

CONGRESS for NEW URBANISM

Pasadena, California

11th June 2005

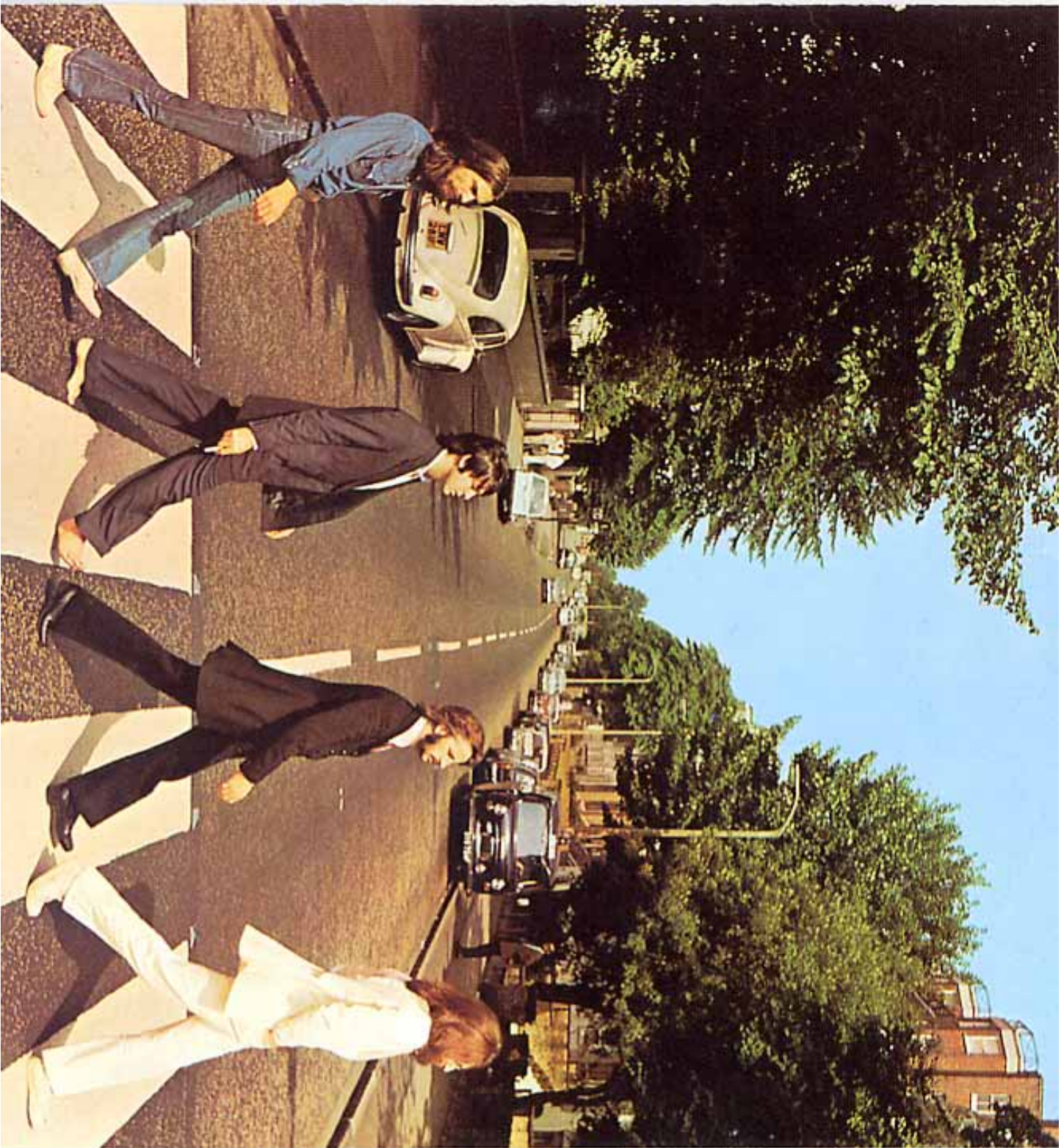
SHARED SPACE

**A new approach to street design, safety and
traffic engineering**

Ben Hamilton-Baillie

www.hamilton-baillie.co.uk

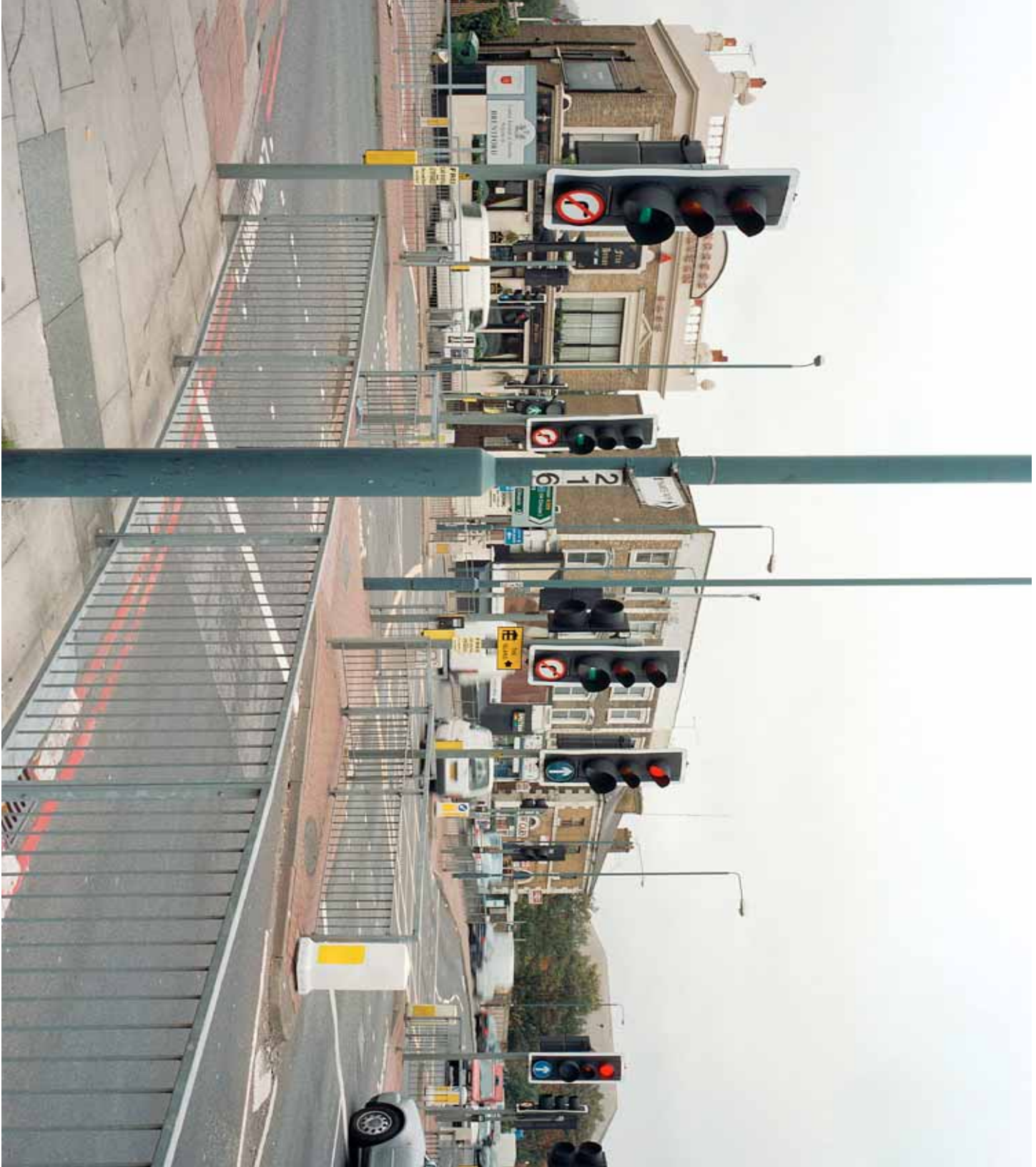
hamilton-baillie
