

Operational Guidelines and Principles for Shared Zones



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Is this a Shared Zone?



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Is this a Shared Zone?



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Is this a Shared Zone?



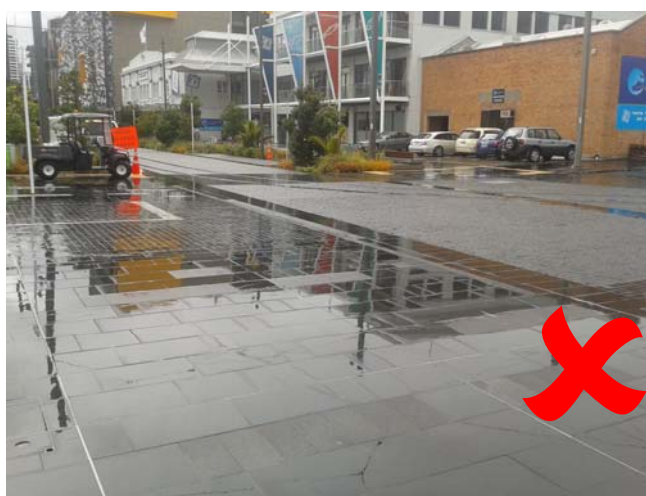
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Is this a Shared Zone?



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Is this a Shared Zone?



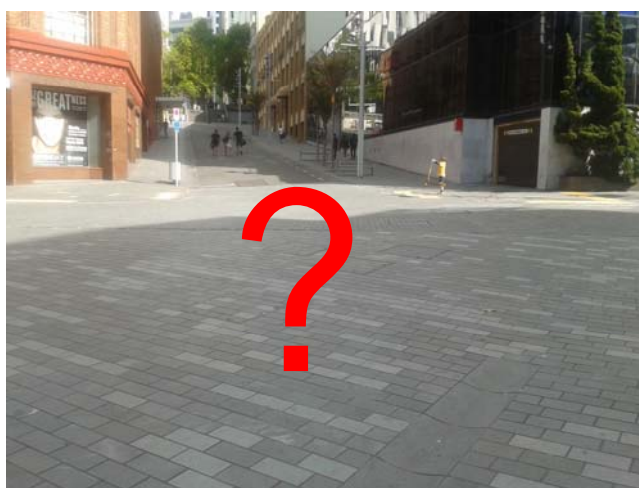
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Is this a Shared Zone?



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Is this a Shared Zone?



Is this a Shared Zone?



NZ Definition of Shared Zone

- Land Transport (Road User Rule): Rule 10.2 - Shared Zone
- (1) A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.
- (2) A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.

Auckland Transport By-law (2012)

Rule 13:

- (1) Auckland Transport may by resolution specify any road to be a shared zone
- (2) Except where Auckland Transport has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone.
- (3) A person must not use a shared zone in a manner contrary to any restriction made by Auckland Transport.

