

**Jane Davidson AC/AM**

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai  
Minister for Environment, Sustainability and Housing



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref PET-03-144  
Ein cyf/Our ref JD/01019/08

Val Lloyd AM  
Valerie.Lloyd@Wales.gov.uk

14<sup>th</sup> August 2008

Dear Val,

**PETITION – SHARED USE SPACE AND DUTIES OF LOCAL AUTHORITIES**

Thank you for your letter of 4<sup>th</sup> August regarding the Petition submitted by Guide Dogs for the Blind relating to shared surfaces. The Welsh Assembly Government's policy in respect of shared surfaces is contained in Manual for Streets which was published jointly by the Department for Communities and Local Government, the Department for Transport and the Welsh Assembly Government in 2007.

Manual for Streets indicates that shared surfaces can play a role in encouraging low vehicle speeds; creating an environment in which pedestrians can walk without feeling intimidated by motor traffic; making it easier for people to move around and promoting social interaction. However, it recognises that shared surfaces can cause problems for some disabled people. It is important therefore that consultation with the community and users, particularly with disability groups, is undertaken when any shared surface scheme is developed. Manual for Streets makes it clear that in many instances a protected space with appropriate physical demarcation will need to be provided.

Yours,

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

**Jane Davidson AM**

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai  
Minister for Environment, Sustainability and Housing

**Jane Davidson AC/AM**

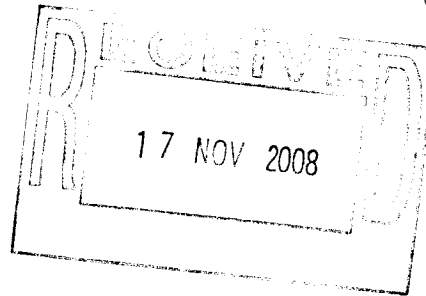
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Minister for Environment, Sustainability and Housing



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref PET-03-144  
Ein cyf/Our ref JD/01405/08

Val Lloyd AM  
Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA



14 November 2008

*Dear Val,*

Thank you for your letter 21 October 2008 about the use of shared space within streets. I welcome the opportunity to clarify my previous letter on this subject.

Manual for Streets is non-statutory guidance, jointly issued by the Department for Transport, Department for Communities and Local Government and the Welsh Assembly Government. It provides a clear framework of systems and procedures that local authorities may use when they consider street design. The document is split into three main sections. The first two deal with design processes and principles. The third section is intended to be a 'toolbox' of detailed design issues that local authorities can 'mix and match' according to the local circumstances of the site.

The use of shared surfaces is one of the provisions in the 'toolbox' which may be appropriate in certain circumstances. Therefore, as previously indicated, the use of shared surfaces requires careful attention to detail, as its benefits to one group may impact on other user groups.

The Assembly Government remains committed to promoting good design and the benefits that well designed streets provide for the local environment and their contribution to local distinctiveness. Manual for Streets provides local authorities with guidance on how this can be achieved.

*Yours,*

**Jane Davidson AM**

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai  
Minister for Environment, Sustainability and Housing

**Jane Davidson AC/AM**

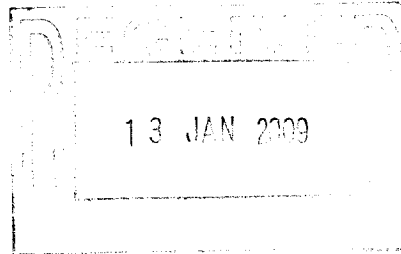
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Minister for Environment, Sustainability and Housing



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref PET-03-144  
Ein cyf/Our ref JD/01643/08

Val Lloyd AM  
National Assembly For Wales  
Cardiff Bay  
Cardiff  
CF99 1NA



11 January 2009

*Dear Val,*

Thank you for your letter of 8<sup>th</sup> December regarding the forthcoming research project on shared space. The Department for Transport has issued an invitation to the Welsh Assembly Government to participate in this project and we are currently considering the resource implications of possible participation.

Irrespective of whether or not the Welsh Assembly Government becomes a partner to this research, we would consider the usefulness of any final recommendations for Wales and consider the best way forward for the people and communities of Wales.