a s s o c i a t e s

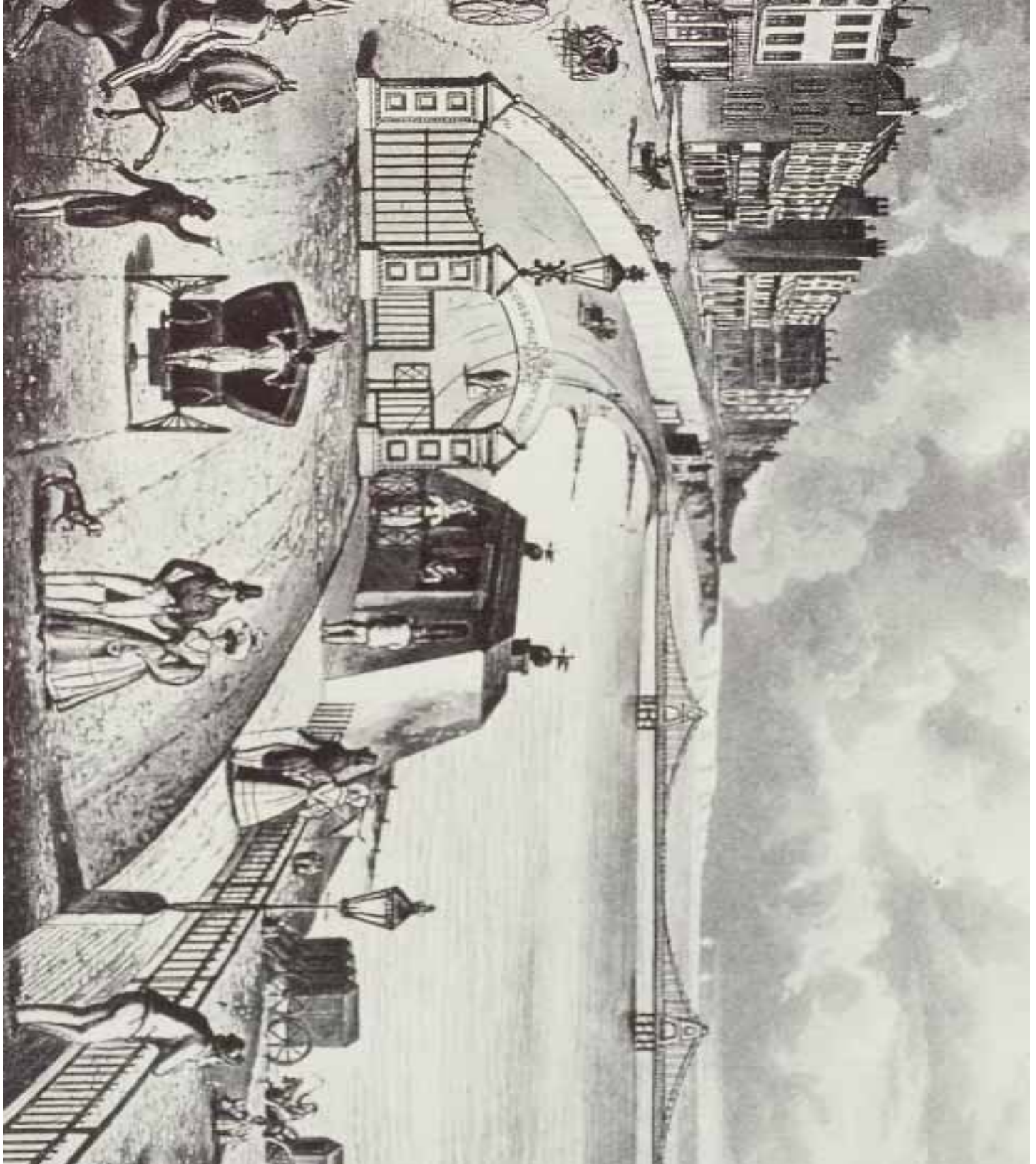


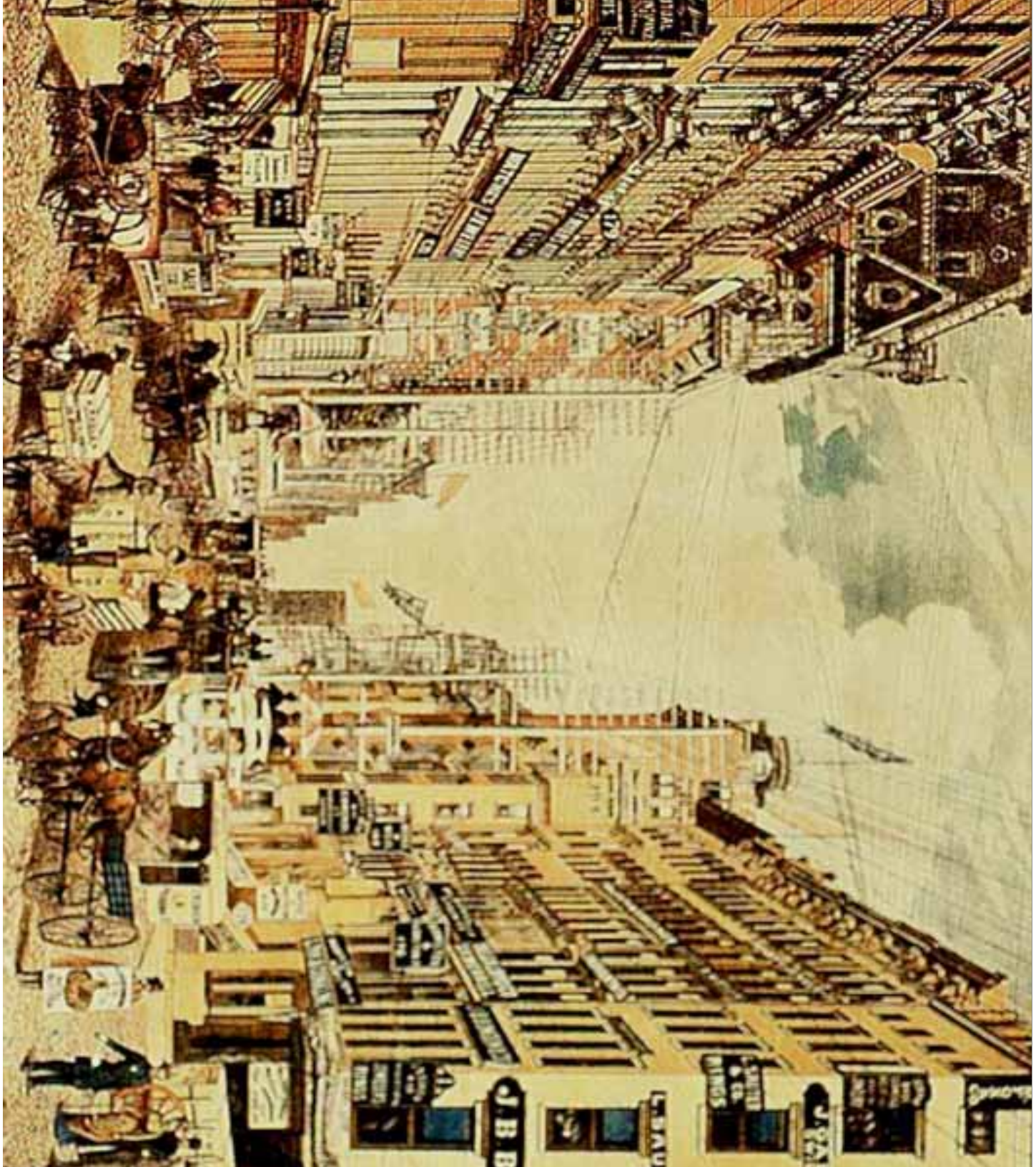


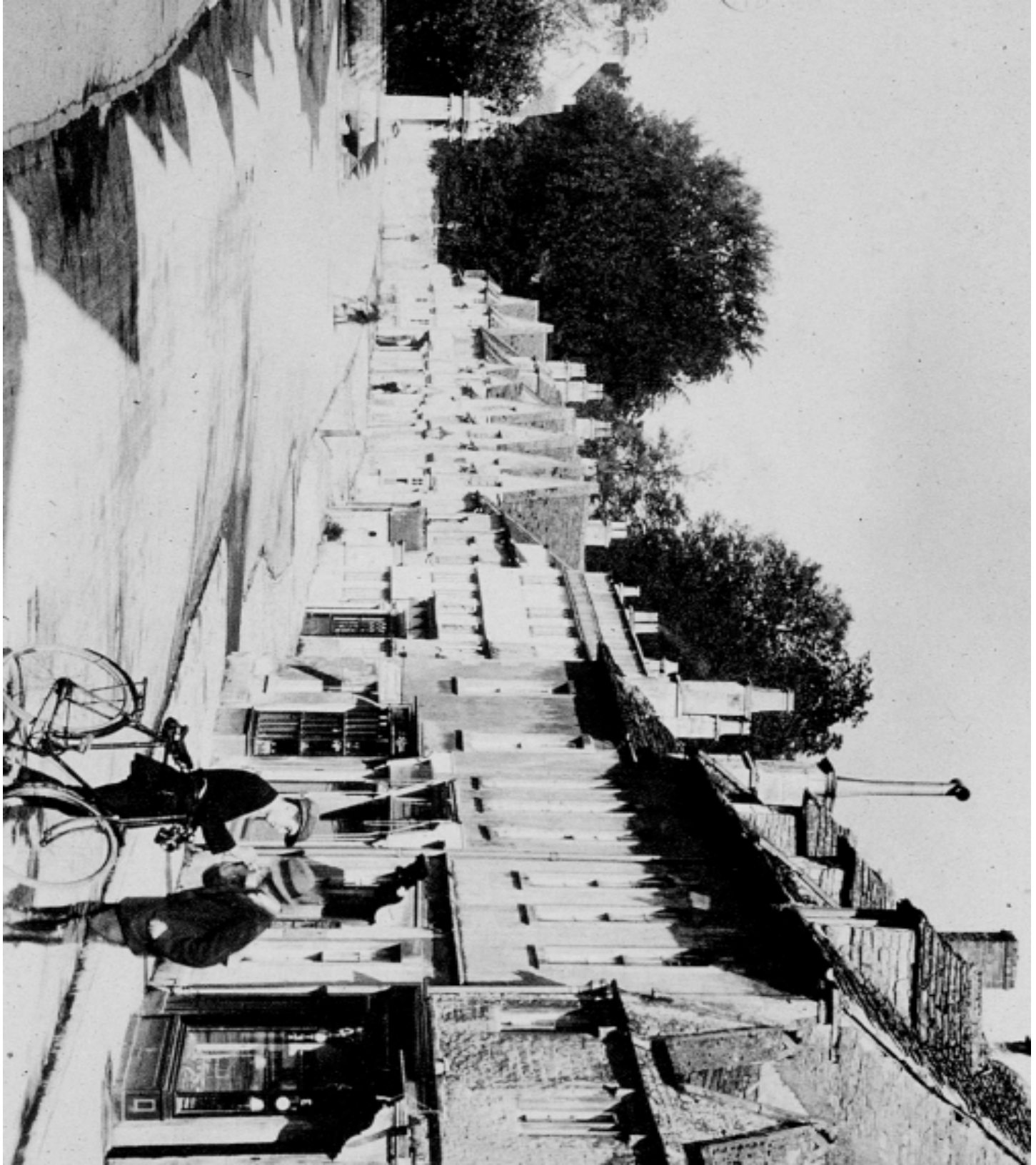




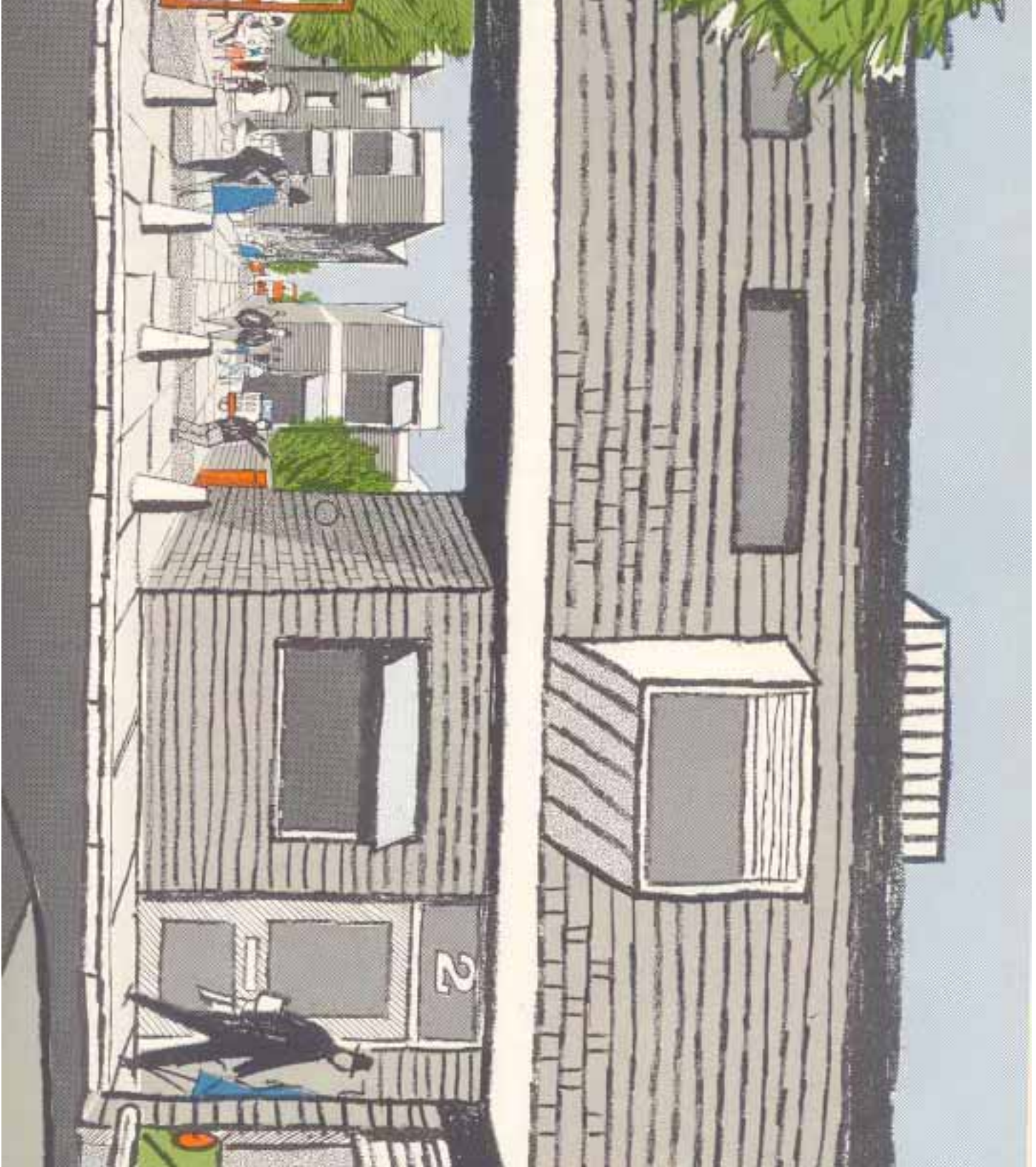


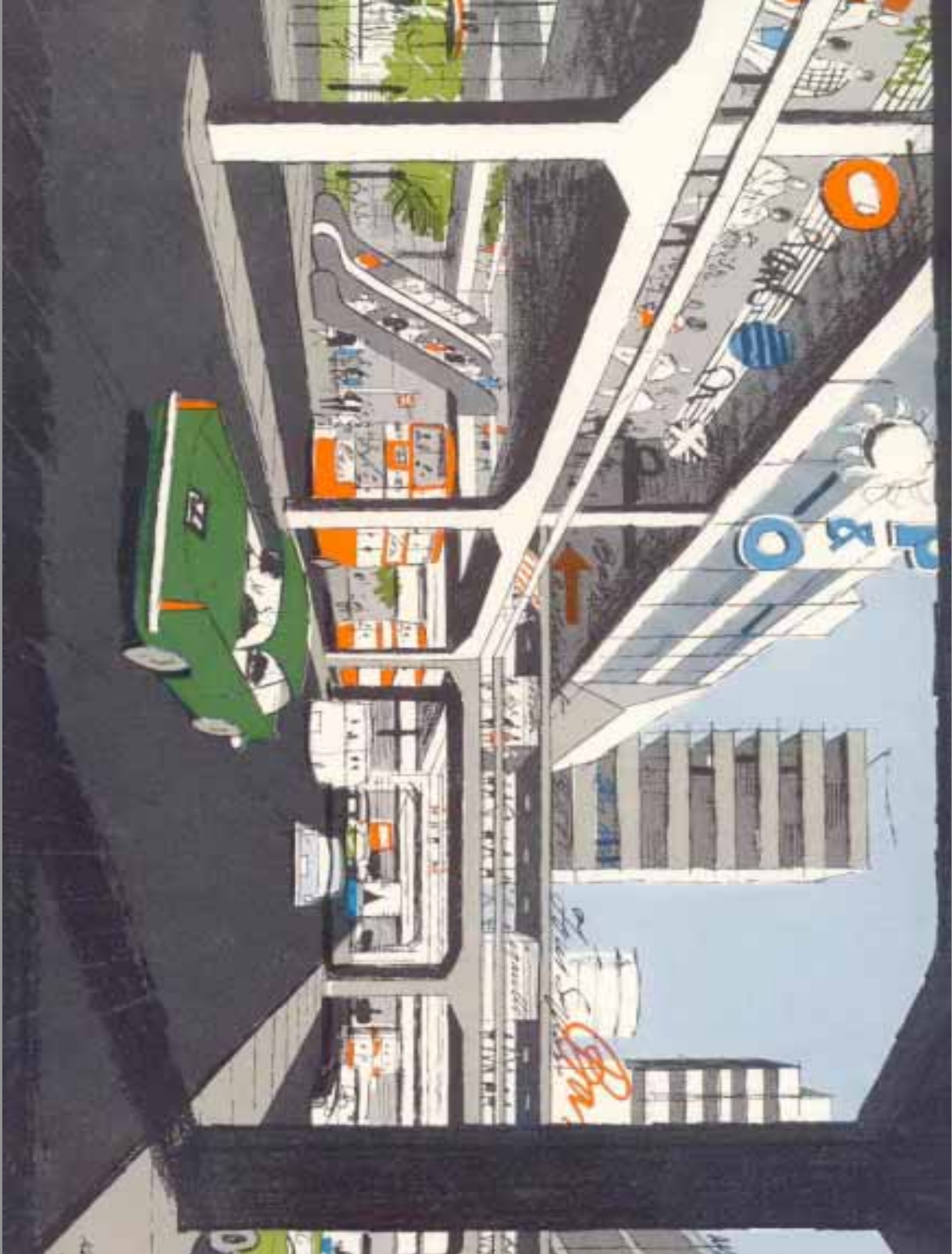


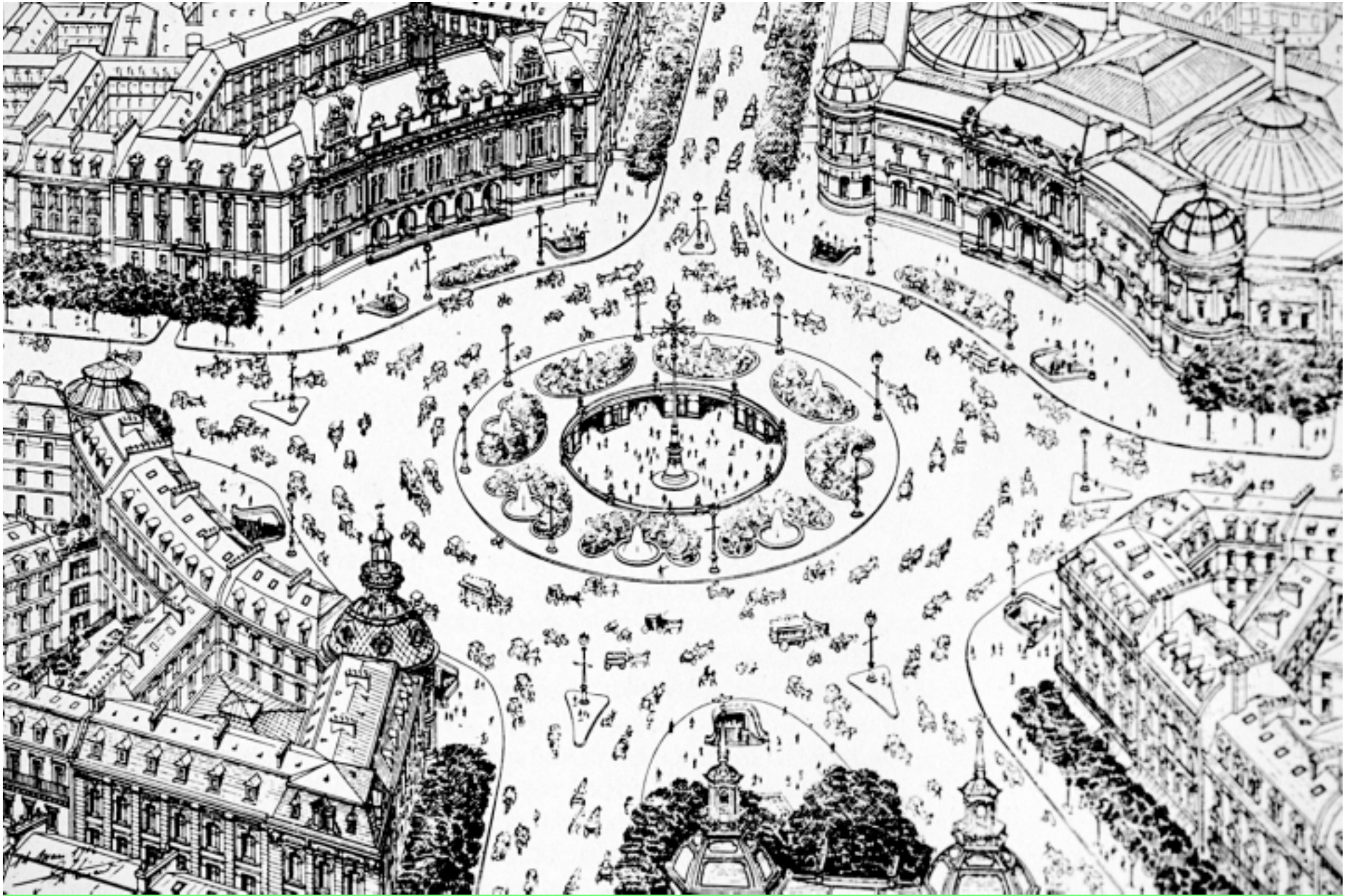