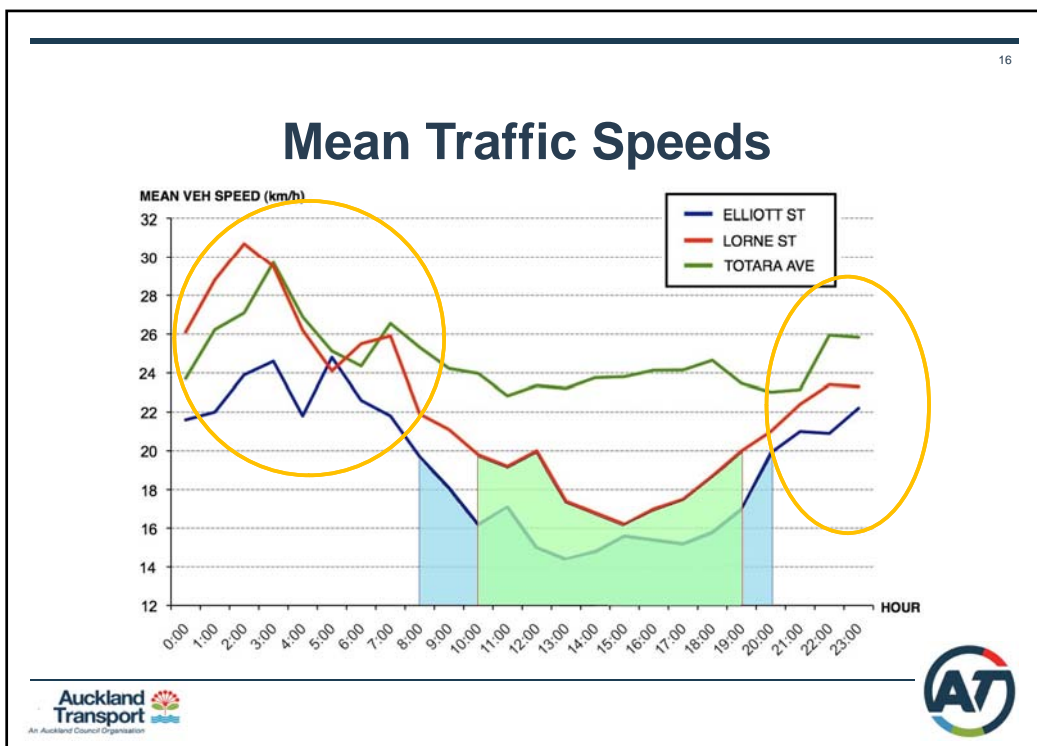
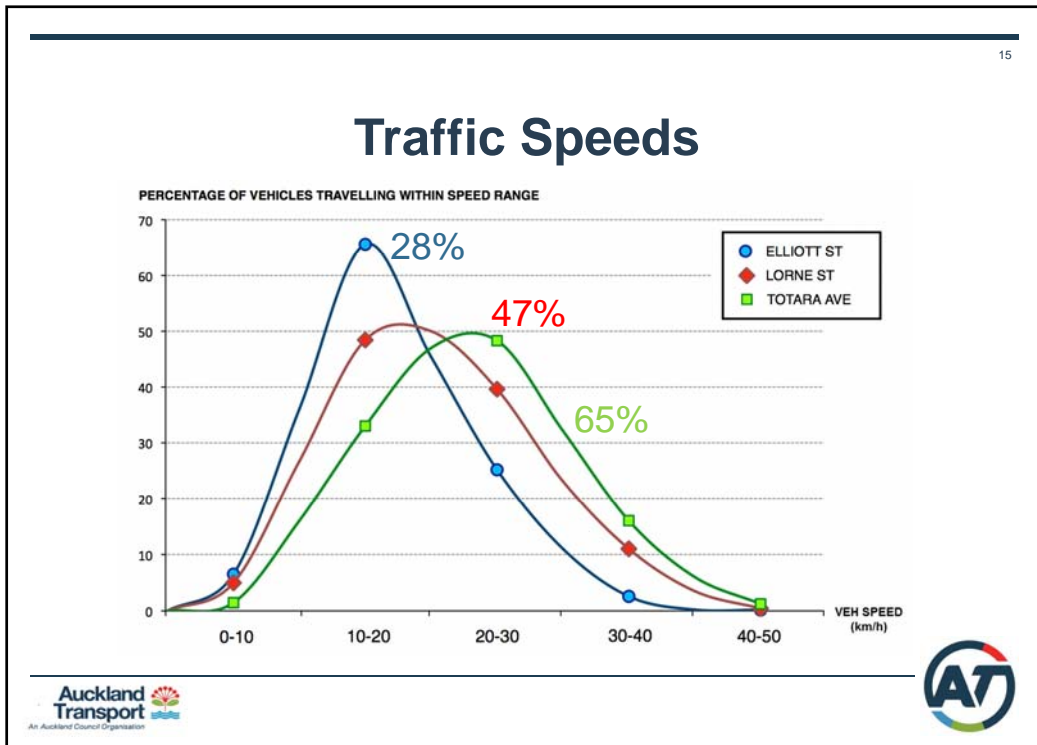
Key Operational Issues

