

- Pedestrian activities are high and vehicle movements are only required for lower-level access or circulatory purposes. This include streets within *Centres* where a shared surface may be preferable over full pedestrianisation to ensure sufficient activity occurs during the daytime and the evening period.

The application of shared surfaces may also be desirable on a wide variety of streets and junctions. The implementation of shared surfaces in the UK and internationally has evolved from lightly-trafficked areas to include heavily-trafficked streets and junctions (as per Figure 4.48 and Figure 4.49). Where designers consider the use of shared surfaces on more heavily-trafficked routes the location must be the subject of a rigorous analysis that assesses the suitability of a street for such purposes.

The key condition for the design of any shared surface is that drivers, upon entering the street, recognise that they are in a shared space and react by driving very slowly (i.e. 20km/h or less). To ensure this, designers should:

- Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain (such as paving: see Section 4.2.6 - Materials and Finishes).

- Avoid raised kerb lines. Any kerb line should be fully embedded within the street surface (see Section 4.4.8 Kerbs).
- Minimise the width of the vehicular carriageway and/or corner radii (see Sections 4.3.3 Corner Radii and 4.4.1 Carriageway Widths).

Shared surface streets can be very intimidating for impaired users. Visually-impaired users in particular usually rely on kerb lines to navigate streets. To assist navigation and movement through shared spaces, designers should apply design measures such as:

- Sections of tactile paving that direct movement along the street or across spaces (see Figure 4.50).
- The creation of distinct zones that delineate pedestrian only space from shared space (as per Figure 4.48).
- Flush kerbs, drainage lines and/or sections of tactile paving to assist guide dogs and indicate movement from a pedestrian only space to a shared carriageway (see Section 4.4.8 Kerbs).



Figure 4.49: Shared surface junction in Ashford, Kent, UK, carries significant amounts of traffic and challenged conventions regarding traffic volumes along shared surfaces. An informal zebra crossing has also been marked adjacent to the junction to provide a place for less confident pedestrians to cross.

- Verges that act as refuge zones allowing pedestrians to step on and off the carriageway to let cars pass (see Figure 4.51).



Figure 4.50: Examples from Cork city of the use of tactile paving that assist the visually impaired by guiding movement across a shared space.

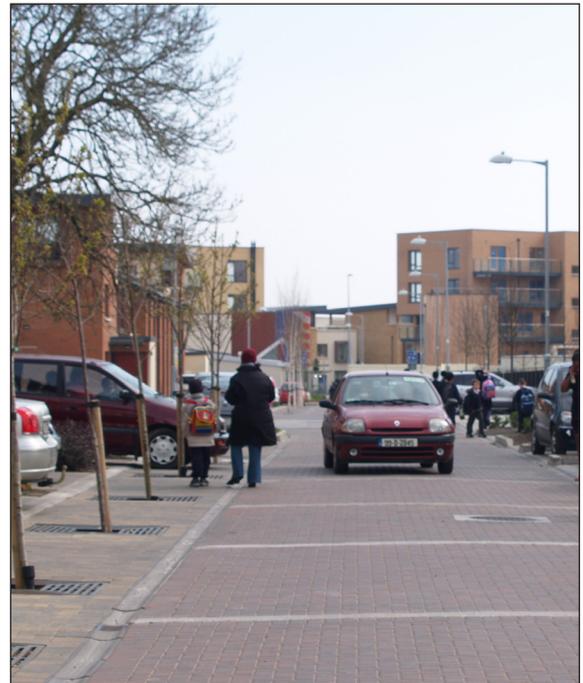


Figure 4.51: Examples from Adamstown, Co. Dublin, where a verge is provided as refuge that pedestrians can hop on and hop off as cars slowly pass.