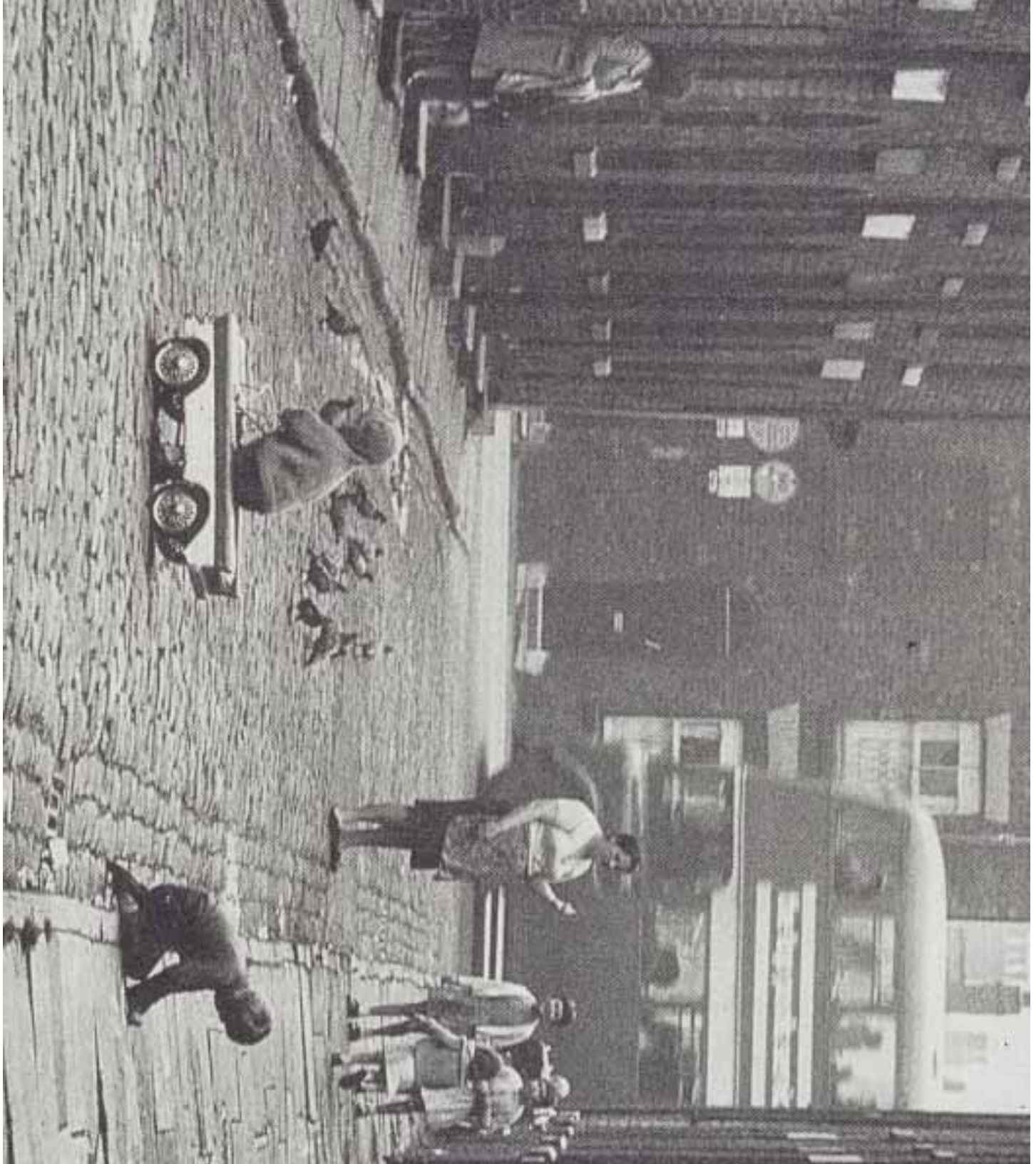


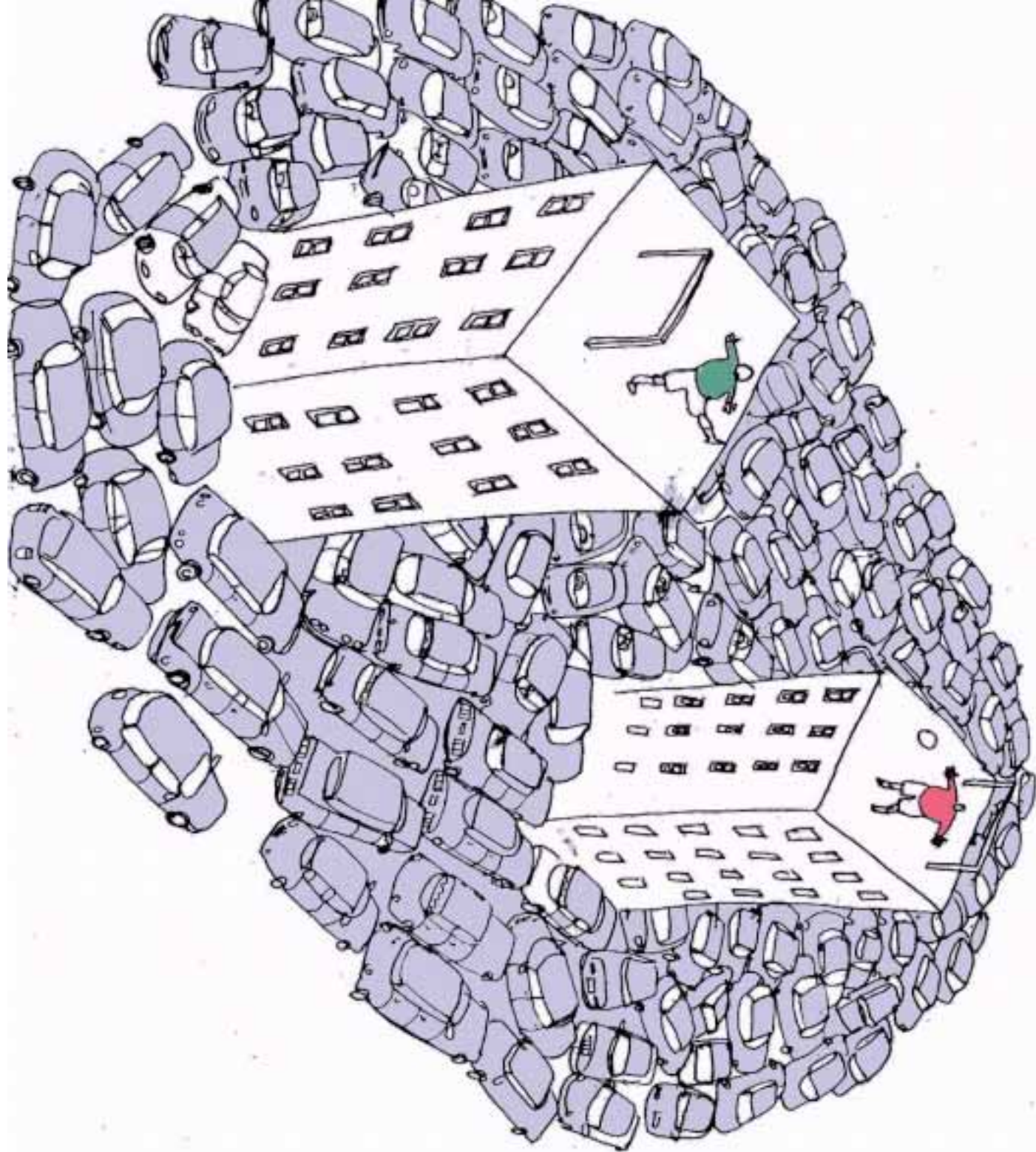


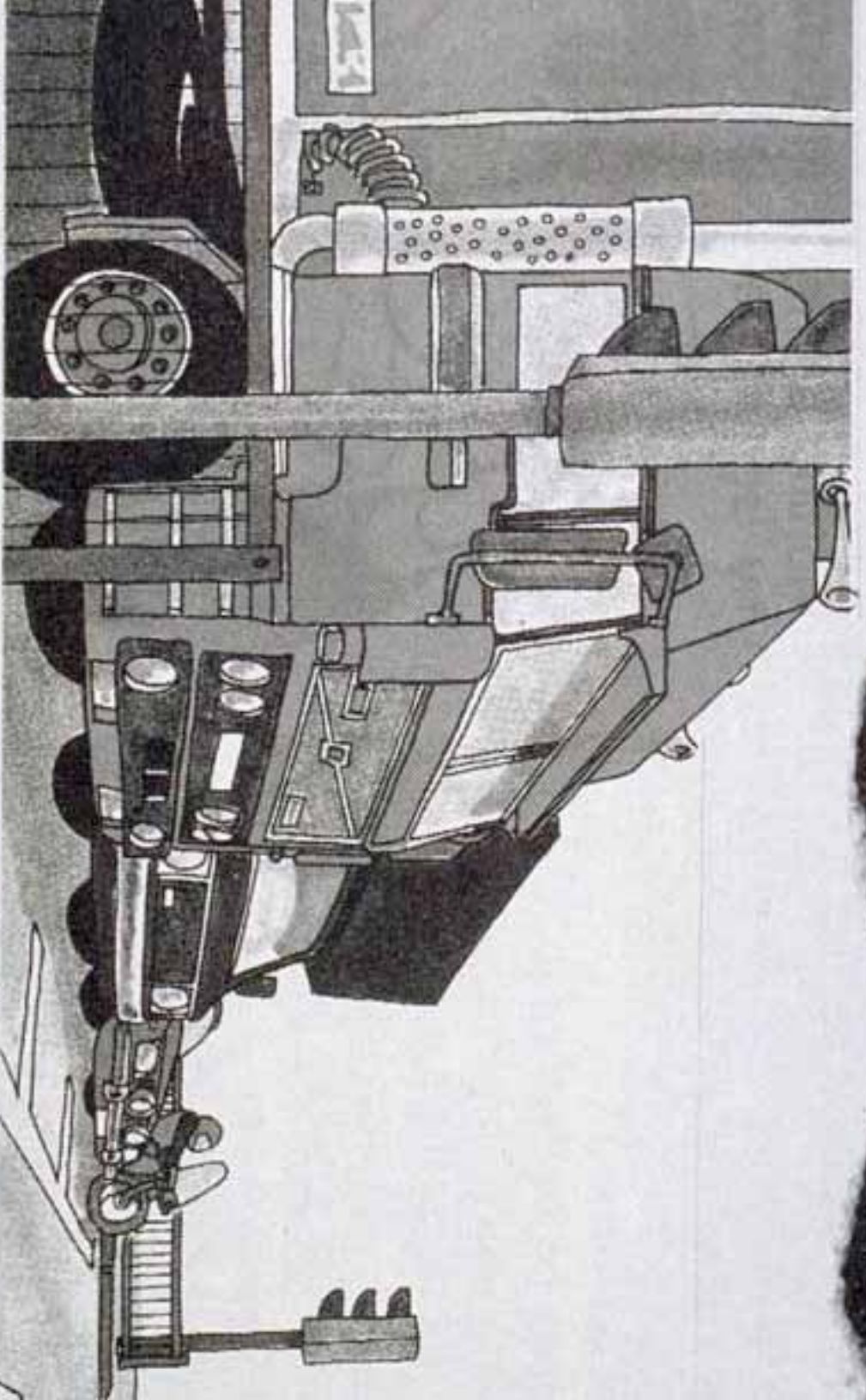
Eugène Hénard

Proposals for traffic circulation

Paris 1905







Remember that children know how dangerous traffic can be. Roads are not for cars and lorries – not for pedestrians.

