

Shared surface streets

If designed well, shared surface residential streets give users more freedom in the way they are used, maximising space and prioritising pedestrian movement over motor traffic whilst encouraging motorists to significantly reduce their speeds. Shared surface streets work well in residential streets with very low traffic flows, but are not appropriate for busier roads. Designers may be required to provide assessments of design flows for vehicles and pedestrians.

Shared surface streets are appropriate for streets with active building frontages.

Shared surface streets are **not** a suitable design 'solution' to overcome insufficient road space.

Shared surface streets with segregated footways will not be accepted as this can cause confusion for all users.



Fig 1: Shared surface with block paving

Design considerations

For design guidance on widths and practical considerations, see *Street Design Matrix*.

To create a successful shared surface street, designers should:

- Design a shared surface area with the consideration that it may be used for activities such as playing and socialising
- Consult with groups such as the RNIB so that the needs of pedestrians with visual impairments are taken into consideration
- Create well balanced, inclusive environments that clearly encourage and support priority for pedestrians
- Design for very low (walking pace) speeds. Effective straights should be designed out of schemes using a variety of design features such as lateral deflection and/or localised narrowings.
- Include for tree planting and sustainable drainage measures as integral streetscape features. These can be incorporated into localised narrowings where appropriate.
- Provide visual cues and tactile paving alongside de-cluttering to help those with a visual impairment and limited confidence
- Provide clear threshold treatments to indicate the start and finish of the shared space area from non-shared space areas, such as tactile paving

Street furniture can be used as a guide but should not obstruct desire lines. Bollards are not to be used as shorelines as these cannot be used as a guide by anyone with a visual impairment using a cane.

We will not seek to adopt landscaped service strips adjacent to shared surfaces. However, grassed service strips may be acceptable if they can be maintained effectively and it can be demonstrated that the utility companies are in agreement with this approach.

Small unit paving should be used – this surfacing is known to contribute to lower traffic speeds by creating a different street environment.

Street design will also be expected to include for tree planting and sustainable drainage measures as integral streetscape features.

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Fig 2: Typical cross section of shared surface residential street

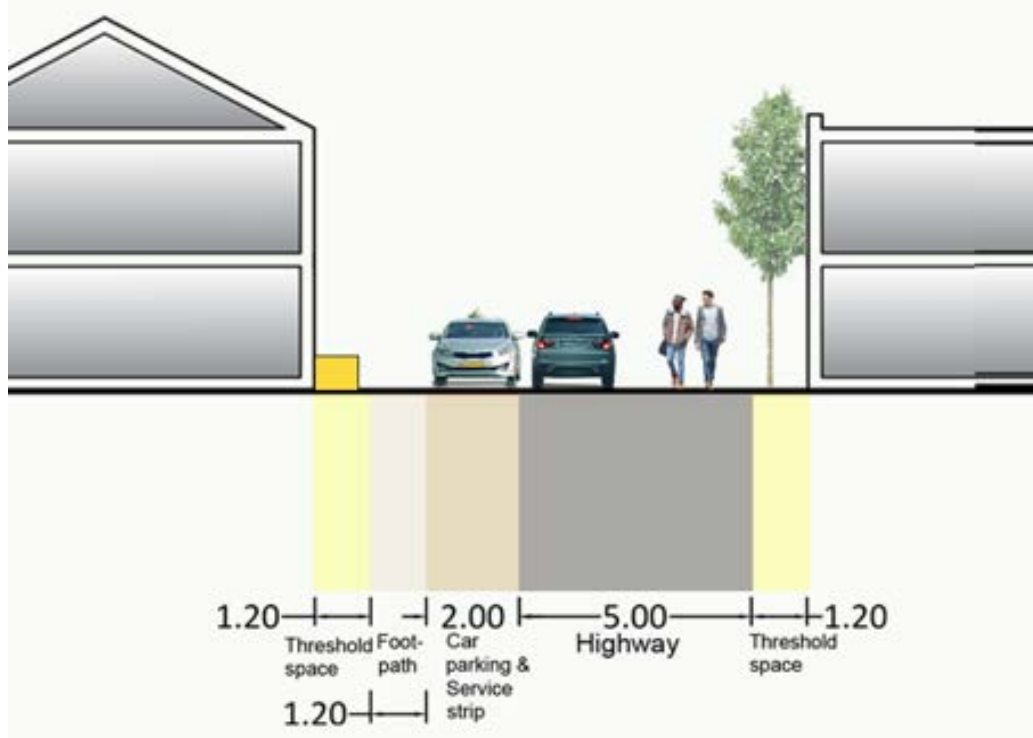


Fig 3: Plan of typical shared residential surface street

