

PE1595/SS

Katja Leyendecker Email of 5 January 2016

Re shared space

<http://www.scottish.parliament.uk/GettingInvolved/Petitions/PE01595>

Share space is rightly a contentious design issue. As a street designer, you may have assessed the conditions correctly and you get it right and the outcome is wonderful - but get it wrong and users suffer the consequences dearly.

From local experience

In a car-focussed council (planning and engineering departments) it is hard to restrict, or imagine restricting, car use. However for transport and public realm schemes this is at the heart of the problem. Without reducing motor traffic movements, shared space cannot ever work well. Often shared space schemes do not restrict motor traffic which results in conflict between the different space users.

If motor traffic is not restricted and hence a movement functions remains, designs have to be done carefully. Newcycling, Newcastle's cycling campaign, has - in the past and continues to do so - called for clear surface designation and clarity of space so that walking, cycling and other modes can coexist.

For (national / local) government, it would be good to go back to basics and clarify

- What shared space is and what the purpose of shared space is
- Consult widely on who benefits from shared space and who does not

However overall, if vehicle traffic, movements and speed are not tackled, all this will be a fruitless undertaking. The Dutch organised their roads using principles of Sustainable Safety. This is a holistic approach to road safety, and should be adopted in the UK.

Going back to basics would mean adopting Dutch-style road classification, and with that a wider, more complete, approach to road safety (and certainly not the lipservice and token effort we currently see provided by councils).

With all that in mind, we support a moratorium on shared space schemes up until answers are provided.

Regards,

Katja Leyendecker