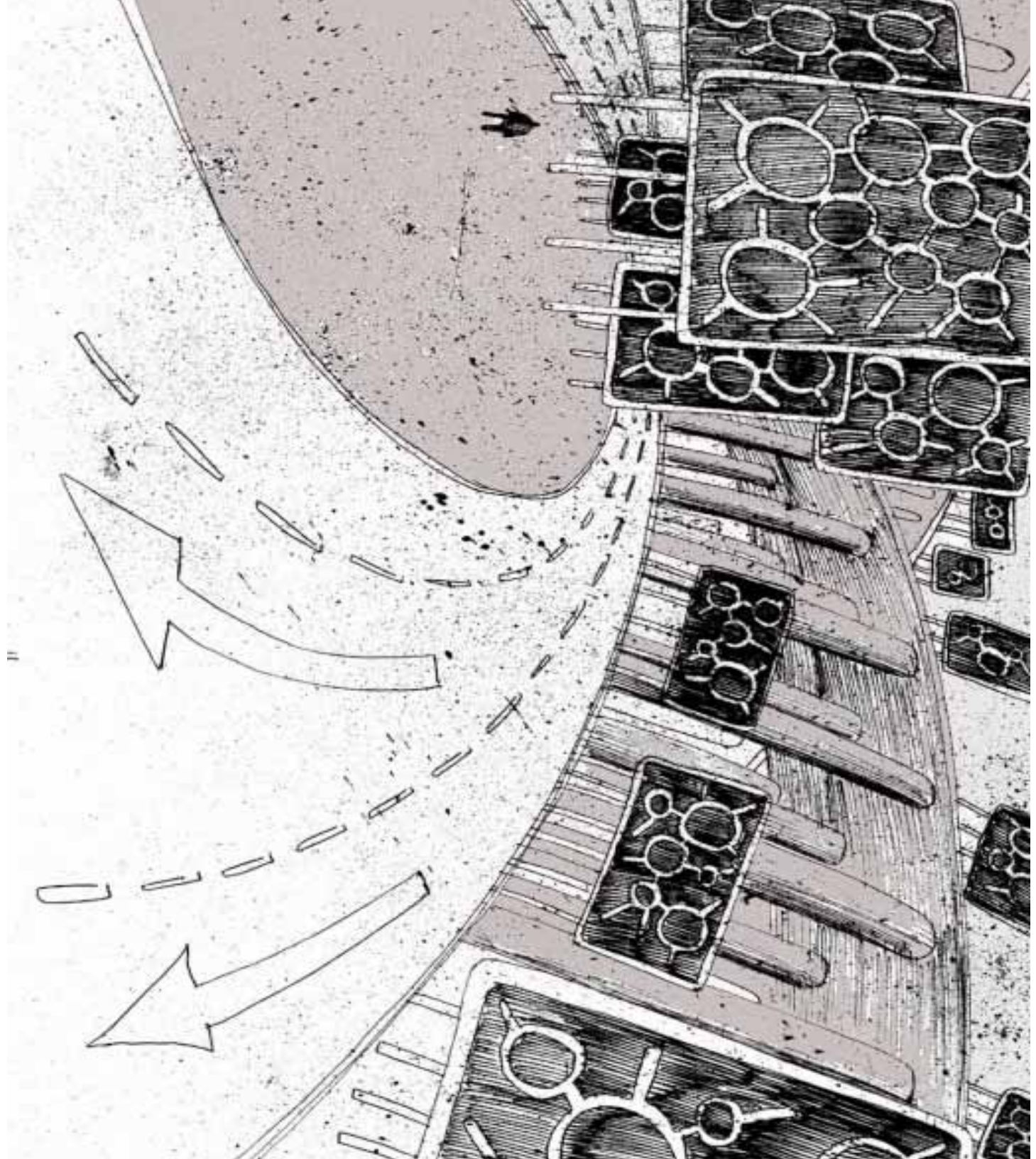


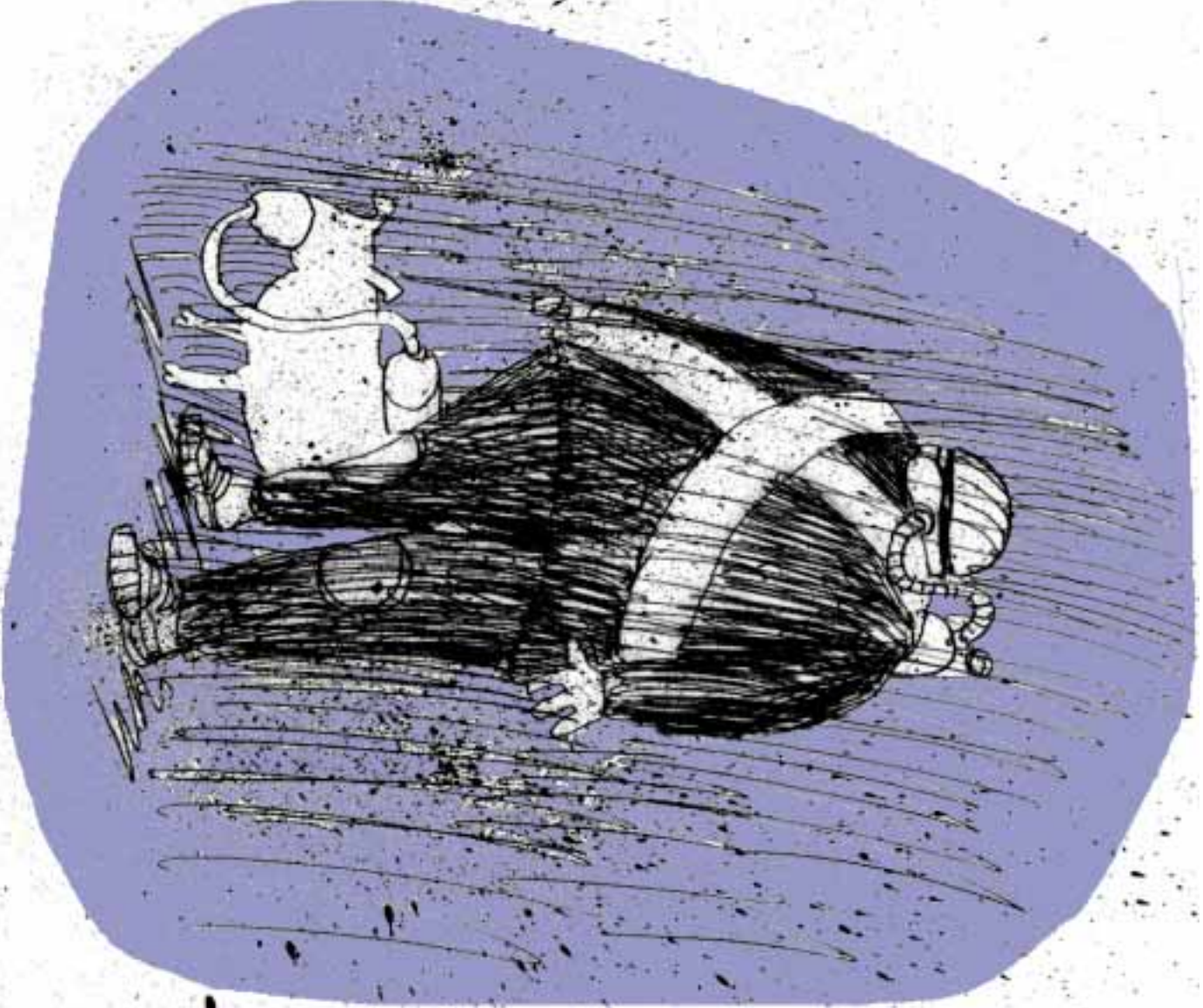
**ONE FALSE
MOVE
AND YOU'RE
DEAD.**

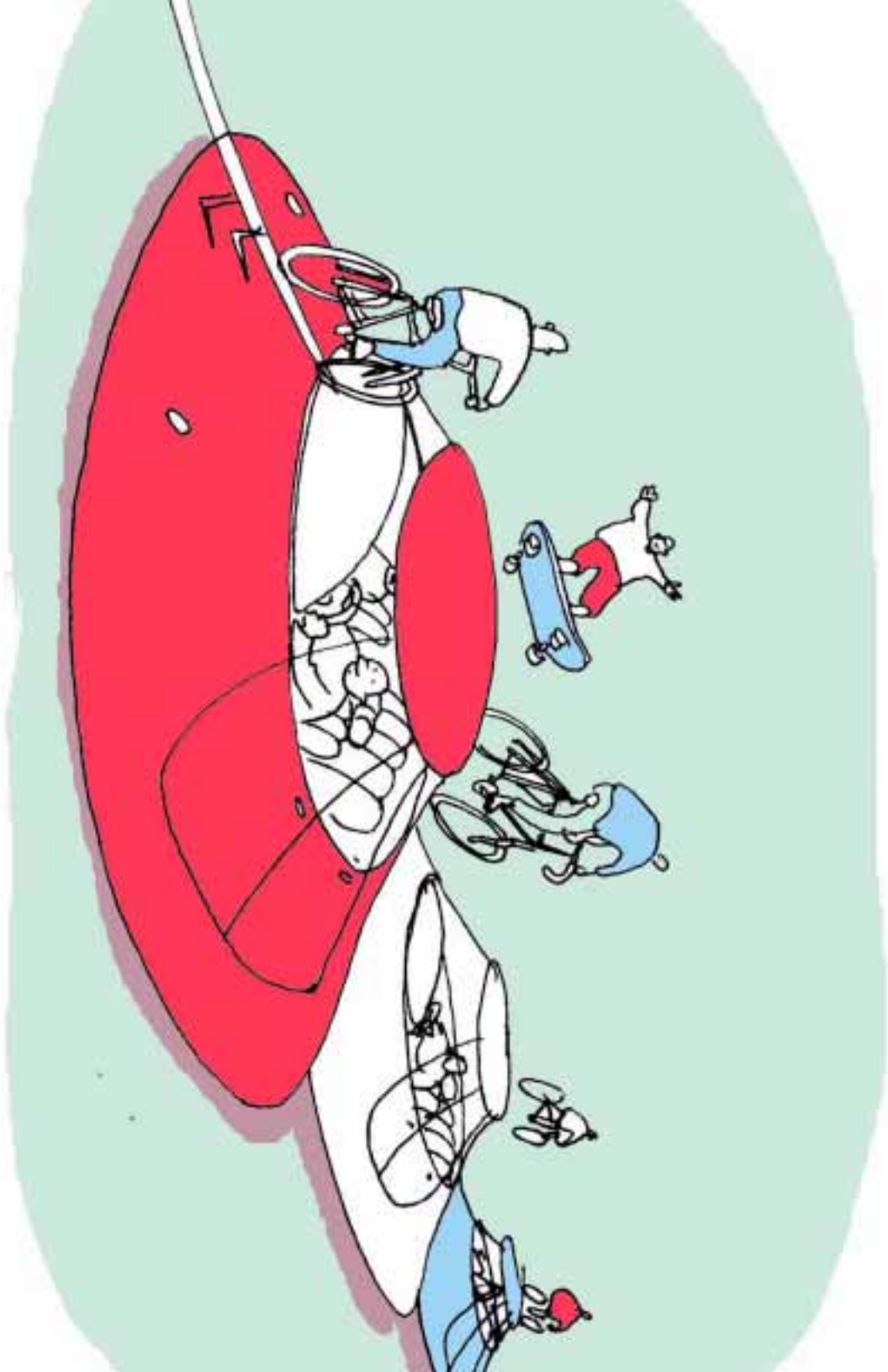
BEFORE YOU CROSS THE ROAD.

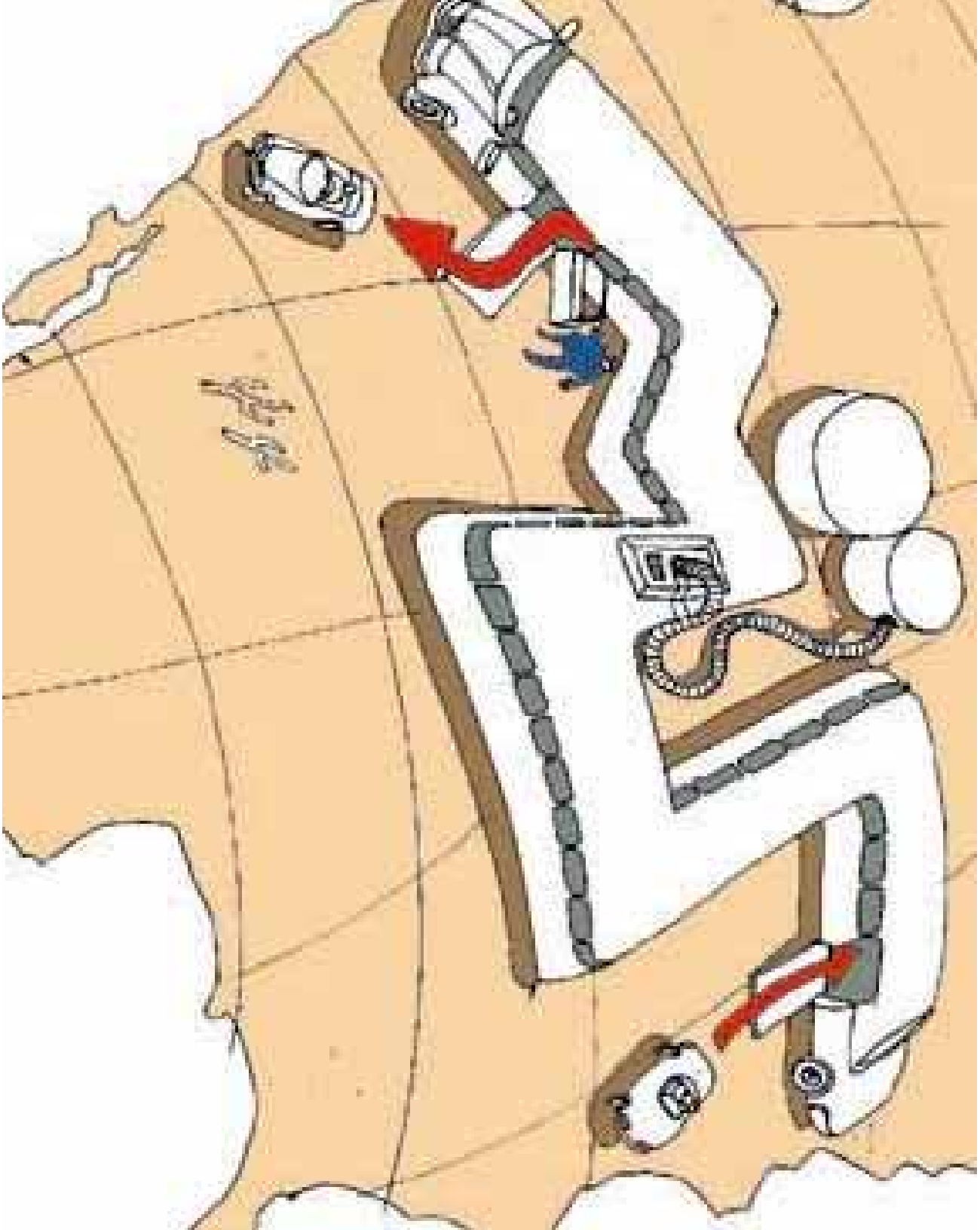
STOP AT THE KERB.