*Yours,*

**Jane Davidson AM**

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai  
Minister for Environment, Sustainability and Housing

## General briefing note on shared space

11 January 2009

### Introduction

- 1 Shared space is a concept predominantly aimed at reducing the impact of motor traffic in places used by pedestrians. It has proved popular on the continent and is becoming increasingly so in the UK as a means of improving public spaces, such as high streets or town squares. Shared space is also a key component of Home Zones which are residential areas designed to encourage very low traffic speeds.
- 2 For shared space to work, traffic volumes and speeds need to be controlled. Shared spaces often feature minimal road signing and marking. With no clear indication of priority, motorists are encouraged to drive more slowly and interact directly with all users (including pedestrians, cyclists, and other motorists).
- 3 Many shared space schemes also feature a shared surface. In these cases, conventional kerbs are omitted and pedestrians share a common surface with vehicular traffic. The aim of dispensing with clearly defined areas for pedestrians and vehicles is to allow the full width of the street to be shared more equitably by all users of the highway. It removes any implied priority for motorists and cyclists so that pedestrians can move about more freely within the area.
- 4 There is a considerable amount of anecdotal evidence that shared space (which includes shared surfaces) can be a valuable technique for improving the public realm, and its growing popularity would appear to support this view.

### The issue

- 5 It has become apparent in recent years that while shared surfaces appear to work well for most people, they present difficulties for some disabled people, particularly those with a visual impairment. Many visually impaired people use the kerb as a tactile guide and can find navigation difficult in its absence.
- 6 In June 2007, the Disabled Persons Transport Advisory Committee (DPTAC) completed a research project looking into the difficulties faced by some disabled people with shared surfaces in Home Zones. In February 2008, the Guide Dogs for the Blind Association (working name "Guide Dogs") published the final results of a research project they had commissioned on shared surfaces. Both projects identified the concerns of some groups, but were unable to identify a firm way forward to resolve the issues they highlighted.

- 7 Guide Dogs have called for a ban on the use of shared surfaces because they claim that they are dangerous for disabled people. However, the Department has no conclusive evidence to suggest that shared surfaces are inherently any less safe than conventionally kerbed environments. Nevertheless, the issue needs to be resolved.

### **What the Department is doing about it**

- 8 The Department for Transport intends to make evidence-based policy in this area. The aim is to make shared space work for all road users including disabled people.
- 9 The Department is therefore about to start a comprehensive two-year research project on shared space aimed at informing future policy and guidance. The contractor will be required to;
  - 9.1 Produce an appraisal report on shared space early in the contract to firmly establish whether a case can be made for shared space or not.
  - 9.2 Investigate the operational issues of shared space environments.
  - 9.3 Propose design solutions and other measures aimed at making shared space work for all users.
  - 9.4 Prepare a comprehensive guidance document on the design and provision of shared space.
  - 9.5 Prepare separate guidance on travel training for journeys through shared space (and other) environments.
  - 9.6 Produce a report containing recommendations for consideration in the short and long term.
- 10 Guide Dogs will be actively involved throughout this project. We will be inviting contributions from them and other user groups. We will also be consulting practitioners for their views. Guide Dogs will be represented on the project's sounding board, and a number of workshops will be held for all to discuss the issues in an open forum.

Prepared by Andrea Gordon  
Policy Manager, Wales  
Tel. 01792 702796  
Mob 07974 205177  
Email [andrea.gordon@guidedogs.org.uk](mailto:andrea.gordon@guidedogs.org.uk)

The Guide Dogs for the Blind Association  
Building 3, Eastern Business Park  
Off Wern Fawr Lane  
St Mellons  
Cardiff  
CF3 5EA  
Website: [www.guidedogs.org.uk](http://www.guidedogs.org.uk)

And

Nicholas Russell  
UK Parliamentary Officer  
0208 558 5742  
07766442031  
[nicholas.russell@guidedogs.org.uk](mailto:nicholas.russell@guidedogs.org.uk)

**Guide Dogs for the Blind Association  
Welsh Assembly Briefing  
Petitions Committee  
February 10, 2009**

**P-03-144 Guide Dogs for the Blind:**

**'We the undersigned representatives, petition the National Assembly for Wales to lay specific responsibility on local authorities to be aware of their duties under the Disability Discrimination Act and Disability Equality Duty, and comply with them by not creating town centres, high streets and residential streets with shared surfaces that discriminate against blind and partially sighted and other disabled people, effectively excluding them from the street environment.**

**Introduction:**

Guide Dogs notes that the Petitions committee has sought further clarification from the Welsh Assembly Government and the Department for Transport.

