

Reduced Footway Widths in Dennistoun

Footway widths in Dennistoun are typically generous. Often comfortably exceeding the minimum provision required for safe physical distancing by pedestrians.

Examples of reduced footway widths and lines of sight due to overhanging vegetation, parked vehicles, etc. are collected within this document.

The examples provided are typical, rather than a complete survey or a collection of just the worst cases.

Numerous other instances can be found in the Dennistoun CC area (often in the background of these photos). Some more obstructive than those shown here.

Key active travel guidance is also included (applicable to the less demanding circumstances prior to the introduction of physical distancing rules).

As shown, even the 1.5 m absolute minimum width of passage for pedestrians is not being maintained in a considerable number of instances, let alone the 2.0 m desirable minimum width of passage.

Note that even 2 m width of passage is insufficient to maintain physical distancing, which requires 2m *between* people.

Photos were taken on 15th, 16th, 22nd and 24th May 2020, on brief walks along Whitehill Street, Armadale Street, Meadowpark Street, the Drives perpendicular to them between Duke Street and Alexandra Parade (Roslea, Finlay, Garthland, Ingleby, Onslow, Golfhill and Craigpark Dr), Craigpark, Westercraigs, Circus Drive, and Broompark Drive.

Dennistoun Community Council
29 May 2020

Table 6.2: Off-carriageway facility widths

Facility		Width (m)		Comments
Segregated cycleway or cyclepath	One way cycles only	Desirable Minimum	2.0	Operates satisfactorily for one-way flows of up to 150 cycles per hour with minimal overtaking anticipated.
		Absolute Minimum	1.5	The running width required that is free from obstructions such as debris, gullies, line markings and street furniture.
	Two way cycles only	Desirable Minimum	3.0	Operates satisfactorily for two-way flows up to 300 cycles per hour.
		Absolute Minimum	2.0*	Operates satisfactorily for two-way flows of up to 200 cycles per hour free from obstructions such as debris, surface gullies, line markings and street furniture.
	Pedestrian only space	Desirable Minimum	2.0	The minimum width in normal circumstances to permit unobstructed passage by opposing wheelchairs.
		Absolute Minimum	1.5	Acceptable over short distances in specifically constrained environments, such as at bus stops or where obstacles are unavoidable (Transport Scotland 2009).
Shared cycleway or cyclepath	Pedestrian and cycle space	Desirable Minimum	3.0	Typically regarded as the minimum acceptable for combined flows of up to 300 per hour.
		Absolute Minimum	2.0**	Can operate for combined flows of up to 200 per hour but will require cycles and pedestrians to frequently take evasive action to pass each other.

Source:

https://www.transport.gov.scot/media/33803/cycling_by_design_2010_rev_1_june_2011_.pdf

Footway clear zone

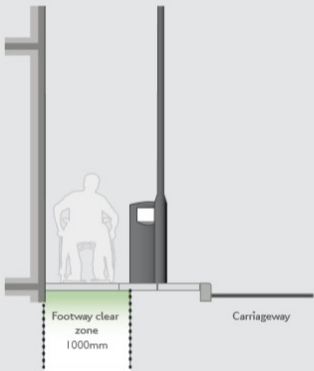
The clear zone should be entirely free of obstructions to allow for unhindered pedestrian movement along the footway. The width of the clear zone provided should relate directly to the

character and use of the street, and in particular the volume of pedestrians. The footway clear zone should be designed to comfortably accommodate peak pedestrian demand and satisfy acceptable levels of service (refer to DfT's

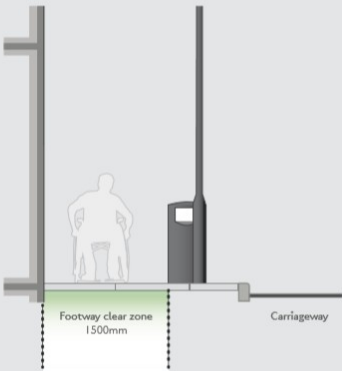
Inclusive mobility, 2005, and to our Pedestrian Comfort Guidance for London, 2010, for further information).

Footway clear zone design standards

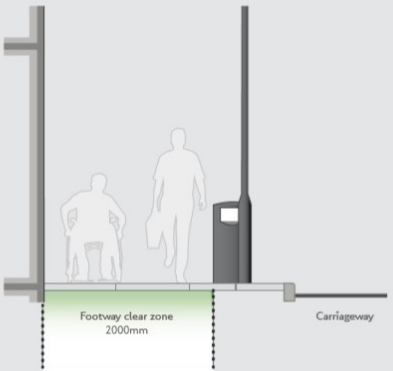
Unobstructed width	Design criteria
1,000mm wide	<ul style="list-style-type: none">Absolute minimum unobstructed widthWhere a minimum width is provided, it should not be continued for more than 6,000mm along the length of footway



Unobstructed width	Design criteria
1,500mm wide	<ul style="list-style-type: none">Minimum acceptable unobstructed width. Allows for a wheelchair user and person walking to pass one another



Unobstructed width	Design criteria
2,000mm wide	<ul style="list-style-type: none">Preferred minimum unobstructed width. Allows for two wheelchair users to comfortably pass one another



Source: <http://content.tfl.gov.uk/streetscape-guidance-.pdf>

Note: A buggy appears in some photos. A double, but the width to the outside edges of the wheels is 700 mm; only 80 mm (3”) wider than a typical 620 mm wide single buggy and therefore nothing out of the ordinary. Certainly not in comparison to e.g. a wheelchair users needs.





















