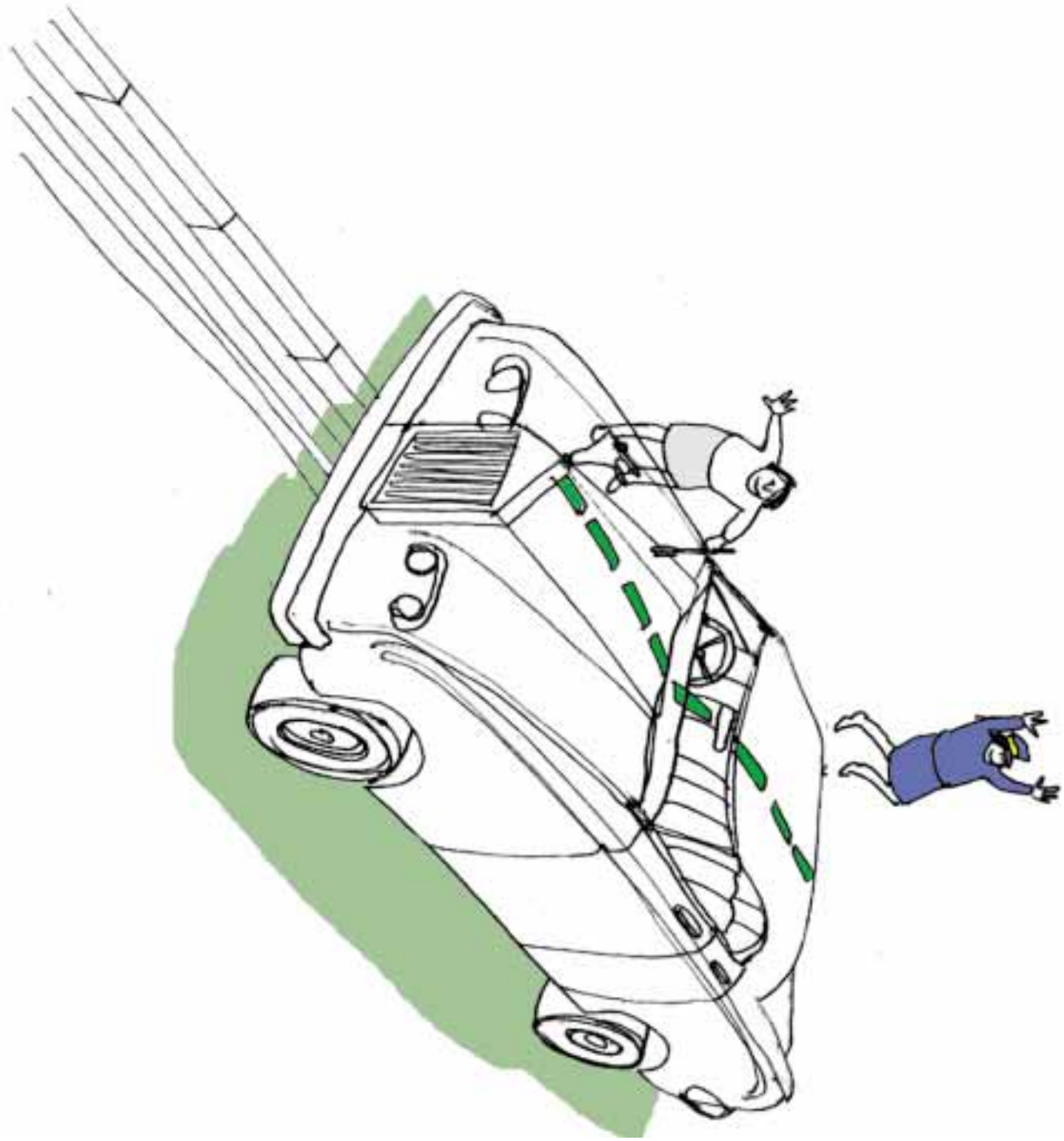


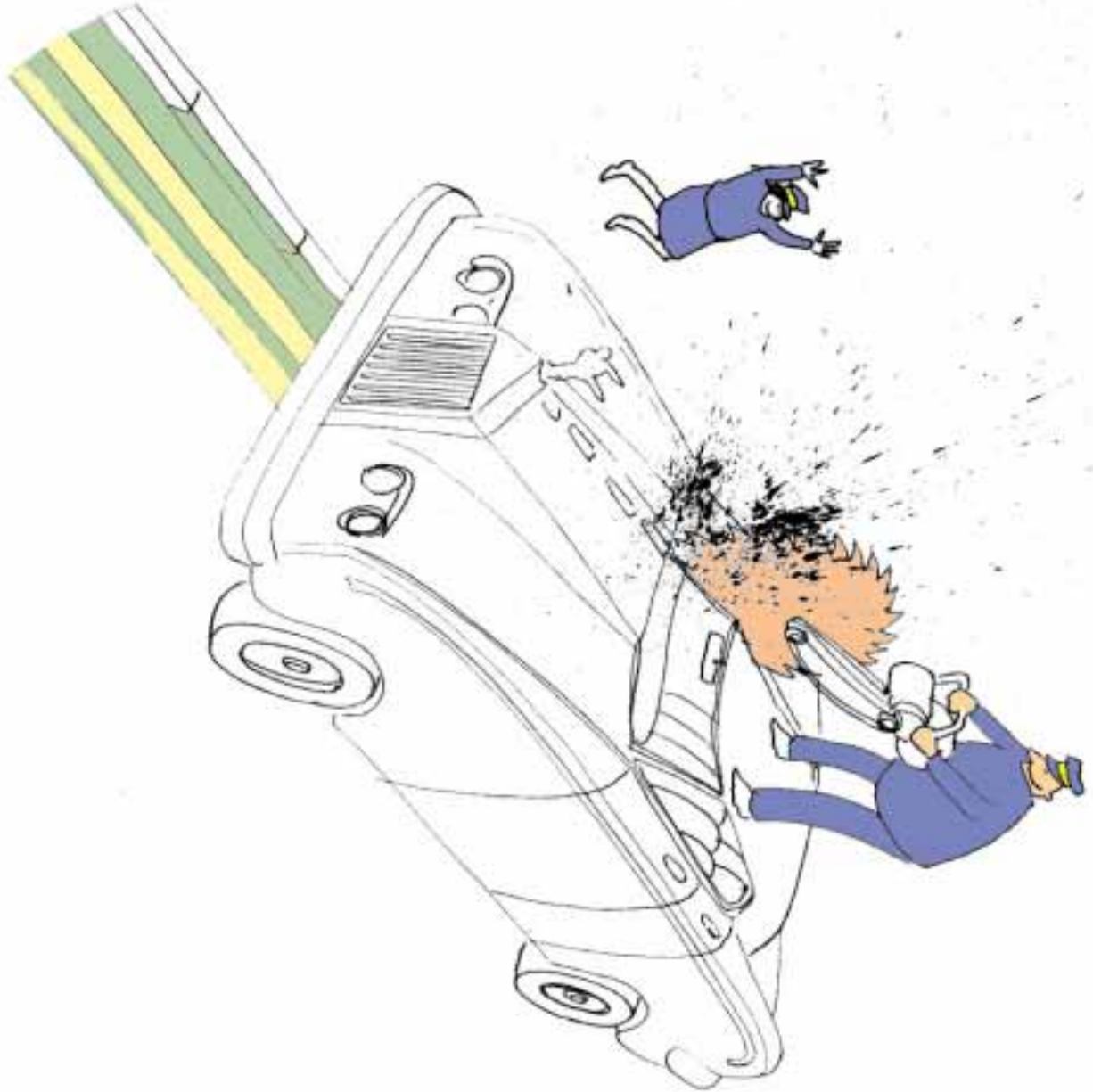


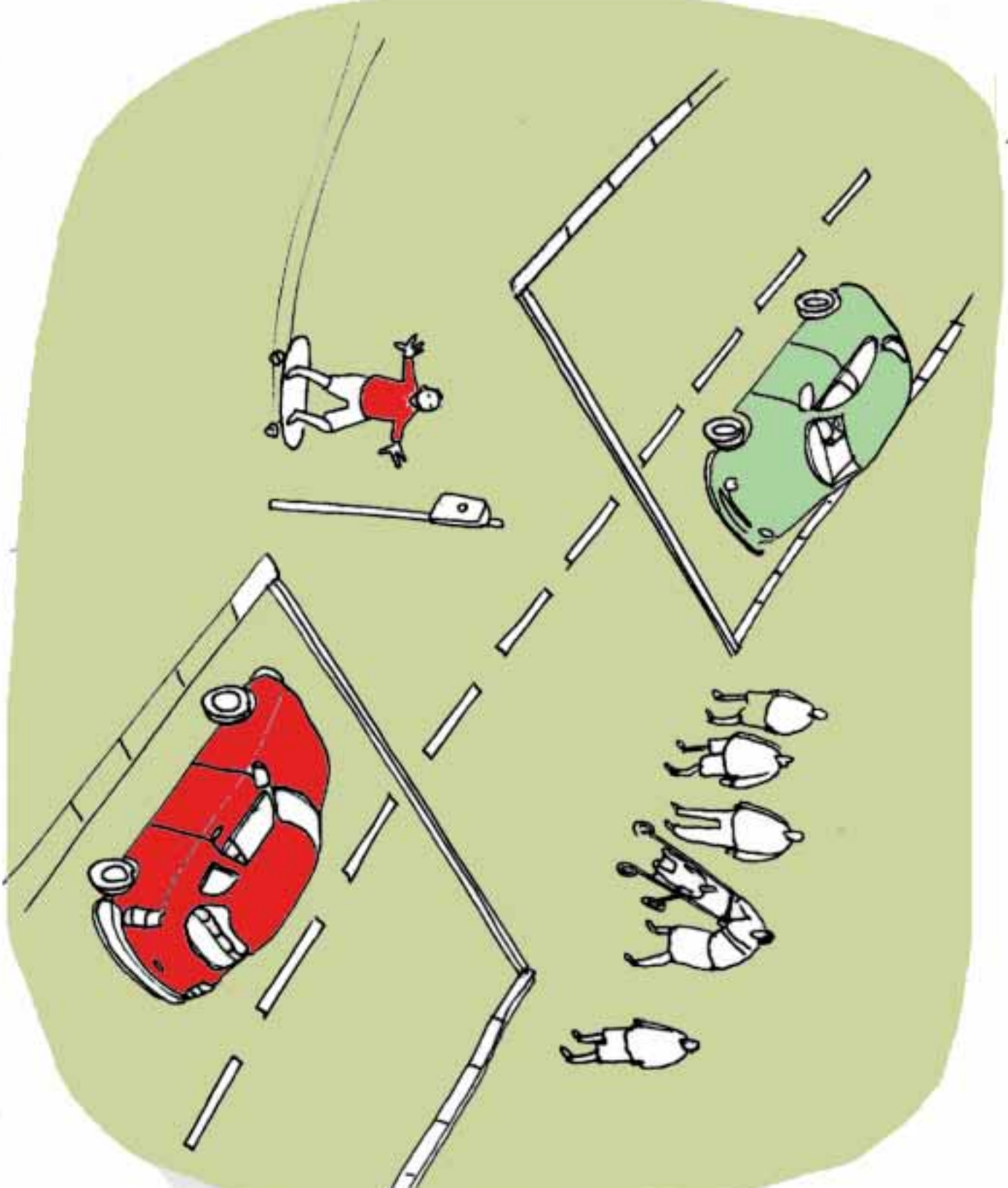














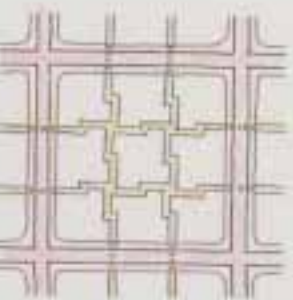
Los Angeles



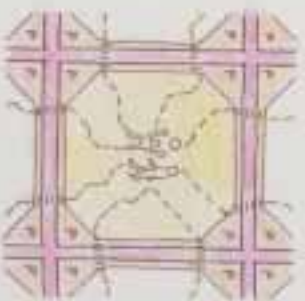
Radburn
Houten



Delft
Culemborg



Venice



From: *Life Between Buildings*, Jan Gehl 1987



**VAN HUSSEN
MEUBELLEN**

vloer sfeervol wonen

Industrieweg 18 Ginkelsesterren - 'Panjant' - stads
Tel. 0245 - 51 57 55

**ATLANTIS
BADKAMERS**

Industrieweg 23 - CULEMBORG
Industrieterrein 'Forijen'



**LINDEN
MEUBEL**

Voorweg 2 - Nijl de IJshof

LKY

Tel. 0
Shunter

CULEMBORG



NIHR

VOLTRAC

00 70 20
devisen









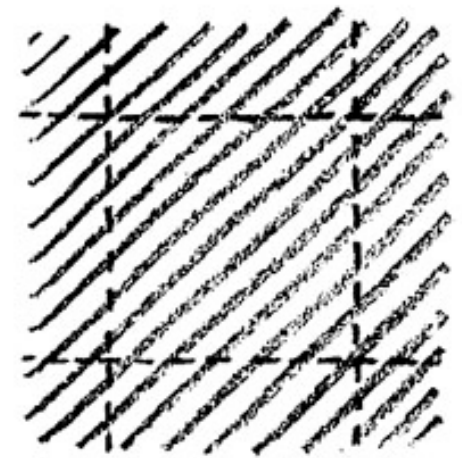
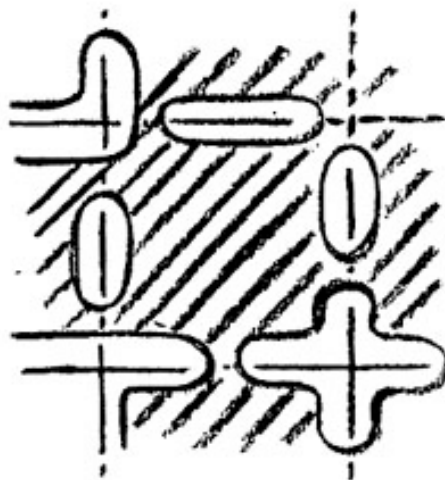
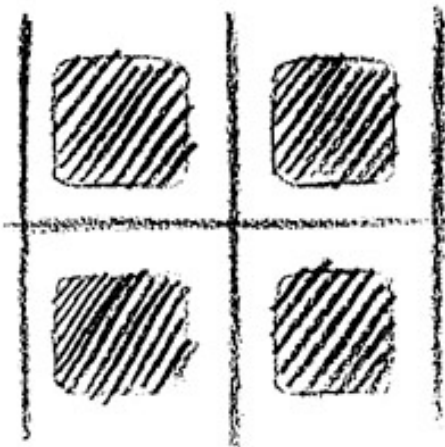
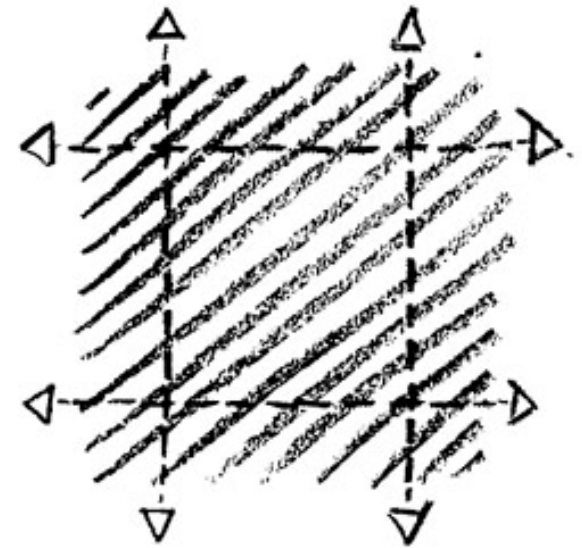
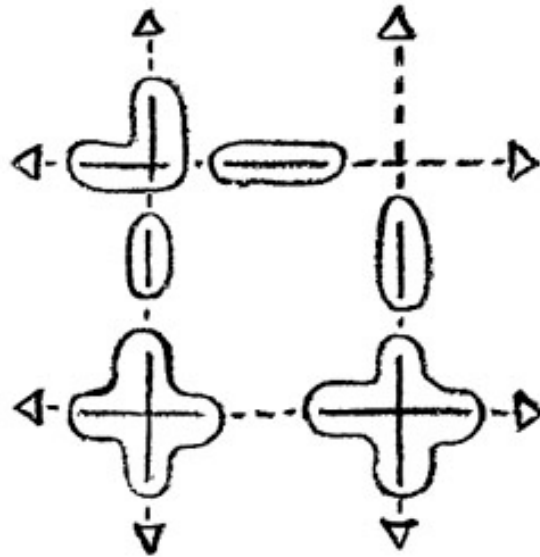
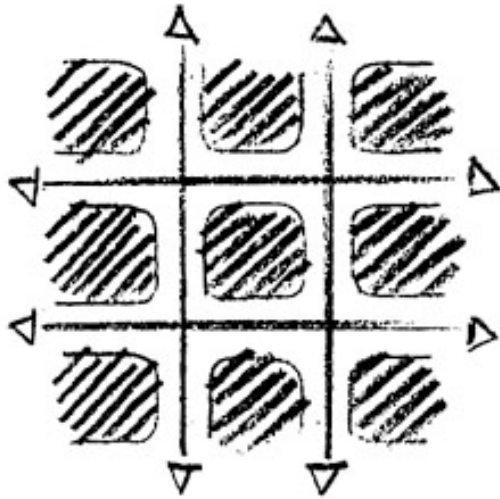