We note that paragraph 7 of the Department for Transport briefing states that "There is no conclusive evidence to suggest that shared surfaces are

inherently any less safe than conventionally kerbed surfaces.” Guide Dogs research has demonstrated that shared surface streets affect the safety and independence of blind and partially sighted people. An alliance of over 20 disability organisations from across the UK representing people with physical, sensory and learning difficulties, have signed up to a joint statement expressing concern about shared surface streets.

Recently completed shared surface schemes in Brecon and Caernarfon and a proposed scheme in Cardiff illustrate the problems of shared surfaces, and their effect on the independent mobility of blind and partially sighted and other disabled people.

If you can't tell where the pavement ends and the road begins how can you possibly feel safe? Our position is therefore: unless an alternative delineator is demonstrated through research to be effective, footways with kerbs, along with pedestrian crossing points with dropped kerbs and tactile paving, must be retained.

We welcome the fact that the Department for Transport intends to make evidence based policy in this area; and that the Department is about to start a comprehensive two-year research project on shared space aimed at informing future policy and guidance.

Guide Dogs will be pleased to be involved in this research project. We hope that the Welsh Assembly Government will take the opportunity to participate in the research.

### **Call for a Moratorium:**

Whilst the Department for Transport research is carried out, and until guidance is produced that sets out how the shared space concept can be applied without restricting the safe independent mobility of disabled people, Guide Dogs is calling for a moratorium on new shared surface schemes.

This is supported by the statement DPTAC (the Disabled Persons Transport Advisory Committee, statutory advisors on transport for disabled people) has recently released which calls on local authorities not to proceed with shared surface schemes pending the Department for Transport research and the issuing of guidance.

We would welcome the Welsh Assembly Government's position on this call for a moratorium pending the completion of the research and the issuing of guidance.

Letter from Deputy First Minister #1

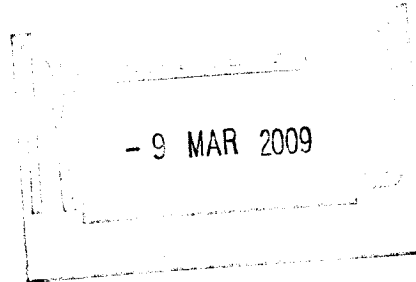
**Ieuan Wyn Jones AC/AM**  
**Dirprwy Brif Weinidog /Deputy First Minister**



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref  
Ein cyf/Our ref DFM/00337/09

Val Lloyd AM  
Chair, Petitions Committee  
National Assembly For Wales  
Cardiff Bay  
Cardiff  
CF99 1NA



09 March 2009

*Dear Val*

Thank you for your letter of 3 February to Jane Davidson AM in relation to a briefing note that you have received from the Department for Transport, following a petition that was received from the Guide Dogs for the Blind. I am responding to your latest letter as I feel this now sits more comfortably within my Transport Portfolio.

I am very grateful that you have brought this matter to my attention. It is imperative that shared space is accessible and practicable for all road users. I am aware of the proposal by the Department for Transport to undertake a comprehensive research project on shared space aimed at informing future policy and guidance. I will ensure we are actively involved in this research project and officials are currently considering an invitation to sit on the steering group for the project.

