

## News Item

# Shared Streets in action

2 November 2011

**Darby, Elliott and Fort Streets, as well as Jean Batten Place and Fort Lane, in Auckland's central business district, are now bustling examples of 'shared streets', following upgrades designed by Boffa Miskell.**

Boffa Miskell is the lead design consultant for Auckland Council in these shared street projects, which are part of the council's 10-year programme of central city street and open space upgrades. Boffa Miskell landscape architects have carried out a comprehensive site and project analysis for the council, including an evaluation of various streets' suitability for shared space, and are responsible for the design and supervision of the staged shared street implementation programme.

There is no conventional separation of foot traffic and vehicle traffic areas in shared streets – instead, the street space is designed to encourage people to use it as a public space as well as a walking route and to encourage motorists to share the space with pedestrians by slowing down and taking more care. Shared streets tend to become popular destinations within the city scene because they are more people-friendly and encourage more street life.

A robust process of research and consultation was undertaken to develop the palette of features and materials that would be used in the upgrades, including:

- paving across the full width of the street with no kerbs or vehicle parking
- layout of high-quality design elements to enable street activities such as dining, markets and performance
- tree planting, seating and other amenities to encourage people to linger and enjoy
- lighting to improve security and enhance the night-time scene
- site-specific artworks
- information about historic features of note
- features to facilitate safe and comfortable use by the visually impaired.

The Elliott and Darby Street and Stage 1 of the Fort Street Area upgrades opened between April and September 2011, with further implementation for both projects to occur from late 2011 through to mid 2013.

## CONTACT INFORMATION

### AUCKLAND

Ph: +64 (09) 358 2526

### TAURANGA

Ph: +64 (07) 571 5511

### CHRISTCHURCH

Ph: +64 (03) 366 8891

### WELLINGTON

Ph: +64 (04) 385 9315

### SHANGHAI

Ph: +86 (21) 6426 9885



Cut-out vehicles and people are used soon after opening the Darby Street redevelopment to demonstrate how a shared street works.



Boffa Miskell

website: [www.boffamiskell.co.nz](http://www.boffamiskell.co.nz)

email: [info@boffamiskell.co.nz](mailto:info@boffamiskell.co.nz)

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*“Early indicators are that these spaces are fulfilling the project aspirations. By casually observing the activity in these streets it is clear that pedestrian numbers are up and people are enjoying and spending more time in the spaces. Vehicles and pedestrians on the whole are finding a good balance, sharing the spaces, and initial findings in Darby Street show that vehicle speeds have reduced.”*

“Early indicators are that these spaces are fulfilling the project aspirations. By casually observing the activity in these streets it is clear that pedestrian numbers are up and people are enjoying and spending more time in the spaces. Vehicles and pedestrians on the whole are finding a good balance, sharing the spaces, and initial findings in Darby Street show that vehicle speeds have reduced,” says Boffa Miskell landscape architect, Michael Hawes.

A formal process of evaluation of the shared spaces is now beginning, with results expected in the first quarter of 2012. It is hoped these findings will further inform the ongoing design work and understanding of the psychology of these spaces.

### Find out more:

[Boffa Miskell News #26, p.8](#)

<http://www.boffamiskell.co.nz/news/newsletters.php>

### For further information please contact

Michael Hawes or John Potter at Boffa Miskell on  
(09) 359 5250 or (09) 359 5326

Top: Walkers, lunchtime workers and a vehicle share the redeveloped Elliott Street.

Above: Fort Street after redevelopment.

Below: Depressions in the paving along Fort Street mark where the shoreline was located before reclamation extended Auckland’s CBD.



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