

3.22 FOOTWAY EXTENSIONS

OBJECTIVES

- To provide more space for pedestrians and reduce carriageway crossing distances
- To prevent parking at or near junctions, pedestrian crossings and bus stops and to shelter and define permitted parking areas
- To improve the visibility of pedestrians at junctions, crossings and bus stops

DESIGN FEATURES

The design of footway extensions should be integrated with existing footways, for example by using the same paving materials, and by maintaining the same level. The enlarged area should not be cut across by surface drainage channels. Extensions at corners should be designed to avoid the problems for pedestrians created by large kerb radii (see 3.11). Extensions should where possible be large enough to define on-street parking areas. Consideration should be given to the creation of “staying space” where people can stop to rest, chat, enjoy the scene, etc. Such space is appreciated at focal points for pedestrian activity such as outside churches, libraries and other community buildings, and in all shopping areas. Particular attention needs to be paid to the requirements of cyclists. Some design possibilities are shown in Diagram 3.22.1.



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48: Simple footway extensions discourage dangerous parking at corners, though bollards or other means are also needed if parking demand is high. Balham, London. (Photo: T. Pharoah)



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49: Footway extensions provide space for other purposes, such as this cycleway exemption at a road closure. Cologne, Germany. (Photo: T. Pharoah)

APPLICATION

Footway extensions can be built wherever there is surplus carriageway space, and at all junctions, pedestrian crossing places and bus stops where on-street parking would otherwise be possible. An exception may be at junctions where an additional turning lane has to be maintained (e.g. in “mixed” or “traffic priority” streets).

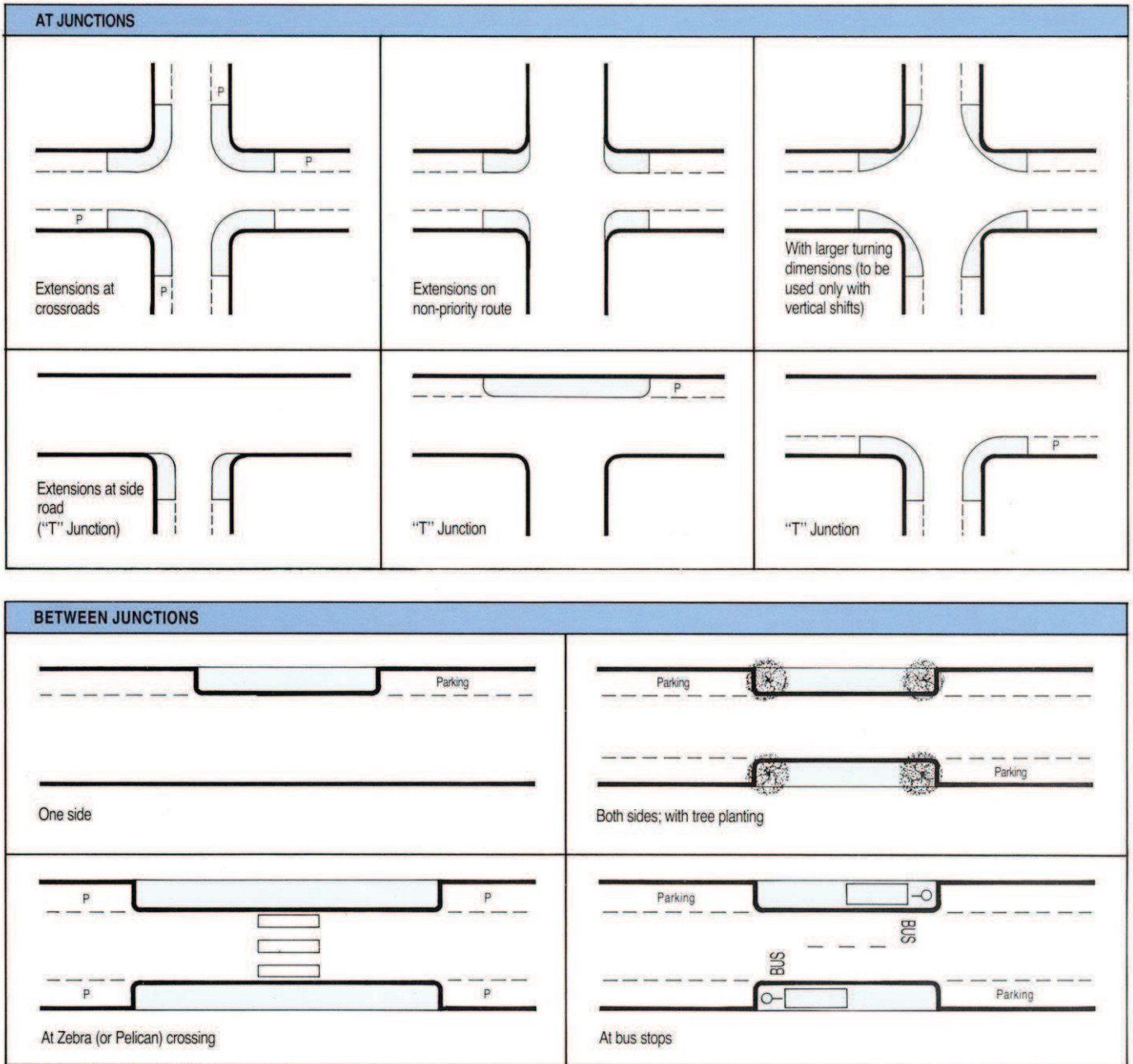


DIAGRAM 3.22.1 FOOTWAY EXTENSIONS

DIMENSIONS

Extensions to footway areas may be as large as the provision of minimum appropriate carriageway width allows. On-street space for parking and loading also limits the extension. Extensions which define parking space should be a minimum of 1.8m from the original kerb line, with 2.25m being preferred.

SUPPORTING MEASURES

Planted areas help to define walking and staying areas, and in particular can direct pedestrians to the safest crossing place. Bollards can help to prevent vehicles overrunning corners, and provide additional security for pedestrians. The design of on-street parking should be integrated with footway extensions.

POSITIVE FACTORS

- Widely applicable and relatively inexpensive measure contributing to both safety and environmental objectives
- Can assist in economic and social enhancement of an area, for example if frontage activities such as shops, pubs and restaurants are provided with more outdoor space
- Can shelter and define permitted parking areas

NEGATIVE FACTORS

- None



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50: Footway extensions are particularly valuable at pedestrian crossings: they improve visibility and shorten the distance which pedestrians have to cross. Souillac, France. (Photo: T. Pharoah)