*Yours  
Ieuan*

**Ieuan Wyn Jones**  
**Gweinidog dros yr Economi a Thrafnidiaeth**  
**Minister for the Economy and Transport**

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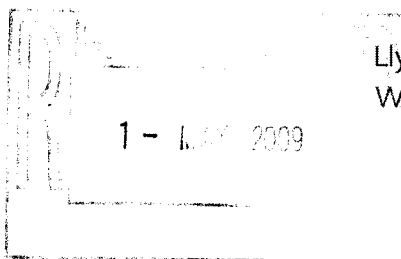


**Ieuan Wyn Jones AC/AM**  
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref  
Ein cyf/Our ref DFM/00632/09



Val Lloyd AM  
National Assembly For Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

29 April 2009

*Dear Val*

Thank you for your letter of 1 April about the petition that was received from the Guide Dogs for the Blind.

We do not believe a moratorium on the implementation of shared space schemes is appropriate at present given that there is no conclusive evidence to suggest that such surfaces are inherently any less safe than conventionally kerbed environments.

My officials are currently developing the National Transport Plan, and at this stage we are examining the transport issues across Wales. The approach is holistic, examining the issues across all modes, and will include identifying issues around safety and accessibility.

As with each element of the National Transport Plan, I will require that proposed interventions that address these issues are also assessed in relation to their impact on the wider programme, so that the National and Regional Transport Plans together deliver the Wales Transport Strategy 'One Wales: Connecting the nation'.

I hope to publish the Plan later this year.

*Ieuan*

**Ieuan Wyn Jones**  
Gweinidog dros yr Economi a Thrafnidiaeth  
Minister for the Economy and Transport

*ADJ*

## Briefing from Guide Dogs for the Blind #2

Prepared by Andrea Gordon  
Policy Manager, Wales  
Guide Dogs  
Tel: 01792 702796  
Mob: 07974 205177  
Email: [andrea.gordon@guidedogs.org.uk](mailto:andrea.gordon@guidedogs.org.uk)

The Guide Dogs for the Blind Association  
Building 3, Eastern Business Park  
Off Wern Fawr Lane  
St Mellons  
Cardiff  
CF3 5EA  
Website: [www.guidedogs.org.uk](http://www.guidedogs.org.uk)

At its meeting on 19 May, the Petitions Committee gave further consideration to Guide Dogs Shared Space Petition, P-03-144.

The following briefing is intended to clarify issues which arose from that discussion:

1. By defining what is meant by a “shared surface street” and explain why we are seeking a moratorium.
2. To eliminate any possible confusion which may exist between that Petition, and the concerns that Guide Dogs has raised with regard to SUSTRANS proposed draft Legislative Competence (Traffic Free Routes) Order 2009.

### **Shared surface streets**

Guide Dogs Petition relates to shared surface streets which are one means of implementing the shared space approach to street design. In shared surface streets, the traditional kerb that segregates the footway from the carriageway is removed. As a result there is no effective delineation between pedestrians and traffic and so blind and partially sighted people, as well as other disabled people, elderly people and young children are placed at serious risk. Priority in these shared surface schemes has to be negotiated between pedestrians, motorists and cyclists by making eye contact. That is clearly impossible for blind and partially sighted people. The effect is to undermine their safety, confidence and independence. This is why our Petition has such a wide range of supporters, and why we believe there should be a moratorium on the creation of shared surface streets in Wales. We have examples of shared surface streets in Caernarfon, Newport, and Brecon, and schemes are also under discussion in Cardiff, Monmouth and Caerphilly. In all of those schemes Guide Dogs is in touch with local groups who are also opposing them.

We are disappointed that the Deputy First Minister does not believe that a moratorium on shared surface schemes is appropriate at present. The approach to the National Transport Plan may be holistic, but the shared

surface schemes we currently have in Wales have, we believe, been developed by local authorities without due regard to their Disability Equality Duty. This requires them to consult with local disabled people, and to conduct an equality impact assessment. Unless they are given clear guidance about the impact of shared surface streets now, we have no confidence that “issues around safety and accessibility” will ever be fully taken into account.

We note that paragraph 7 of the Department for Transport briefing states that “There is no conclusive evidence to suggest that shared surfaces are inherently any less safe than conventionally kerbed surfaces.” Guide Dogs’ research, and the lived experiences of blind and partially sighted people, and other disabled and elderly people, tells us that this is not the case.

If you can’t tell where the pavement ends and the road begins how can you possibly feel safe?