From *Woonerf* to Shared Space





Single purpose
Uniform
Regulated
Impersonal
Predictable

the **HIGHWAY**



the **PUBLIC REALM**

Multi-functional
Diverse
Culturally defined
Personal
Unpredictable







System time



Context time







Full Of

Side 1 MI
ejudge 3

287 NORTH
Sense
←

80 46
Sensibili
EXIT ONLY ↗

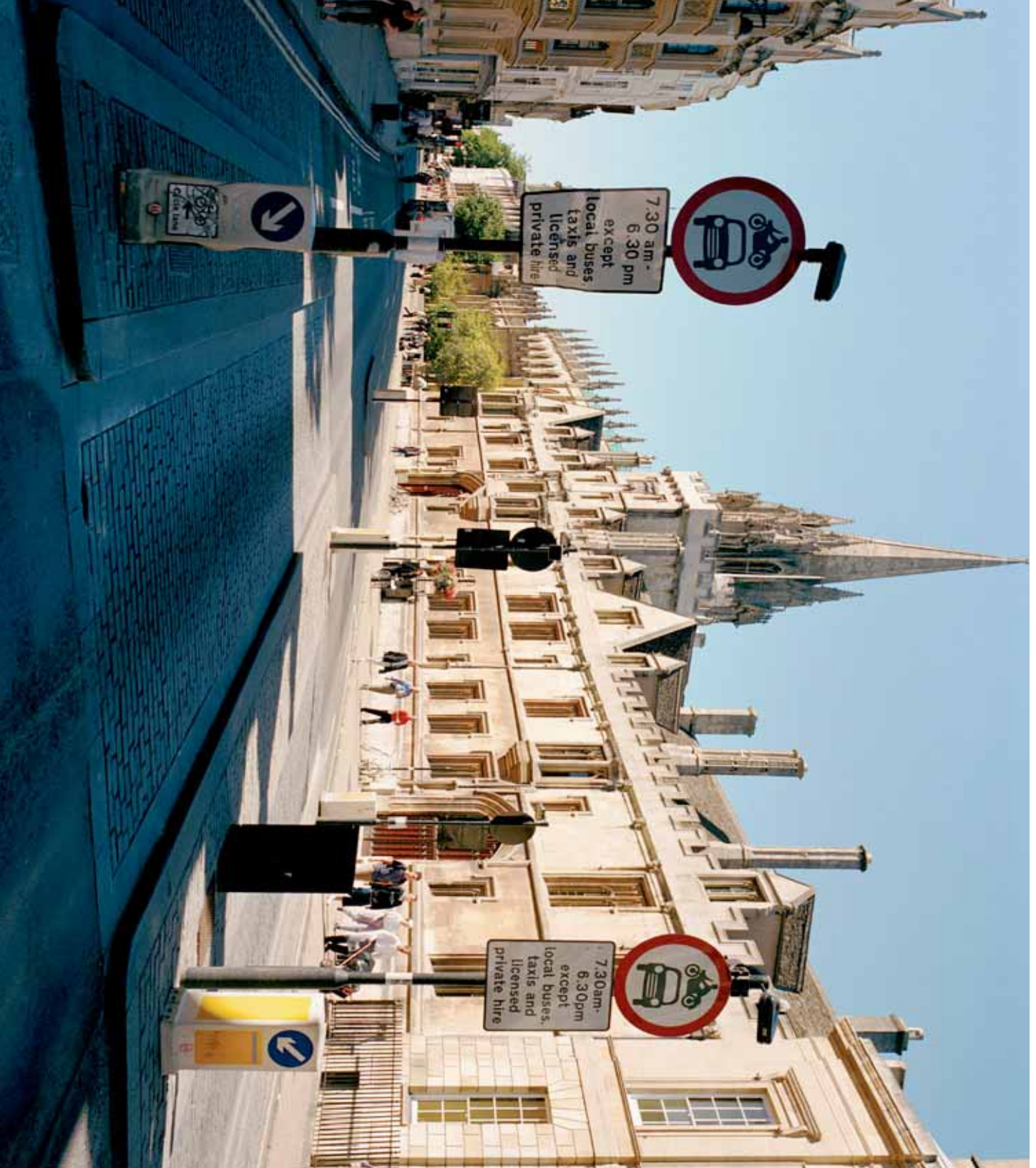
EXIT 4

Manassfield
Park
←









7.30 am -
6.30 pm
except
local buses,
taxis and
licensed
private hire



7.30am -
6.30pm
except
local buses,
taxis and
licensed
private hire





Beware of
pedestrians

Advisory speed
limit of 10 mph



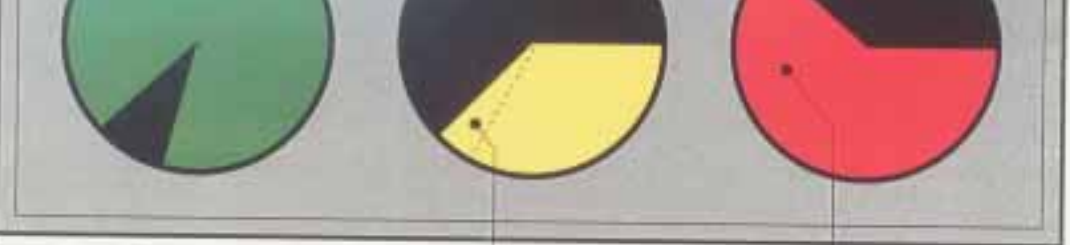
**DO NOT
CROSS
ON
RED MAN**

Hard Work





Survey Results School Zones in 29 US Cities



Over 65% were travelling over the posted speed limit

23% of those speeding were travelling at least 10 mph over the speed limit

Over 32% were travelling at speeds over 30 mph

7% were travelling 40 mph or above

90% of schools had at least one speed control measure

Source: National Survey of Speeding in School Zones, USA, October 2000







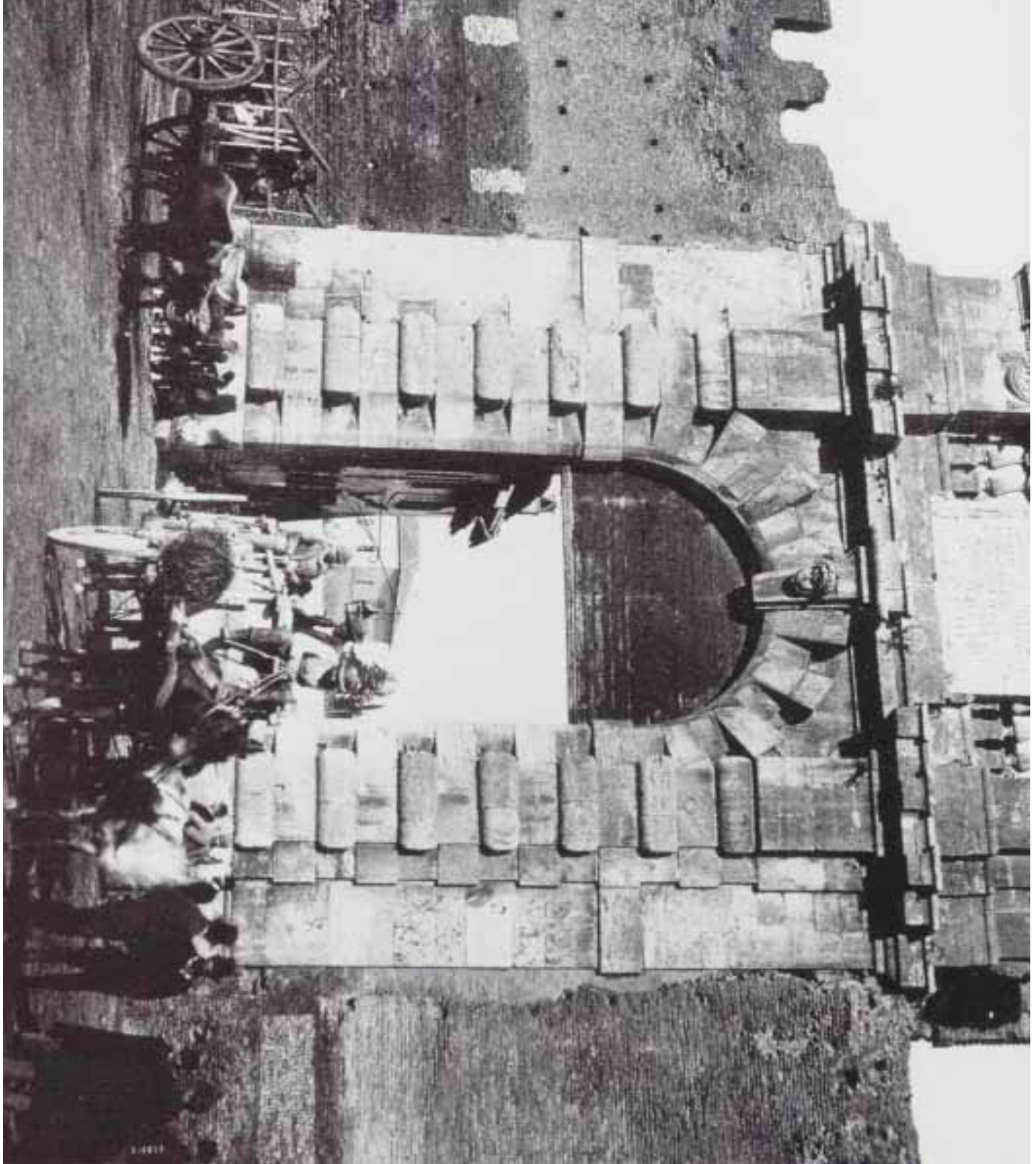




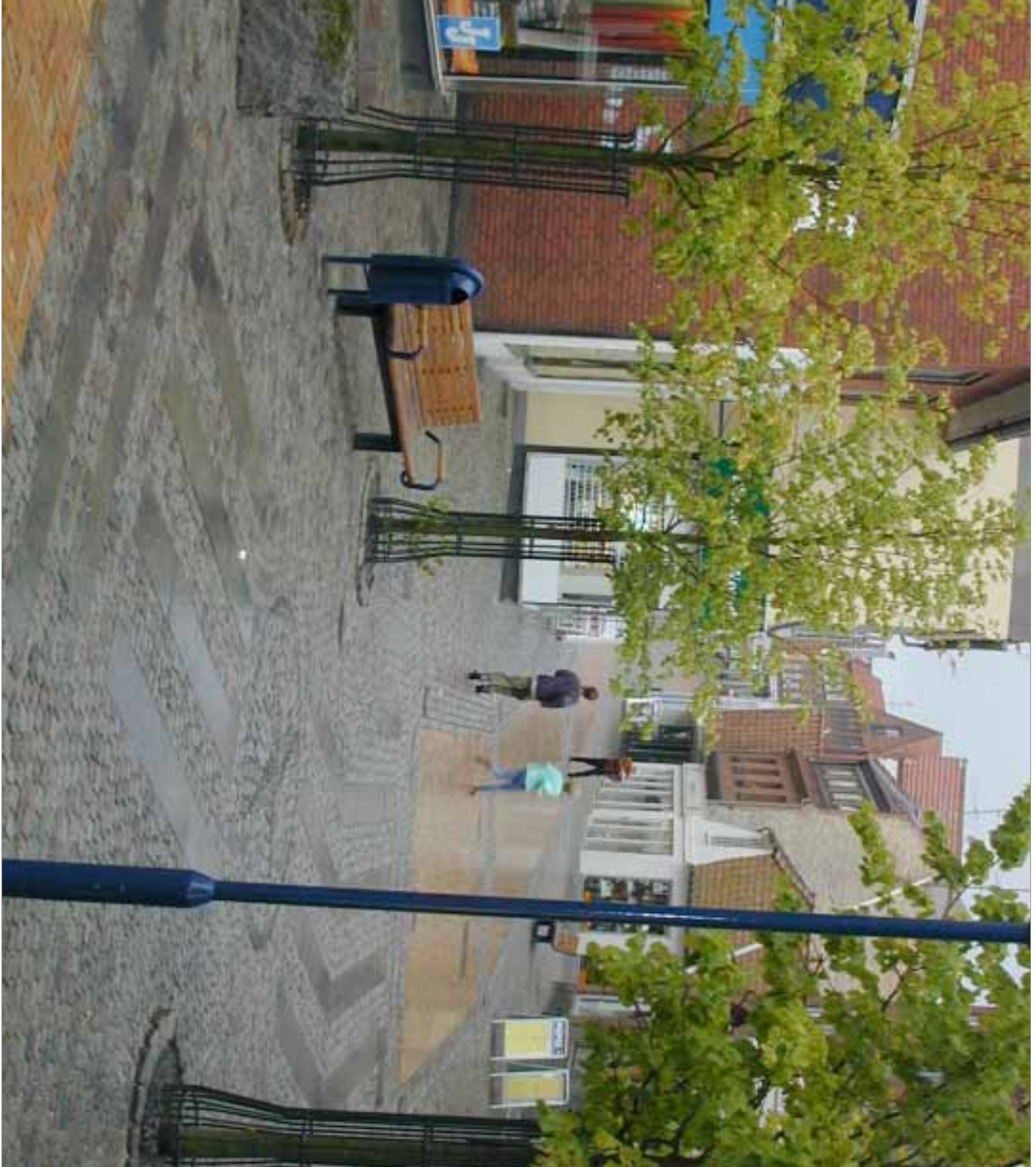








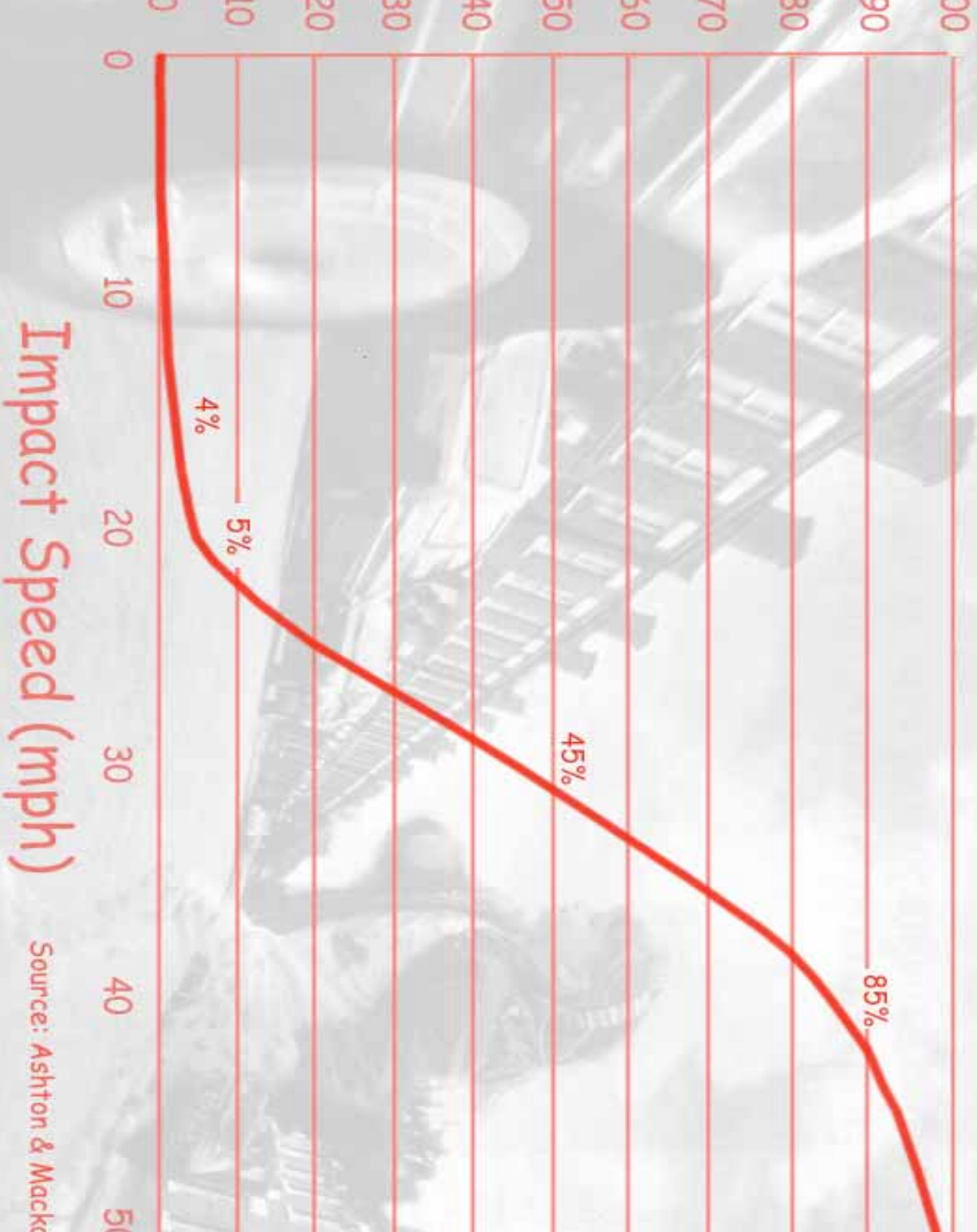






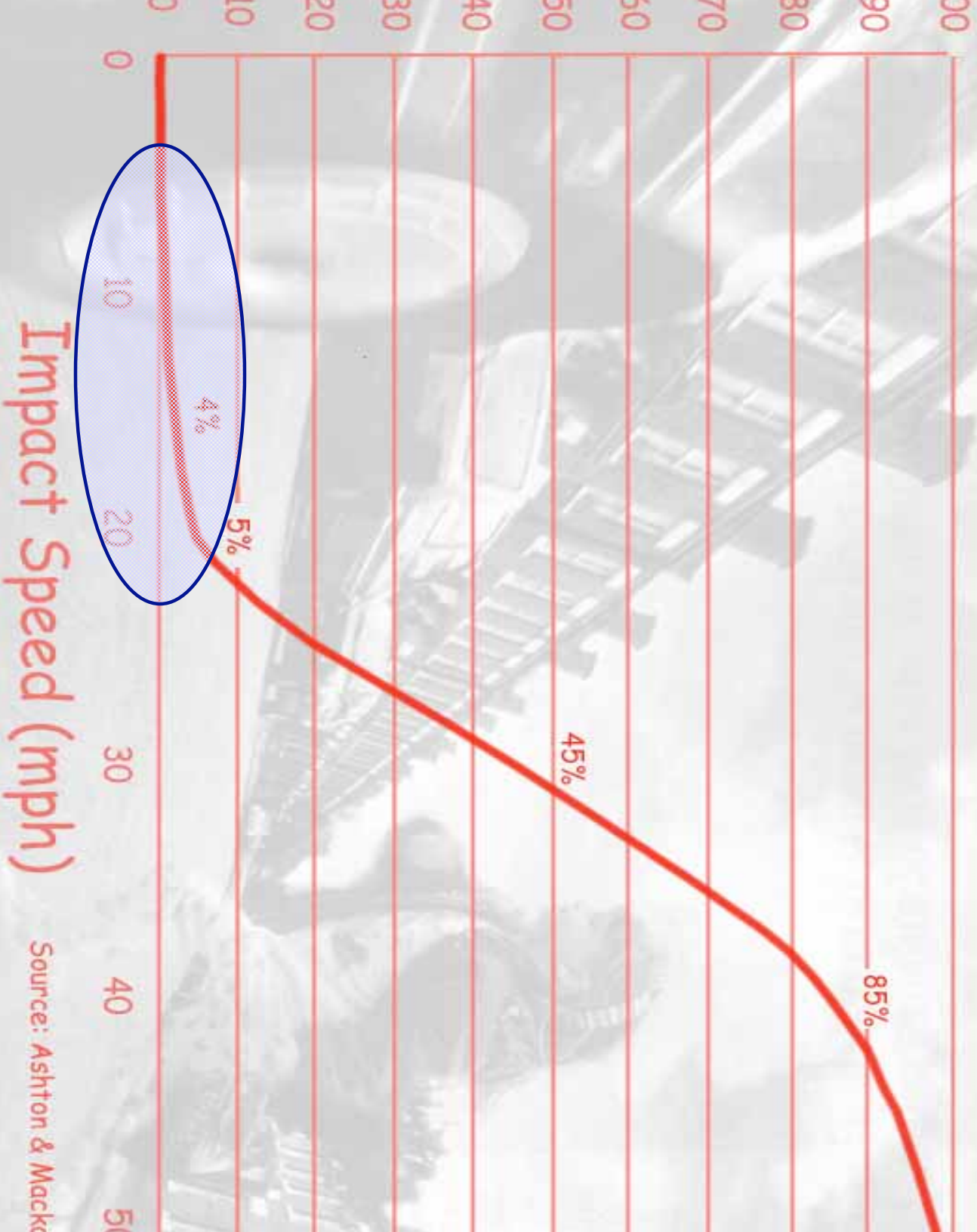






Impact Speed (mph)

