SHARED SPACE
EXPERIENCES AND CHALLENGES
A street or place where the driver through spatial design, surroundings and activities can see that it is a social behavior that is desired and appropriate.
SHARED SPACE – WHAT IS IT?
SHARED SPACE – WHAT IS IT?

Traditional street with carriageway and pavement. The cars dominate, and pedestrians feel they are in a “traffic area”

Street where the border between carriageway and sidewalk are "erased" - makes it possible to stay in the street
SHARED SPACE – WHERE?

"Space of traffic" → Shared space → Pedestrian zone

[Images of a city street, a pedestrian area with people and bicycles, and a crowded sidewalk, with a logo at the bottom]
FISKARTORGET
VÄSTERVIK
SVERIGE
SOME DANISH EXAMPLES

Skagen v/museet, Danmark

Lyngby Hovedgade

Odense v/domkirken, Danmark

Strædet, København sentrum
DIFFERENT EXAMPLES FROM THE NETHERLANDS

Laweiplèin, Drachten

Oosterwolde

Wolvega

Drachten

Haren
SOME NORWEGIAN EXAMPLES

Asker

Christiania torg i Oslo

Bekkestua

St. Olavs plass i Oslo
FROM "HOME ZONES" IN RESIDENTIAL AREAS TO SHARED SPACE IN CITY CENTER

Norske "gatetun"
Danske "sivegader"
Svenske "gårdsgater"
Nederlandske "woonerf"
Engelske "home zones"

Shared space

In residential streets with light and local traffic
In the city center with more and different types of traffic
KEY EXPERIENCES

+ More appealing streets and more urban street life

+ Traffic accidents reduced – because of low speed, interaction and eye contact

- Insecurity - among specific groups of road users (visually impaired and elderly)
INSECURITY
-
the biggest challenge for Shared space!

An environment that is easy to navigate in increases the sense of security

Part of the Shared Space philosophy is based on creating insecurity in order to achieve safety!
WHY SOME FEEL INSECURE IN SHARED SPACE AREAS

• Unclear rules, no signs, no one has “right” on their side

• Traffic area without boundaries and guide lines

• People experience that the traffic volume is too high
HOW TO SOLVE THE PROBLEM OF INSECURITY IN SHARED SPACE?

1. Improve the projects for the elderly, blind and visually impaired

2. Adjust the projects by introduce the term: Shared space and safe space
IMPROVEMENTS FOR THE BLIND AND VISUALLY IMPAIRED

• Improve the accessibility through proper use of materials and furnishings (contrast, guide lines, furnishing free zones ...)

• Select and secure pedestrian crossings
  - in the edge of the square
  - at regular intervals along the street

Pedestrian crossing in the edge of Skvellertorget, with a smooth surface and no curbs
SHARED SPACE AND SAFE SPACE

Traditional street divided in carriageway and footways.

Shared Space - total mix of all kinds of traffic

Shared Space and Safe Space
SHARED SPACE AND SAFE SPACE
SHARED SPACE AND SAFE SPACE
SHARED SPACE AND SAFE SPACE
USE MATERIALS BY FUNCTION

From St. Olav's place - pedestrians using the smooth granite coating

Wheelchair using the bike area with smooth surface

The carriageway, with smooth surface, is used by pedestrians and cyclists
WHAT’S THE LIMIT FOR TRAFFIC VOLUME?

The lower the traffic is, the better quality of stay in the street area
WHAT’S THE LIMIT FOR TRAFFIC VOLUM?

The lower traffic, the more people feel free to cross the area anywhere.
WHAT’S THE LIMIT FOR TRAFFIC VOLUME?
WHAT’S THE LIMIT FOR TRAFFIC VOLUME?

The more traffic, the more pedestrians there should be.

There should be a balance between cars and pedestrians.
SKVALLERTORGET - A PLACE FOR ALL
DESPITE HIGH LEVEL OF CAR TRAFFIC??????
RECOMMENDATIONS

• **Choose the right places** (based on a plan for the city center, a vision and anchoring, in the most populous streets/intersections/squares)

• **Think quality and urban design**

• **Think activities and make it possible to stay in the street** (shops, cafés, benches.....)

• **Do not front insecurity in the project**

• **Think both Shared and Safe Space**

• **Universal design must be ensured**

• **Let the function determine the use of materials**

• **Make low speed**
The new international sign??

Shared space