Our position is therefore: unless an alternative delineator is demonstrated through research to be effective, footways with kerbs, along with pedestrian crossing points with dropped kerbs and tactile paving, must be retained.

We welcome the fact that the Department for Transport intends to make evidence based policy in this area, and that the Department is undertaking a comprehensive two-year research project on shared space aimed at informing future policy and guidance.

On 22 April 2009 the Department for Transport issued a letter, via email, to ‘all local highway authorities’ that informed them of the research project and asked in the meantime that they ensure that they take particular care to consider the needs of visually impaired people. It is not clear from that letter whether this was issued to local authorities in Wales as well as those in England.

### **Call for a Moratorium**

Whilst the Department for Transport research is carried out, and until guidance is produced that sets out how the shared space concept can be applied without restricting the safe independent mobility of disabled people, Guide Dogs and our supporters across the disability sector in Wales will continue to call for a moratorium on new shared surface schemes.

This is supported by the statement DPTAC (the Disabled Persons Transport Advisory Committee, statutory advisors on transport for disabled people) has recently released which calls on local authorities not to proceed with shared surface schemes pending the Department for Transport’s research and the issuing of guidance.

Given the concerns of Guide Dogs - supported by organisations across the disability sector and the Government’s statutory advisors the Disabled Person’s Transport Advisory Committee (DPTAC) - which are acknowledged in the Department for Transport letter of April; the fact that the Department for

Transport are not yet certain that they can produce evidence based policy on how to make shared surface streets safe for disabled people; and the potential high costs of correcting mistakes in the current economic difficulties; would it not be unwise for local authorities to commission new shared surface schemes until the conclusion of the Department for Transport's research?

### **Shared walking and cycling paths**

Although there may be similarities in the terminology used and in the concerns that they give rise to, the shared surface street issue is a separate one to that of shared walking and cycling paths, where the conflict arises only between pedestrians and cyclists rather than with a wider range of road users. Additionally the issue of shared surface streets is not one that is directly addressed in the Walking and Cycling Strategy.

Guide Dogs and Disability Wales are represented on the Walking and Cycling Strategy's Steering Group, and we are pleased to note that it does not condone the use of shared walking and cycling paths, which are an unsatisfactory solution for pedestrians, people with physical disabilities, sensory impairments and learning difficulties, as well as cyclists.

### **Conclusion**

We would ask that the Committee maintains its focus on our Petition, demonstrates its commitment to social inclusion and takes action to stop the negative impact of shared surface streets on the many people in Wales who wish to move around independently and safely in our communities.

## Briefing from Guide Dogs for the Blind #3

Prepared by Andrea Gordon  
Policy Manager, Wales  
Guide Dogs  
Tel: 01792 702796  
Mob: 07974 205177  
Email: [andrea.gordon@guidedogs.org.uk](mailto:andrea.gordon@guidedogs.org.uk)

The Guide Dogs for the Blind Association  
Building 3, Eastern Business Park  
Off Wern Fawr Lane  
St Mellons  
Cardiff  
CF3 5EA  
Website: [www.guidedogs.org.uk](http://www.guidedogs.org.uk)

The following briefing is intended to respond to a question that arose in the meeting of the Petitions Committee on 9 June 2009.

Firstly we would like to clarify that the reason we referred to shared use walking and cycling paths in our briefing considered on 9 June was to clarify a point raised at an earlier meeting of Petitions Committee (19 May) and to eliminate any possible confusion which may exist between the Guide Dogs Petition on shared surface streets, and the concerns that Guide Dogs and others have raised with regard to Sustrans proposed draft Legislative Competence (Traffic Free Routes) Order 2009 which relates to shared use walking and cycling paths.

The particular question raised in the meeting of the Petitions Committee on 9 June is whether 'it' (in the paragraph from our briefing for 9 June below) referred to our view or that of the Welsh Assembly Government's Walking and Cycling Action Plan:

The relevant paragraph from our briefing considered on 9 June is:

“Guide Dogs and Disability Wales are represented on the Walking and Cycling Strategy's Steering Group, and we are pleased to note that it does not condone the use of shared walking and cycling paths, which are an unsatisfactory solution for pedestrians, people with physical disabilities, sensory impairments and learning difficulties, as well as cyclists”.

