 - Reduction in casualties in some schemes, others neutral, one negative. Anticipated air quality benefits through less stop/start queuing
- **Economic Benefit**
 - Increased footfall. Reduced shop vacancies.

Not Known

Positive

Positive

Positive/
Neutral

Positive

Pedestrian Priority Streets

(Based on draft local authority guidance)

Pedestrian Priority Streets

- 'True Shared Space'?
- Designed so that pedestrians can move freely anywhere
- Low traffic volumes and speeds
 - ~ 100 vph max
 - ~ 15mph max (afterwards)
- High levels of pedestrian activity, active frontages
- Undifferentiated space – level surface, similar materials
- No crossings necessary or desirable
- Cycle facilities not necessary





Exchange Place, Kidderminster
(Photo: Hardscape Ltd)

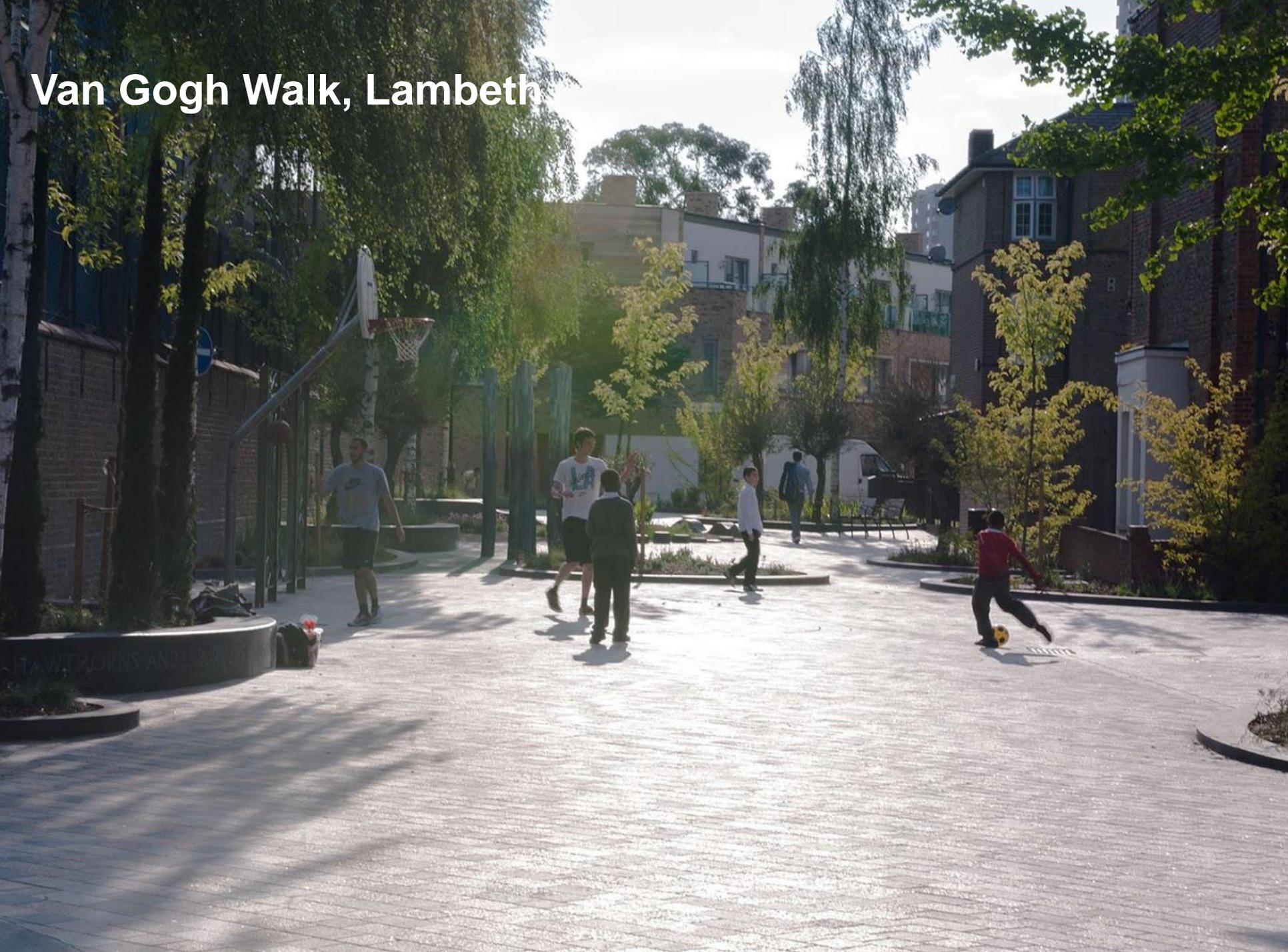


Frodsham Street, Chester
(Photo: IBI Group)



Leonard Circus, Hackney

Van Gogh Walk, Lambeth



Linz, Austria - Begegnungszonen



Informal Streets

(Based on draft local authority guidance)

Informal Streets

- Differentiation between footway and carriageway
- Reduced/absent traffic management devices (signals/priority markings)
- Can carry significant traffic volumes
- Speeds ~20mph max (afterwards)
- Priority crossings may be necessary (standard assessment)
- Preferred types
 - Courtesy
 - Zebra
 - Signals
- Cycle facilities may be necessary





Bexleyheath, London



Gloucester Docks



Gloucester Docks

Thanks

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