Source: Ashton & Mack



Source: Ashton & Mack

DÄMPA
FARTEN



i Lunds centrum

TEKNISKA FÖRHÅLLNINGEN



LUND









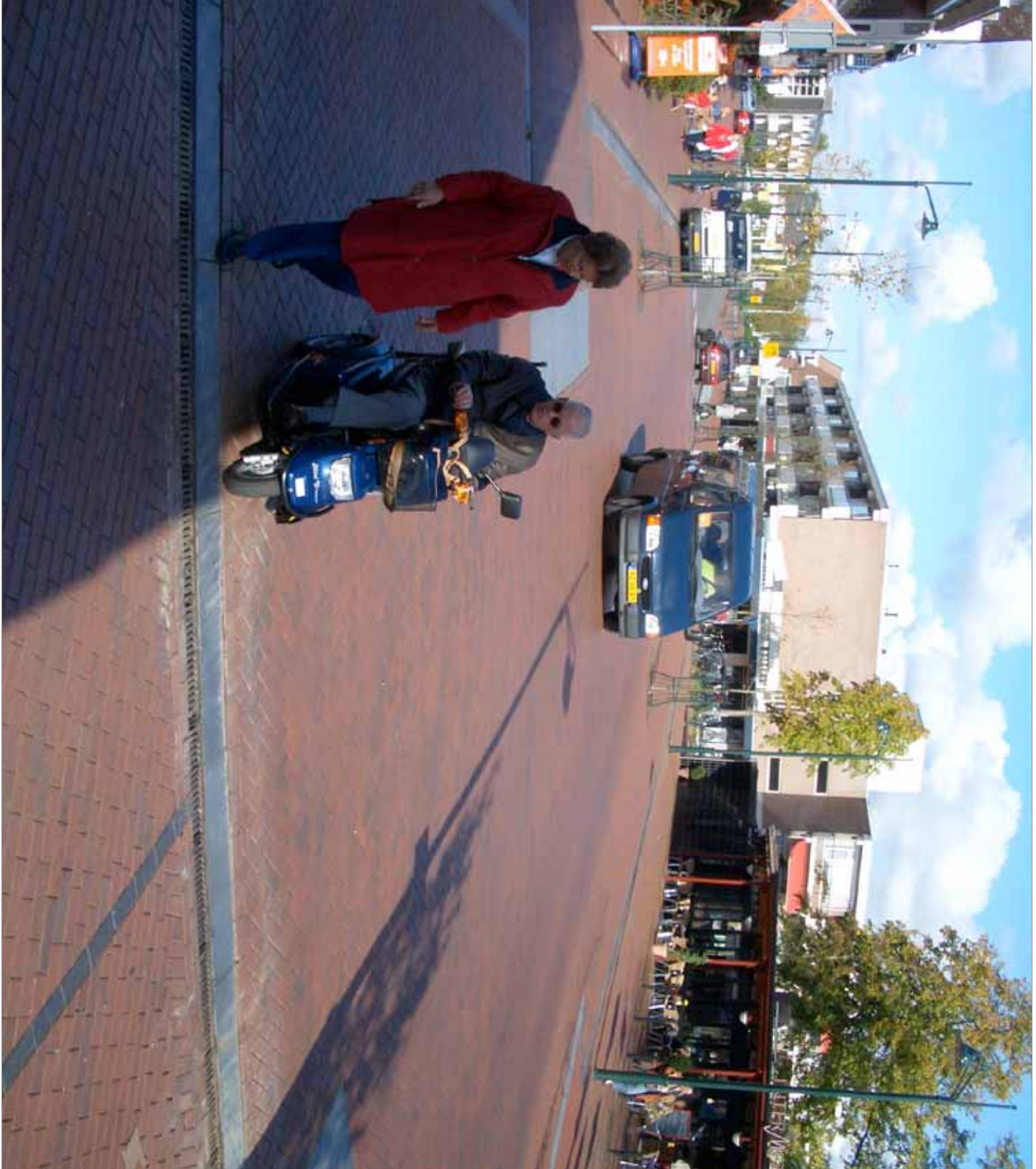


















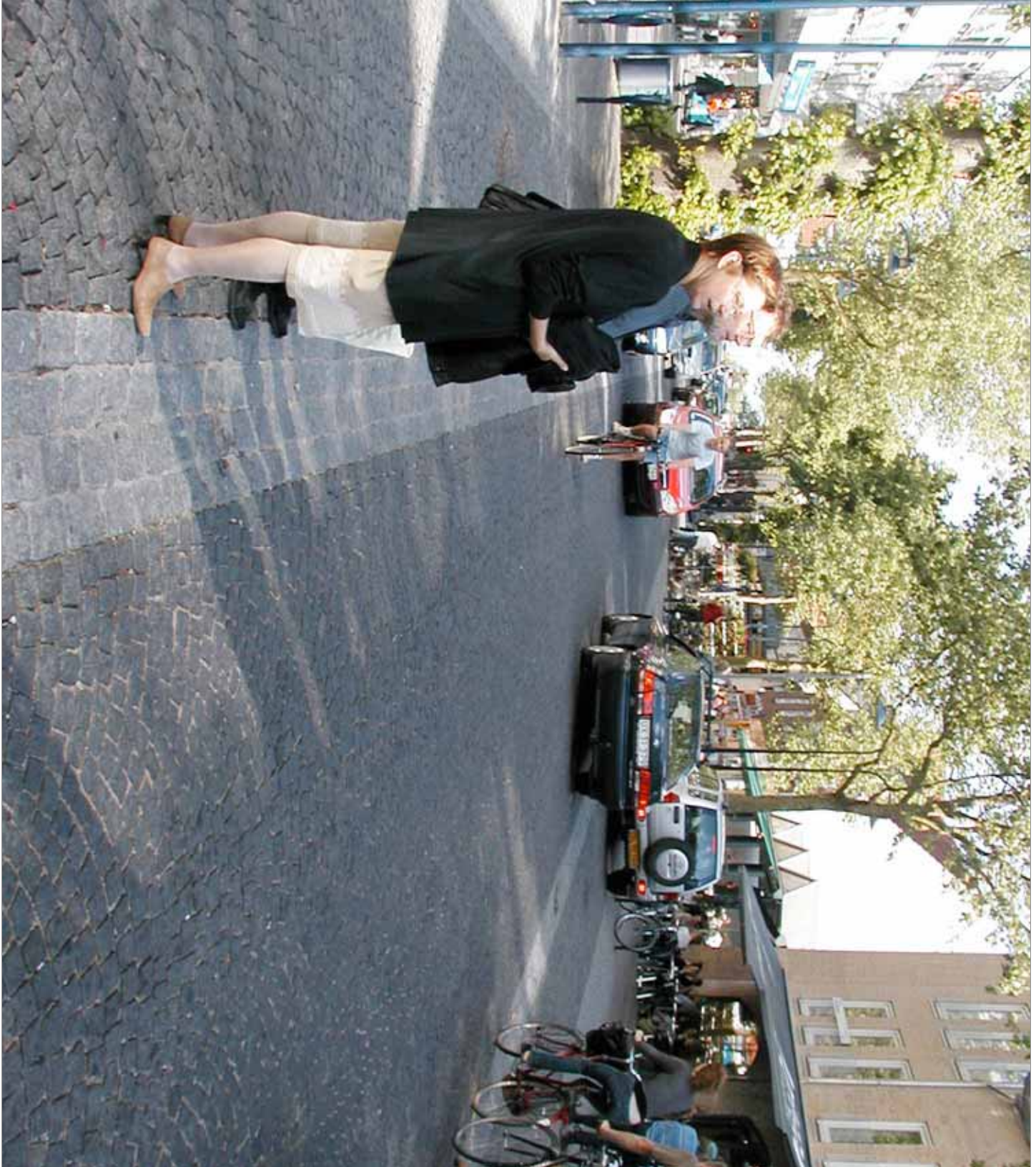














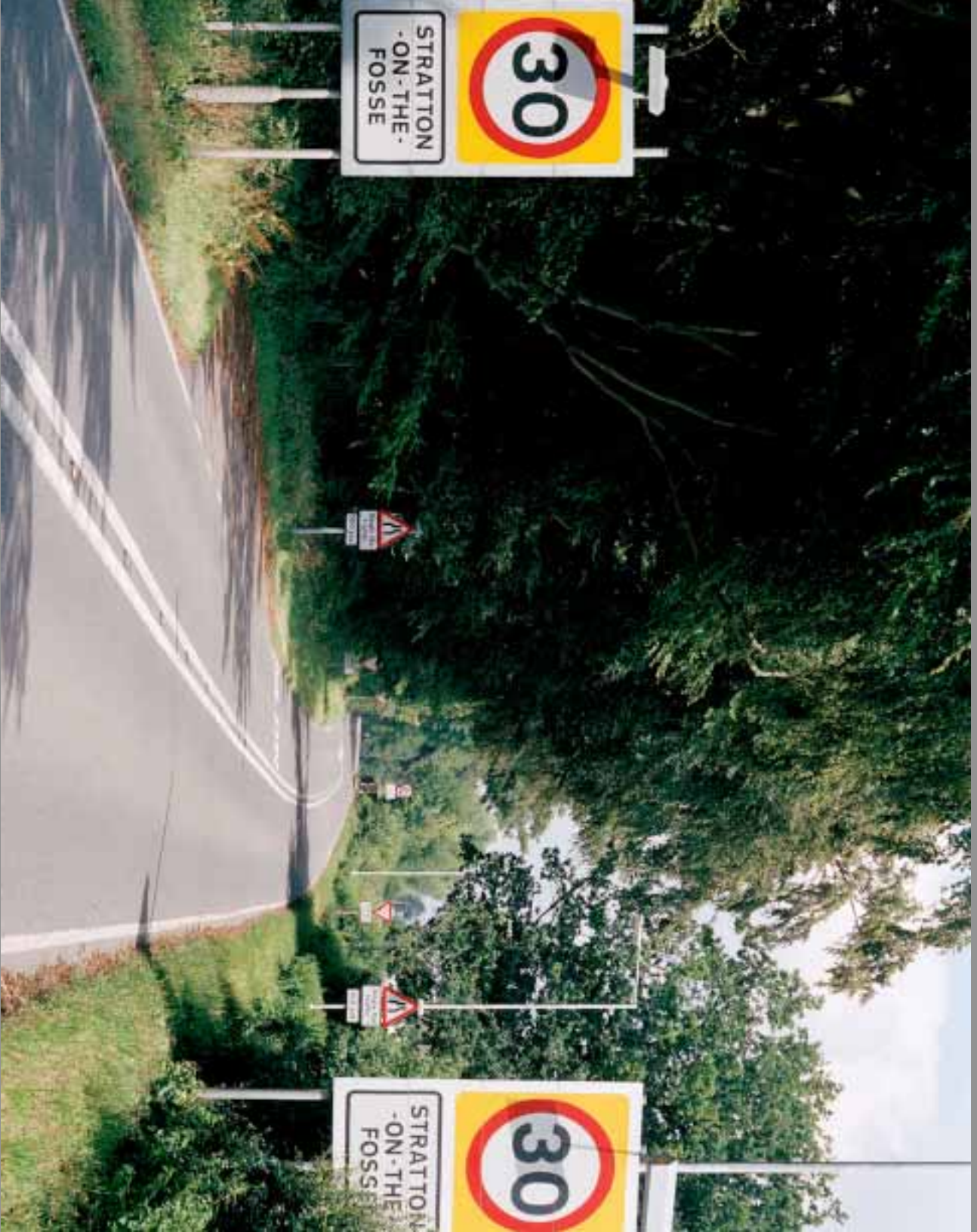








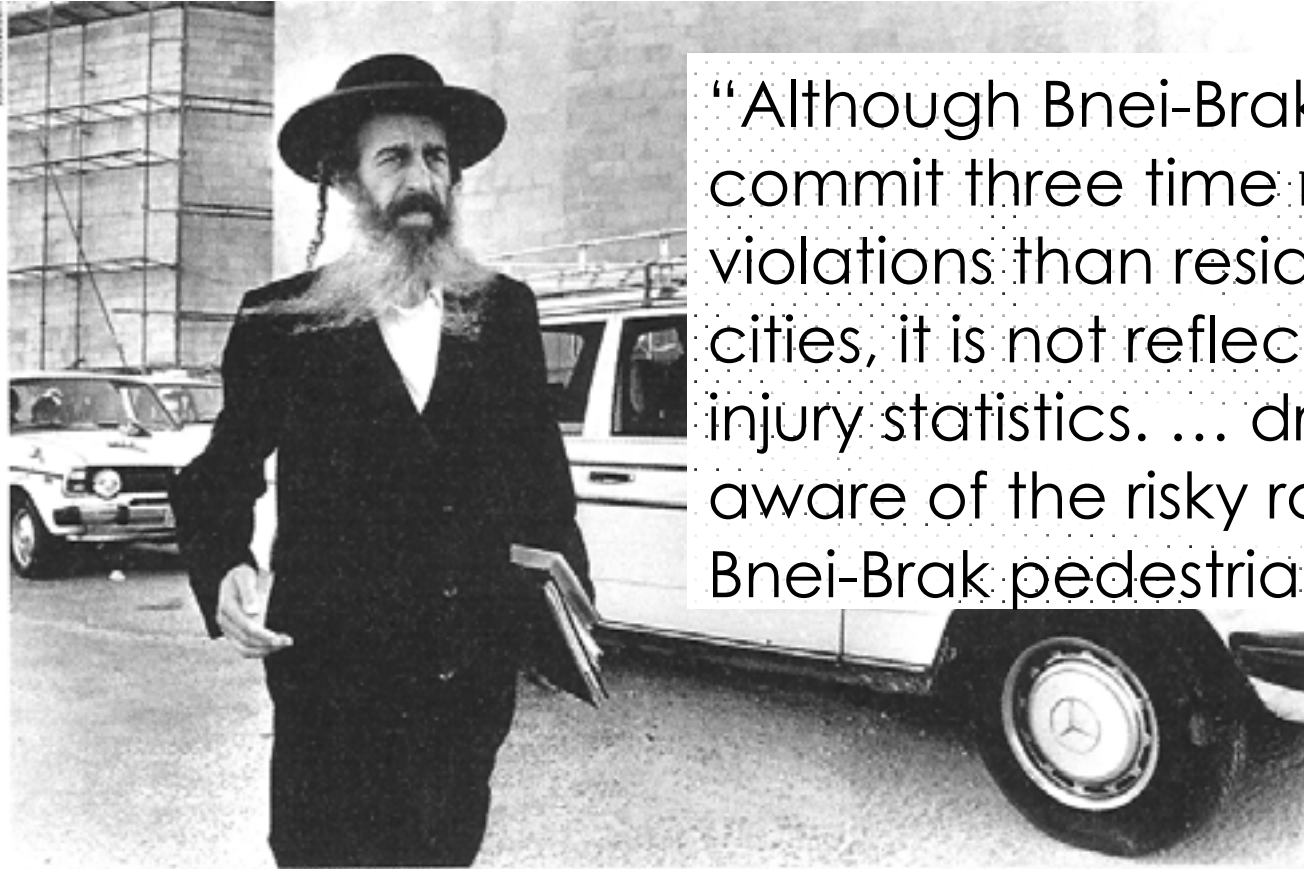






GENTLEMEN





“Although Bnei-Brak residents commit three time more on-road violations than residents of other cities, it is not reflected by the injury statistics. ... drivers are aware of the risky road habits of Bnei-Brak pedestrians.”

God will protect us. Everyone else should look left then right

IT'S rarely said that religious types live dangerously, but it seems they do when it comes to crossing roads. A new study in Israel suggests devout Orthodox Jews are three times as likely to be risk-taking pedestrians as their neighbours in secular communities.

Tova Rosenbloom of Bar-Ilan University in Ramat-Gan suspected religious beliefs might play a role after hearing complaints about pedestrian behaviour in the ultra-Orthodox community of Bnei-Brak. “Drivers who get to Bnei-Brak complain that they need seven eyes,” she says. “People walk on the roads as if they were footpaths.”

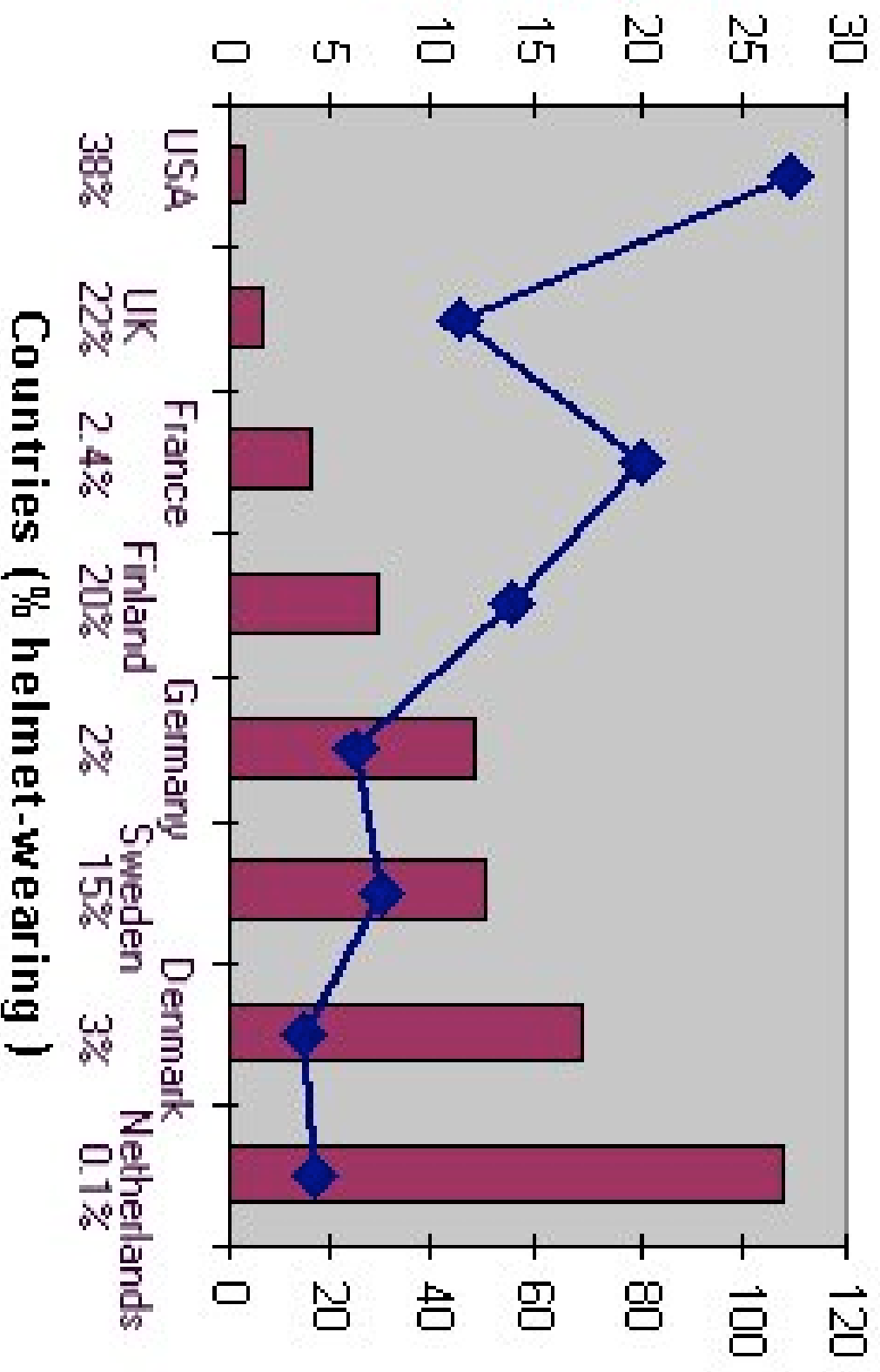
To find out more, Rosenbloom and her colleagues watched more than 1000 pedestrians at two busy junctions, one in Bnei-Brak and the other in Ramat-Gan, a largely secular city. They totted up the number of times a pedestrian either jaywalked, walked on the road rather than the footpath, crossed without looking for traffic, or crossed without holding an accompanying child's hand.