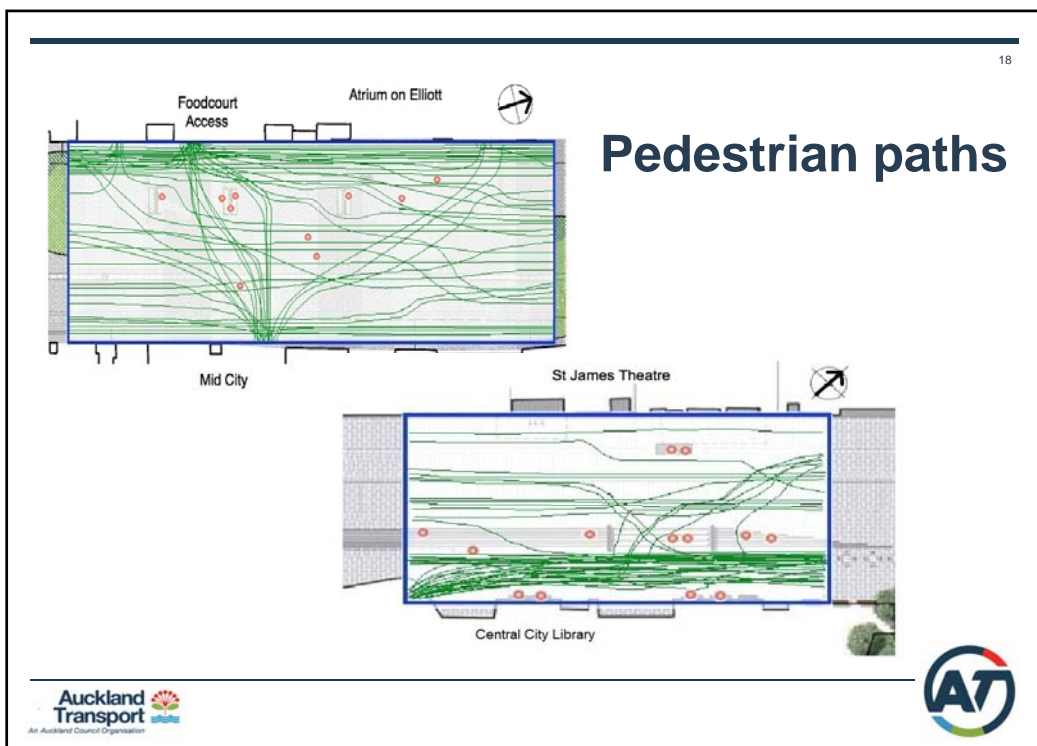
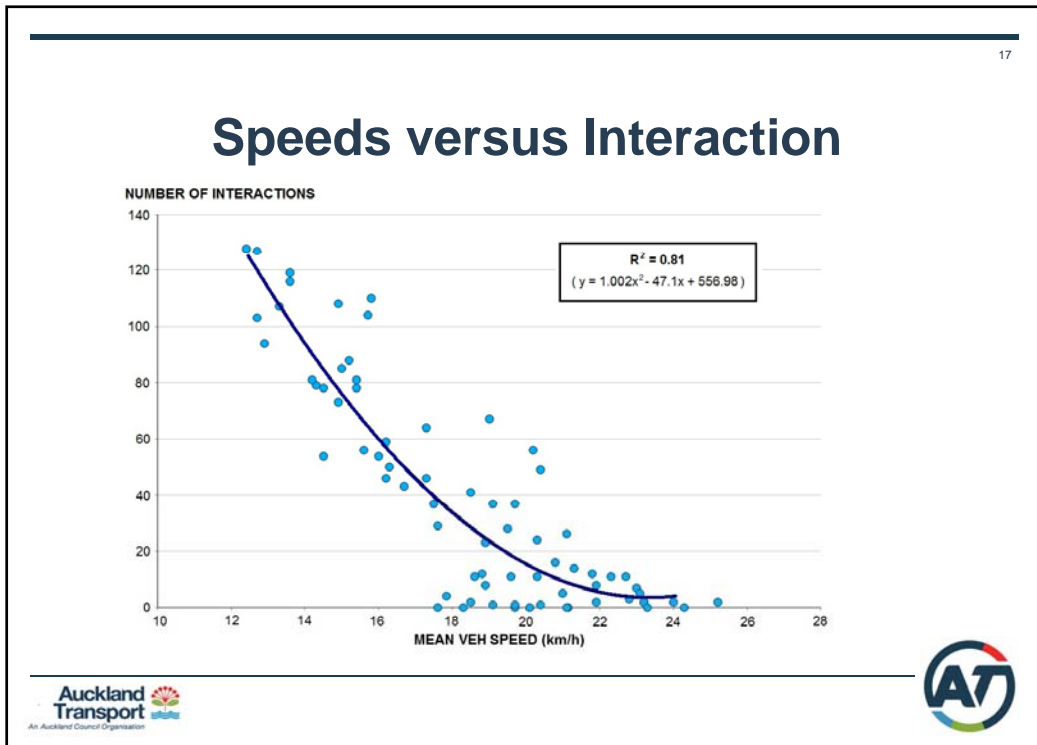
- Lack of clarity / consistency between spaces
- Speeds
- Maintenance

Traffic Speeds

Shared Zone	Annual Average Daily Traffic (AADT)	Mean speed (km/h)	85 th percentile speed (km/h)	Posted speed limit (km/h)	Pedestrian Activity
Elliott Street	1000	17.3	23.0	10	High
Lorne Street	520	20.0	26.4	50	Low
Totara Ave (2012 data)	2300	23.2	30.5	50	Low







