# WEST DUNBARTONSHIRE COUNCIL

## **Report by the Director of Housing and Technical Services**

## **Community Safety and Environmental Services Committee: 1 March 2006**

### Subject: Pavements for Pedestrians

#### 1. Purpose

**1.1** The purpose of this report is to seek approval from Committee to initiate a "Pavements for Pedestrians" campaign to target the illegal obstruction of footways and footpaths.

## 2. Background

- 2.1 Obstruction of footways and footpaths particularly by parked vehicles is an increasing problem across West Dunbartonshire. In response to this a Pavements for Pedestrians campaign has been developed by Road Services.
- 2.2 Parking on footways and footpaths (referred to as "pavements" by most people) can cause inconvenience to pedestrians. It can create hazards for visually impaired, disabled and elderly people or those with prams or pushchairs. It may also cause damage to the kerb, the pavement, or the services underneath. Repairing such damage can be costly and local authorities often face claims for compensation for injuries received resulting from damaged or defective pavements.
- **2.3** In some parts of the UK pavement parking is prohibited by a local Act of Parliament, and it may be prohibited elsewhere in particular streets or parts of streets by traffic regulation orders. But enforcement may be a problem unless the local authority is able to take on the responsibility through national legislation. The various physical measures described in this report are however largely self-enforcing.

## 3. Main Issues

- **3.1** A variety of physical measures may be used to deter pavement parking. The choice between these measures depends upon: desired effect; location; funds available; safety factors; aesthetic considerations; and access requirements. It is necessary to consider requirements of disabled people, and not cause obstacles to their movements.
- **3.2** A range of measures available (at varying cost) are shown in Appendix 1.

- **3.3** A leaflet highlighting the problems caused by obstructing pavements has been developed (see Appendix 2) and it is intended to use this to raise the issues with all of our citizens. In addition to these leaflets, posters will be displayed in appropriate locations, and other forms of advertising will be developed to maintain a high profile for the campaign.
- **3.4** Closer liaison with the Police will be developed to improve enforcement of restrictions.
- **3.5** It is hoped that through an education campaign and improved enforcement by the Police, the physical measures shown in Appendix 1 should be unnecessary. However, physical measures will remain the ultimate solution if other solutions fail to solve a problem area.

## 4. Financial Implications

**4.1** It is proposed that the education programme is undertaken immediately with costs being absorbed within existing budgets. The effectiveness of this initiative will be reviewed after 6 months and consideration given to physical measures subject to appropriate budget availability.

## 5. Recommendations

- 5.1 It is recommended that Committee note the contents of this report and:-
  - (a) approve the start of a West Dunbartonshire-wide campaign based around the leaflets shown in Appendix 2; and
  - (b) approve a recommendation that physical measures be used only when all other measures have failed to bring about behavioural change, and where budget constraints permit.

X. In IAM

David McMillan Director of Housing and Technical Services Date: 13 February 2006

Wards Affected:	All
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Appendix:

1.	Physical Measures which a Roads Authority
	could introduce.

- 2. Pavements for Pedestrians Leaflet
- Background Papers: None

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## **APPENDIX 1**

#### PHYSICAL MEASURES WHICH COULD BE INTRODUCED TO CONTROL VEHICLE PARKING ON PAVEMENTS

#### **GUARD RAILS**

Standard guard rails can be used to prevent pavement parking. Their disadvantage is that they limit where pedestrians can cross a road or where people from parked vehicles can get onto the pavement. They are not generally suitable unless for safety reasons the aim is to channel pedestrians to particular crossing points. Costs of guard railing can vary considerably, being from £60 per metre upwards. In some areas drivers have driven up onto the pavement inside the guard railing. This is dangerous and illegal and local authorities would then need to liaise with the police on measures which could be used to prevent it. Local authorities could erect bollards on the pavement close to dropped kerbs to stop drivers using it. Gaps between the bollards should not be less than 1.2m to allow wheelchair users or people with double buggies to pass. This creates considerable additional street clutter which may be unsuitable for some users.

