



Department
for Transport

From the Parliamentary
Under Secretary of State
Andrew Jones MP

Great Minster House
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London
SW1P 4DR

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Web site: www.gov.uk/dft

29 October 2015

To Council Leaders of Traffic
Authorities in England

Cc: Relevant Local Authority
Chief Executives

Dear Colleague,

Shared Space

Earlier this year Baroness Kramer wrote to all local authorities in England about shared space and the public realm, pointing out the barriers that such schemes, and particularly schemes with a level surface, can create for some groups of people. In her letter, Baroness Kramer reminded them about the need to meet the requirements of the Public Sector Equality Duty in developing high-quality attractive and inclusive streets that work for people of all abilities.

In July, Lord Holmes of Richmond published *Accidents by Design: The Holmes Report on 'shared space' in the United Kingdom* which sets out the results of his research to establish a greater understanding of the impact of shared spaces on the public. This report, and the wider issue of shared space, was debated in the House of Lords on 15 October.

The Department is working with the Chartered Institution of Highways and Transportation and other interested groups to produce further guidance on shared space building on the experience from schemes installed to date and the findings in *The Holmes Report*. To help us develop a better understanding of the shared space schemes that have been already been introduced I would be grateful if you could provide the following information:

- The number and location of shared space schemes introduced by your authority
- Details of any modifications you have made to the schemes post completion

- The results of any monitoring of shared space schemes you have introduced, including accident data where available
- Details of funding streams used for the schemes, including details of any specific funding from the European Union
- Where possible, details of any legal action taken or pending (including outcomes) under the Equalities Act 2010 as a result of shared space schemes your authority has introduced.

I would be grateful if you could please e-mail your response (including nil returns) to traffic.signs@dft.gsi.gov.uk by the end of November.

Yours,

Andrew

ANDREW JONES

From: TRAFFIC SIGNS [mailto:TRAFFIC.SIGNS@dft.gsi.gov.uk]
Sent: 19 November 2015 08:13
To: [REDACTED]
Subject: RE: Shared Space - London Borough of Richmond upon Thames

Thank you for your response [REDACTED].

Kind regards

[REDACTED]
Traffic Signs Mailbox

From: [REDACTED]
Sent: 12 November 2015 09:23
To: TRAFFIC SIGNS <TRAFFIC.SIGNS@dft.gsi.gov.uk>
Cc: Cllr Stephen Speak <Cllr.SSpeak@richmond.gov.uk>; Graham Beattie <Graham.Beattie@richmond.gov.uk>; Michael Gilroy <Michael.Gilroy@richmond.gov.uk>
Subject: Shared Space - London Borough of Richmond upon Thames

Dear Andrew Jones MP

Thank you for your letter of 29th October requesting information on shared space schemes implemented within the London Borough of Richmond upon Thames.

I can confirm that we do not have any shared space roads within the Borough.

Regards

[REDACTED]
Group Manager (Design)
Highways and Transport, Environment Directorate
London Borough of Richmond upon Thames

[REDACTED]
[REDACTED]
www.richmond.gov.uk



Department
for Transport

From the Minister of State
The Rt. Hon. the Baroness Kramer

Great Minster House
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**To Council Leaders of Traffic Authorities in
England**

Cc: Relevant Local Authority Chief Executives.

Our Ref:
Your Ref:

16 MAR 2015

Dear Colleague

I write to draw your attention to the subject of shared space and the public realm.

Shared space is a spectrum covering many types of design, which aims to reduce the impact of motor traffic in places used by pedestrians. The phrase 'shared space' is often used as shorthand to describe a 'level surface' – the situation where kerbs are removed and there is a single surface used by pedestrians and vehicles. However, this can be misleading as a level surface is not a requirement for a shared space scheme, and there will be places where it is not suitable.

While a good quality, well designed public realm can result in more attractive places, any shared space elements must be carefully thought through. A level surface might enhance accessibility for some groups, but can create a barrier for others. Blind or partially sighted people in particular can find level surfaces difficult to negotiate. For this reason schemes which incorporate a level surface may still require differentiation of the space to be used by pedestrians from that used by vehicles, and the provision of formal crossing places.

Getting the design right requires consultation with all affected groups. The guidance in *Local Transport Note 1/11 Shared Space* emphasises the need for stakeholder engagement and inclusive design, where the needs of a diverse range of people are properly considered at all stages of the development process. It stresses that considering of the needs of disabled people (among other groups) is an important part of shared space design and reminds practitioners of the duties under the Equality Act 2010. LTN 1/11 is available to download free from www.gov.uk/government/collections/local-transport-notes.

The National Federation of the Blind UK (NFBUK) has prepared a guidance note called *Access for Blind People in Towns*, intended to provide assistance to planners, highway engineers and designers in meeting the requirements of the Public Sector Equality Duty and to help ensure that all streetscape layouts are fully inclusive. The Department has placed a link to it on their website at www.gov.uk/government/publications/shared-space.

Access for Blind People in Towns should be read in conjunction with the Department for Transport's guidance documents *Manual for Streets* and *Local Transport Note 1/11 Shared Space* but does not replace them. If you have any questions about its content or application, please raise them with NFBUK.

The Government expects highway authorities to work towards high-quality, attractive and inclusive streets that work for people of all abilities. Accessible public transport and a barrier-free pedestrian environment are fundamental to delivering that commitment. In developing designs for your public spaces I would therefore urge you to consider the needs of everyone.

A handwritten signature in black ink, appearing to read 'Diana Kramer', written in a cursive style.

THE RT. HON. THE BARONESS KRAMER