We are referring here to the Welsh Assembly Government's Walking and Cycling Action Plan, and to our membership of the Walking and Cycling Steering Group. An extract from the Ministerial foreword to the Plan is provided as an appendix for information.

However we would like to confirm our position that the issue of shared surface streets dealt with in our petition, is a separate one to that of shared use walking and cycling paths referred to in relation to Sustrans petition; and ask that the two issues be dealt with separately. Although there may be similarities in the terminology used and in the concerns that they give rise to, the shared surface street issue is a separate one to that of shared walking

and cycling paths, where the conflict arises only between pedestrians and cyclists rather than with a wider range of road users. Additionally the issue of shared surface streets is not one that is directly addressed in the Walking and Cycling Action Plan.

Following the meeting on 9 June, the Petitions Committee agreed to: 'Ask the Deputy First Minister to write to all Welsh Local Highway Authorities to reiterate the importance of considering the needs of visually impaired people when planning to introduce shared spaces or surfaces'

We would like to take this opportunity to thank the committee for doing this. However, while this is welcomed it falls short of our call for a moratorium on shared surface streets until the Department for Transport research is carried out, and until guidance is produced that sets out how the shared space concept can be applied without restricting the safe independent mobility of disabled people.

Given the concerns of Guide Dogs - supported by organisations across the disability sector and the Government's statutory advisors the Disabled Person's Transport Advisory Committee (DPTAC) - which are acknowledged in the Department for Transport letter of April; the fact that the Department for Transport are not yet certain that they can produce evidence based policy on how to make shared surface streets safe for disabled people; and the potential high costs of correcting mistakes in the current economic difficulties; would it not be unwise for Local Authorities to commission new shared surface schemes until the conclusion of the Department for Transport's research? We would urge the Committee to ask for these points to be raised in the letter to Local Highway Authorities in Wales that it is asking the Deputy First Minister to send out.

Yours sincerely,

Andrea Gordon  
Public Policy Manager Wales

Email: [Andrea.gordon@guidedogs.org.uk](mailto:Andrea.gordon@guidedogs.org.uk)  
Mobile: 07974 205 177

## **Appendix: Welsh Assembly Government's Walking and Cycling Action Plan 2009 – 2013.**

An extract from the Ministerial foreword to the Plan is provided below:

*Walking and Cycling Action Plan 2009 - 2013, Welsh Assembly Government, Published in December 2008*

*“Delivery of the aims contained in this Plan will require the Welsh Assembly Government to work with its partners in the private and voluntary sectors as well as in other parts of the public sector. One key way of doing that is through the work of the Walking and Cycling Steering Group which I and the Deputy First Minister, Ieuan Wyn Jones, jointly chair. The Steering Group will help us in monitoring progress on the Plan and on the associated targets”.*

The relevance of the Plan to our objection too shared walking and cycling paths is that it recommends the adoption of the following hierarchy to guide the provision of infrastructure:

- Disabled people; then
- Pedestrians; then
- Cyclists; then
- Public transport; then
- Freight deliveries; and then
- Other motorised modes.

Aim 15 specifically mentions increasing the numbers of people walking and cycling by taking measures to protect vulnerable road users, and aim 21 ensures high standards of technical excellence in infrastructure provision (roads, streets, footways, trails, canals, public spaces, workplaces) for walking and cycling and to improve access for disabled people. One of the specified outcomes is “better walking and cycling infrastructure that meets the needs of all users including those of disabled people”, and that this should be achieved through a partnership approach, working with groups of disabled people.

Over-arching all is aim 23, to “Promote the Assembly Government's Social Inclusion objective in taking forward this Action Plan”.

Letter from Deputy First Minister #3

**Ieuan Wyn Jones AC/AM**  
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref PET-03-144  
Ein cyf/Our ref DFM/05064/09



Sandy Mewies AM  
Temporary Chair, Petitions Committee  
National Assembly For Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

30 June 2009

*Dec Sandy*

Thank you for your letter of 22 June relating to the Petition from Guide Dogs for the Blind.