#### BOLLARDS

These are particularly useful at raised junctions, where the carriageway is level with the pavement. They can be positioned to demarcate the edge of the carriageway, and provided gaps between bollards are not greater than 1.5m, vehicles are prevented from mounting the pavement. Where pedestrians are intended to cross, the gap may need to be greater to accommodate the pedestrian flow, or to meet the regulatory requirements of a controlled crossing. To assist visually impaired people the bollards should not be less than 1m in height, and should incorporate a clear colour contrast around the top. Costs of bollards will vary enormously depending on the type and form of the bollards required. Indicative costs range from £60 for a concrete filled steel bollard to about £150 for a cast iron bollard.

#### AMENITY RAILINGS

This is an open railing, constructed from a continuous 50mm diameter tubing, to form a unit 1.5m to 2.5m long, and approximately 1m in height. Gaps, no wider than 1.5m, are provided between individual units to allow pedestrian movements. Visually impaired cane users may not so easily detect the presence of amenity railing, but colour banding along the tubing will give partially sighted people some warning. Costs for supply and erection will vary, but will be in the order of £50 per metre of each unit.

# LOW RAILINGS

These consist of railing no more than 0.5m high, supported by posts 3m apart. The posts will generally not be more than 0.9m high. Gaps can be left for pedestrian use, but the low height of the railing may cause difficulties for visually impaired people. This type of fencing is generally best when used in conjunction with landscaping where the aim is to keep pedestrians away from the carriageway.

# RAISED PLANTERS

If space allows, fixed or movable planters can be used to form an effective barrier to vehicles parking on pavements. The design should avoid causing problems for visually impaired pedestrians: the height and positioning are particularly important. The planters should not make it difficult for pedestrians to see or be seen by approaching traffic. The carriageway should have waiting restrictions on it to discourage people from getting in and out of vehicles. Costs will vary considerably according to materials used and lengths involved. Costs of maintaining and replacing plants will also need to be taken into account.

## HIGH KERBS

These normally take the form of a double kerb, with the higher kerb being set slightly back. It can be dangerous for people to cross roads where there are high kerbs. Pedestrian crossing points (with facilities for disabled people) may need to be considered as part of this package. Similarly, people should not be permitted to get in or out of vehicles where there are high kerbs. Rates for providing and laying double kerbs are in the order of £50 per metre, but this does not include any accommodation works to the pavement.

## **TEXTURED SURFACES**

These can take a variety of forms, from large cobbles to brick on edge, as well as some specially designed types of paving. The paving will normally need to be at least a metre in width. It should not be laid where it would inconvenience or cause a danger to pedestrians, particularly disabled people and wheelchair users.

Prices will depend on many variables, particularly the materials and areas to be treated. Generally this is one of the most expensive methods.

#### FORMALISED ON STREET PARKING

In narrow streets where drivers tend to park partly on the pavement along both sides, it may be better to provide properly marked out spaces on just one side of the carriageway. If the marked out spaces are provided in short lengths along alternate sides of the road they can form a chicane and have the effect of reducing vehicle speeds.

## TRAFFIC CALMING MEASURES

Traffic calming schemes can include changing the use of street space. By marking out areas for parking, such schemes can discourage parking on pavements.

#### STREET FURNITURE

Careful positioning of street furniture can often prevent vehicles getting onto pavements without inconveniencing pedestrians. Litter bins, can be added to reduce gaps which vehicles might otherwise use to get onto the pavement. To assist visually impaired people, the litter bins should not be less than 1m in height, and should incorporate a clear colour contrast around the top.

#### DISABLED PEOPLE

The needs of disabled people must be taken into account. Careful planning of physical measures is required to ensure that people with disabilities can get about safely and independently. Consultation with the West Dunbartonshire Access Panel will be carried out in all relevant cases of parking control measures.