The ultra-Orthodox inhabitants of Bnei-Brak were three times as likely to break these rules as people in Ramat-Gan, the team found (*Transportation Research Part F*, vol 7, p 395). Rosenbloom thinks that ultra-Orthodox faith might contribute to this cavalier behaviour by making people respect religious law more than state-imposed rules. It is also possible that religious people take more risks because they are more fatalistic and have less fear of death.

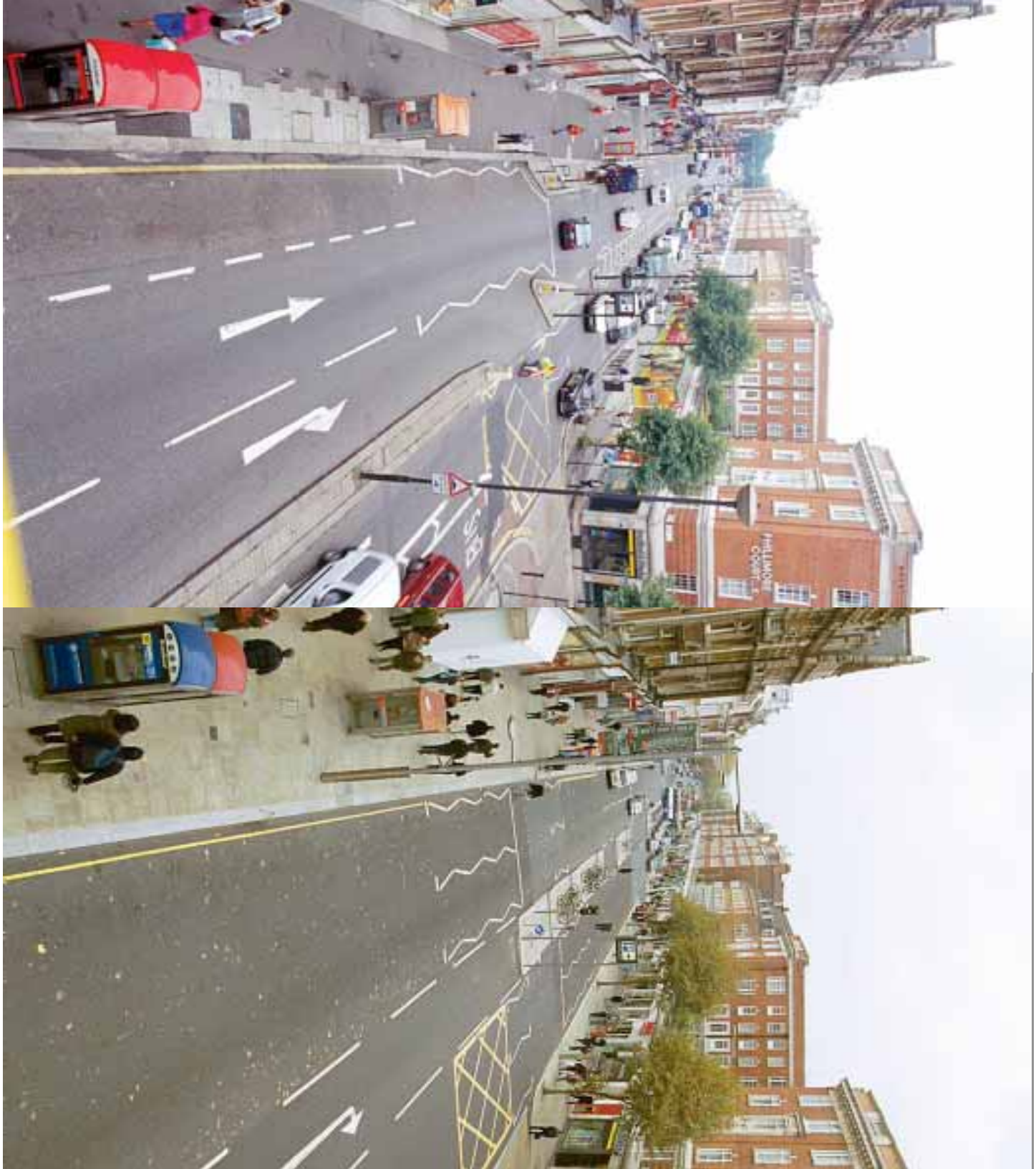
New Scientist
22 January 2005

Safety in numbers

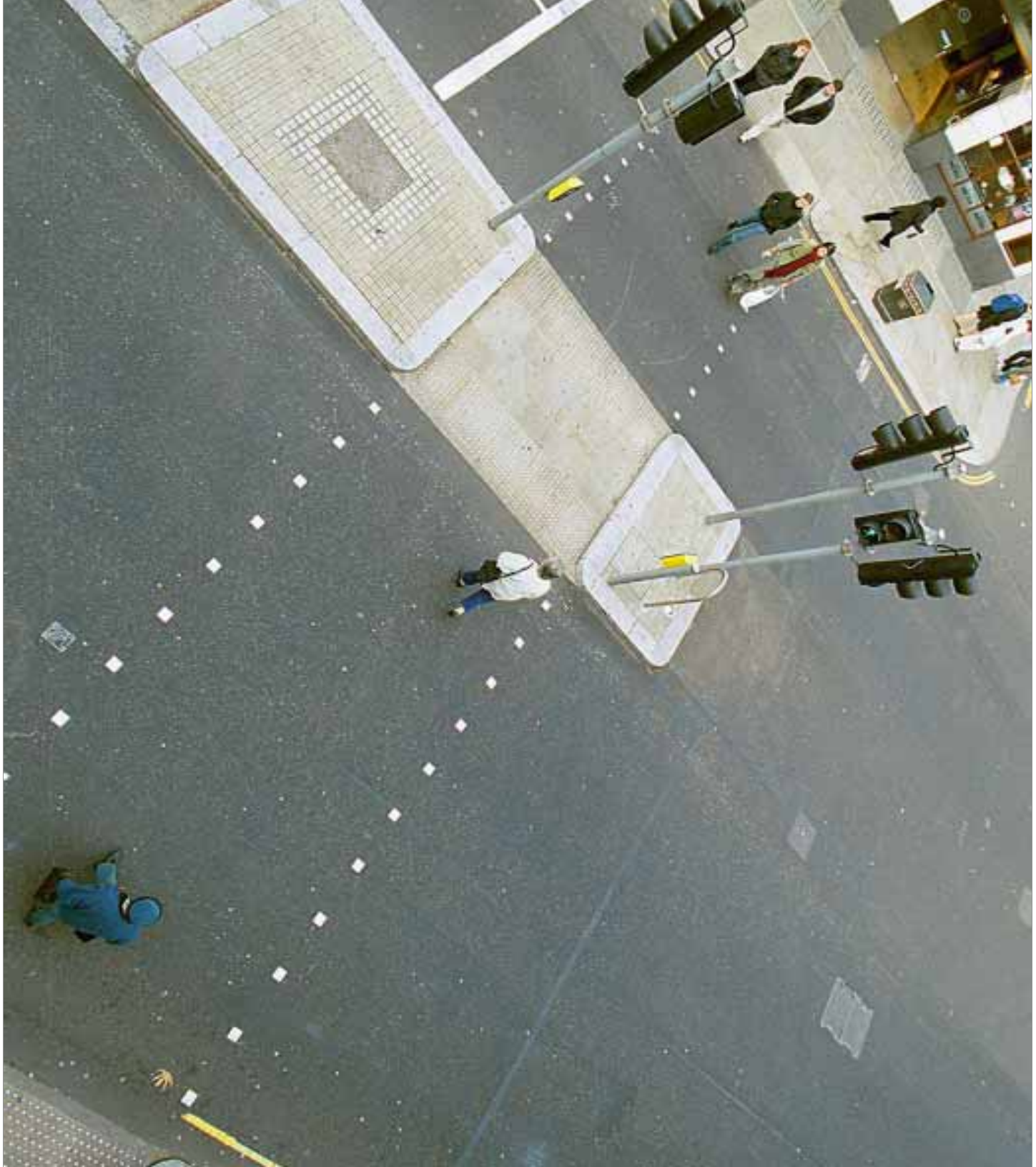
Cycle mode share, fatality rate and helmet-wearing rate



■ Cycling % ◆ 1996 Cyclist deaths per bn pkm cycled











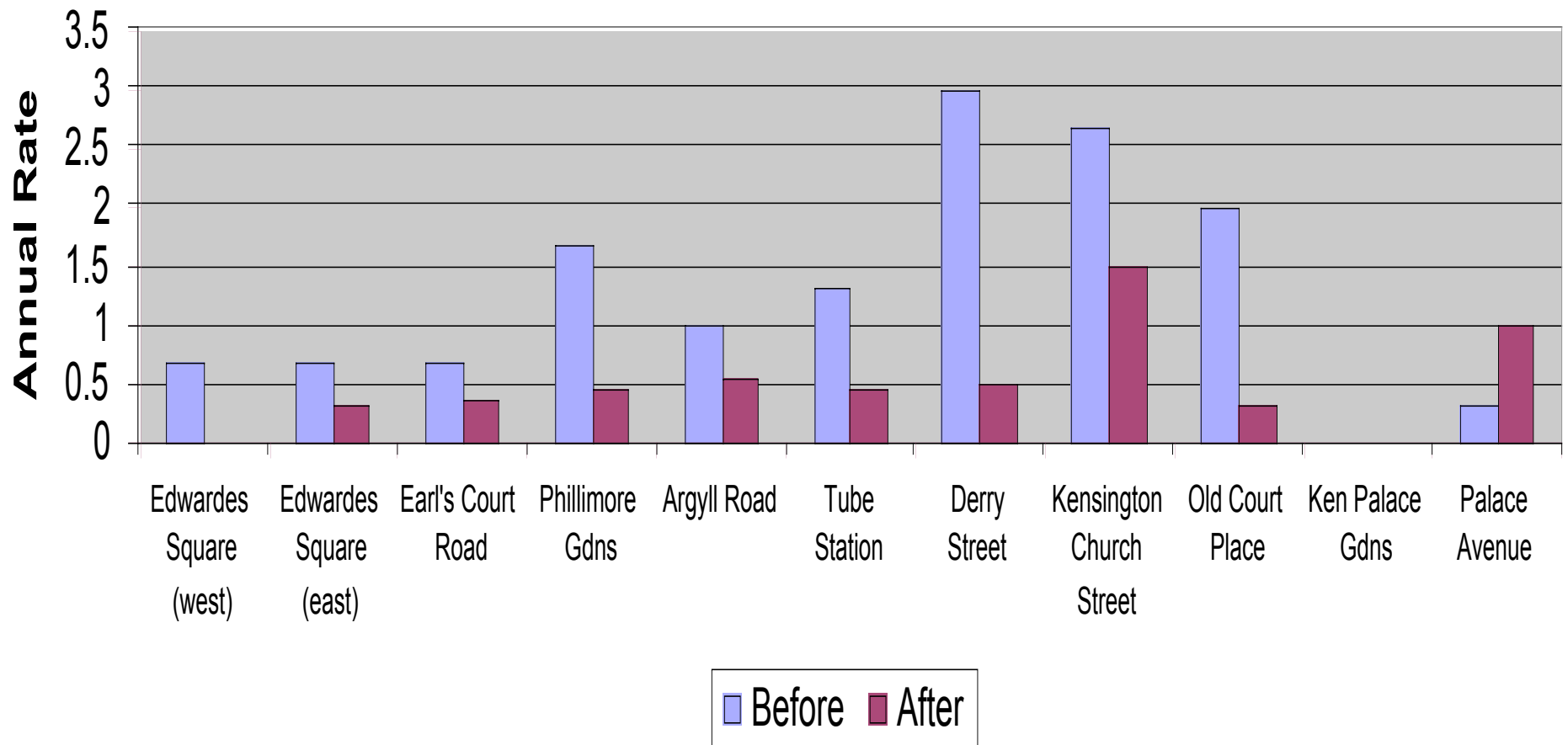






Kensington High Street: Pedestrian Accidents

Average decrease after removing pedestrian barriers = 60.5%



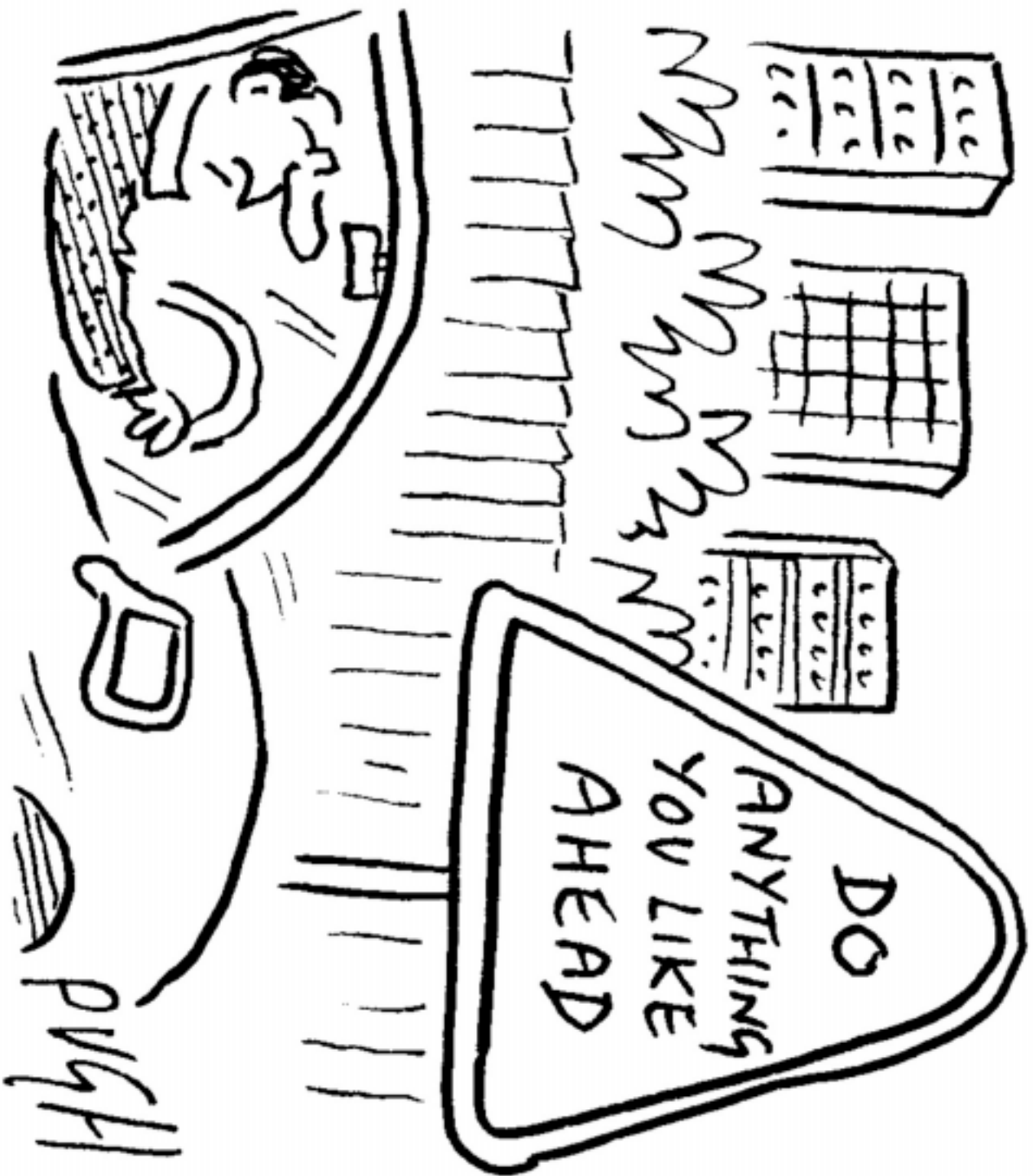














The Highway

- **Regulated**
- **Impersonal**
- **Linear**
- **Single Purpose**
- **Consistent**
- **Predictable**
- **Systematic**
- **State controlled**
- **Signs and markings**



The Public Realm

- **Culturally defined**
- **Personal**
- **Spatial**
- **Multi-purpose**
- **Constantly changing**
- **Unpredictable**
- **Contextual**
- **Cultural / social rules**
- **Eye contact**



Shared space

“A safe street is one that tells a rich story about its past, its context, and the future hopes of its residents”

Hans Monderman



WHY DON'T WE DO IT IN THE ROAD?