My officials have already written to all highway authorities in Wales reminding them of the need to follow good practice and to take particular care to consider the needs of visually impaired people if they are planning shared space schemes.

I enclose a copy for your information.

**Ieuan Wyn Jones**  
Gweinidog dros yr Economi a Thrafnidiaeth  
Minister for the Economy and Transport

*ADJ*





Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Trafnidiaeth ac Adfywio Strategol  
Transport & Strategic Regeneration

To all local highway authorities

Eich cyf . Your ref:  
Ein cyf . Our ref:  
Dyddiad . Date: 21 May 2009

Dear Colleague

### **DfT research into shared space**

The Department for Transport recently started a wide-ranging research project looking into the design and provision of shared space. Shared space is a concept predominantly aimed at reducing the impact of motor traffic in places used by pedestrians. It has proved popular on the continent and is becoming increasingly so in the UK as a means of improving public spaces, such as high streets or town squares.

Many shared space schemes feature a shared surface, where conventional kerbs are omitted and pedestrians share a common surface with vehicular traffic. The aim of dispensing with clearly defined areas for pedestrians and vehicles is to allow the full width of the street to be shared more equitably by all users of the highway.

There is a considerable amount of anecdotal evidence that shared space (which includes shared surfaces) can be a valuable technique for improving the public realm, and its growing popularity would appear to support this view.

However, it has become apparent in recent years that while shared surfaces appear to work well for most people, they present difficulties for some disabled people, particularly those with a visual impairment. Many visually impaired people use the kerb as a tactile guide and can find navigation difficult in its absence.

Parc Cathays  
Caerdydd  
CF10 3NQ

Cathays Park  
Cardiff  
CF10 3NQ



BUDDSODDWR MEWN POBL  
INVESTOR IN PEOPLE

Ffôn • Tel: 029 2082 6502  
GTN: 1208  
Ffacs • Fax: 029 2082 6090  
Ebost • Email: [Meryl.James@wales.gsi.gov.uk](mailto:Meryl.James@wales.gsi.gov.uk)

The Guide Dogs for the Blind Association (working name "Guide Dogs") has been instrumental in highlighting these concerns, and we will be working closely with them and other stakeholder organisations, throughout the two-year project. The Welsh Assembly Government is represented on the project board to oversee this research project.

DfT intends to make evidence-based policy in this area. The aim is to make shared space work for all road users including disabled people. However, whether and how this aim is pursued will depend on the conclusions and recommendations of an appraisal report - this will be an early output from the project and will be used to inform decisions on the project's methodology. We will write to you again at this stage to explain the findings of the appraisal report.

In the meantime, we would recommend that you continue to follow good practice when designing streetscape schemes by taking account of all road user needs and consulting with relevant user groups as necessary. If you are planning to introduce shared space or surfaces, please ensure that you take particular care to consider the needs of visually impaired people

Finally, if you have any experience of shared space (and shared surfaces in particular) we would like to hear from you. We seek to obtain any information you may have relating to the benefits (or otherwise) of shared space.

If you would like to contribute in this way, please contact DfT's contractor's project manager directly;

Stuart Reid  
MVA Consultancy  
Dukes Court  
Duke Street  
Woking GU21 5BH  
01483 742952  
sreid@mvaconsultancy.com

Yours faithfully

**Meryl James**  
**Road Safety Unit**

**Ieuan Wyn Jones AC/AM**  
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

Eich cyf/Your ref P-03-244  
Ein cyf/Our ref DFM/01229/10

Christine Chapman AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

2 June 2010

*Dear Christine*

Thank you for your letter of 25 May on behalf of the Petitions Committee regarding the Local Authority Register of Road Safety Schemes.

I can confirm that my Officials have requested this matter be listed as an agenda item at the next meeting of the Traffic Services Sub Group on Monday 5 July.

In addition we are seeking the views of Local Authority Traffic Engineers as to whether it would be practicable to regularly publish lists of schemes and details of how it could be done.

I will inform you of the outcome in due course.

A handwritten signature in black ink, appearing to read 'Ieuan Wyn Jones'.

**Ieuan Wyn Jones**  
Gweinidog dros yr Economi a Thrafnidiaeth  
Minister for the Economy and Transport