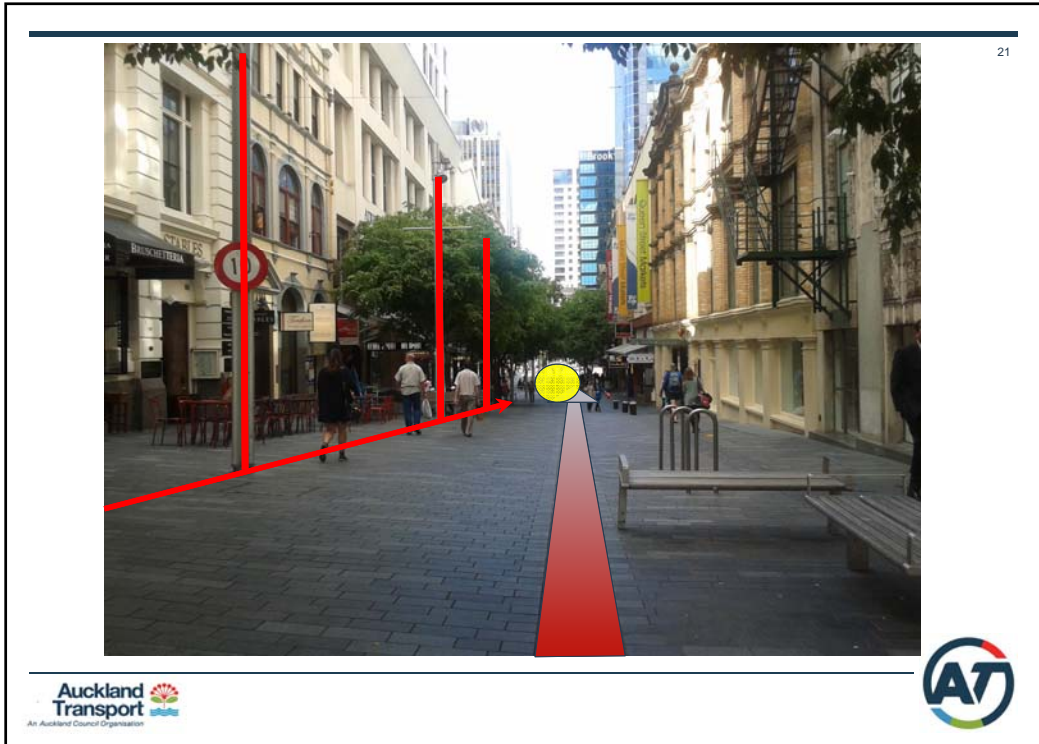


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Traffic Speeds

- Linear straight design
- Long sight lines
- Design exaggerates straight sections of street (drainage channels, tactile delineator strips, alignment of street furniture)

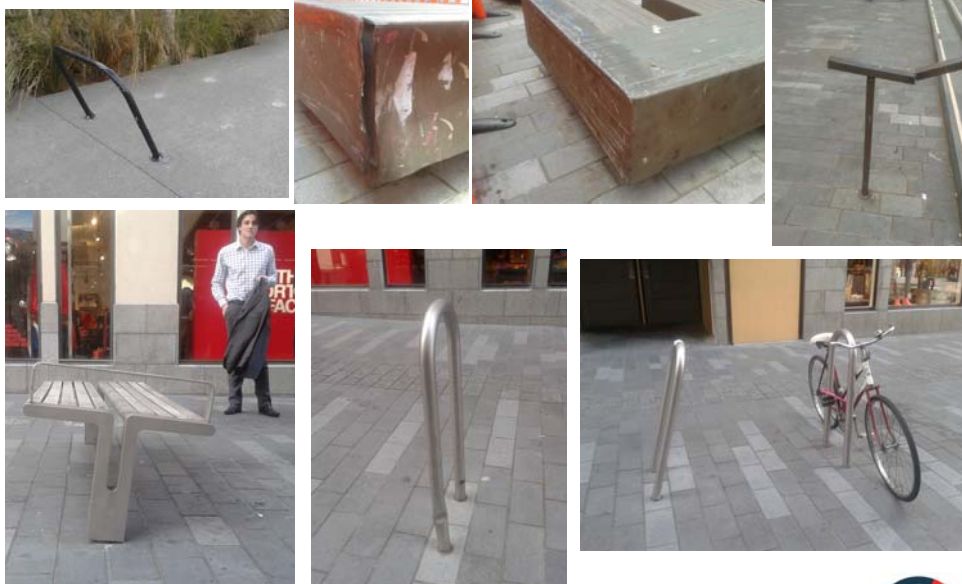
Auckland Transport
An Auckland Council Organisation





Guidelines for limiting speeds

- Design encourages consistently low speeds
- Ability for street to provide activation
- Minimise linear features
- Limit long lengths of forward visibility
- Introduce lateral shift



Summary of Key ATCOP Principles

- Street attributes suitable for shared space
- Moderate (and consistent) traffic speeds
- Introduce lateral shift
- Minimise linear features
- Limit long lengths of forward visibility
- Better utilisation / placement of street furniture
- Cluster street furniture and introduce vertical elements



Moving forward

- Operational design principles are included in draft Auckland Transport Code of Practice (ATCOP) – see AT website
- Could form basis for national standard
- AT currently developing similar guidelines for Shared Zones in residential areas



Questions ?