

# P3 – Footways

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# Footways

Footways should be installed on both sides of a street and are integral to the creation of an attractive and high performing public realm space.

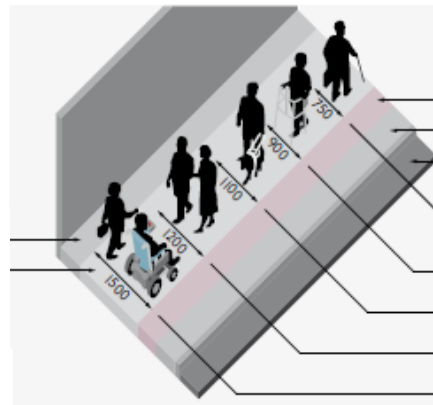
All footways should be fit for purpose by having:

- sufficient width to comfortably accommodate pedestrian flows
- stable, trip free surfacing
- good continuity and legibility
- A standard kerb height of 75-100mm from carriageway level.

### Frontage Zone

**Footway clear zone**  
 Absolute min 1500mm  
 Preferred min 2000mm

## Footway width requirements (adapted from DfT, Inclusive mobility)



**Furniture Zone** (500-2000mm)

**Kerb Zone** (200-450mm)

**Carriageway**

750mm for person with walking stick

900mm for person with crutches or walking frame

1100mm for person with cane or guide dog

1200mm for visually impaired person being guided

1500mm for wheelchair user and ambulant pedestrian

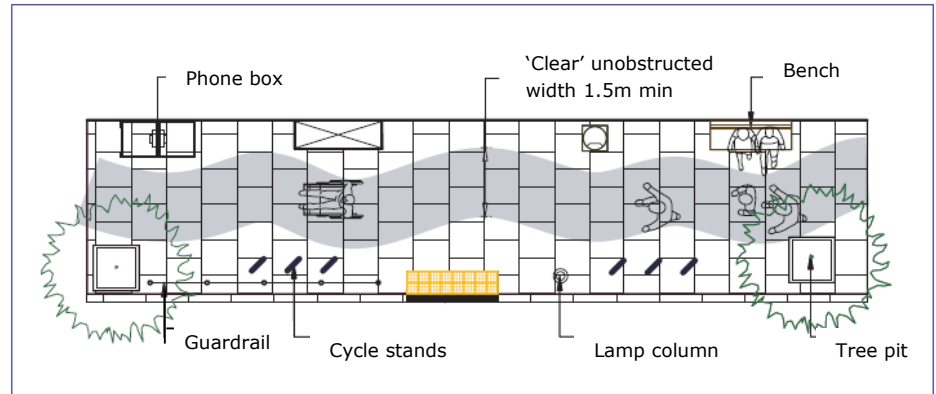
side-by-side

Source: [London Streetscape Guidance, 2016](#)



Princes Street footway, 5m wide

The City of Edinburgh Council



Considerations for maximising 'clear' footway width Source: [London Streetscape Guidance, 2016](#)

### Relevant Factsheets:

- Designing Inclusive Streets (P2)
- Equality and Rights Impact Assessment (P2)

Minimising Street Clutter (P7)

Street Furniture (F1)

## Footway Widths



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Atkins 2016



The City of Edinburgh Council

[Google Earth 2017](#)

The City of Edinburgh Council

Footways should be of sufficient width to reduce crowding and risks of people being forced into the carriageway, particularly where there are high pedestrian flow rates.

The proportional relationship between the footway, buildings and the carriageway (with a presumption against reducing footway widths) should be respected.

There is no maximum width for footways; the minimum values may increase to accommodate practical requirements such as high pedestrian flows, provision for bus stops, and street furniture or to reflect the character of the area, by relating to the building line and scale of the street.

### Relevant Factsheets:

Street Furniture (F1)  
Locating Shelters on Footways (PT2)

Minimising Street Clutter (P7)

Pedestrian Comfort (P2)

## P3 – Footways: Footway Widths

## Factsheet

Table P3.1 below presents **desired and minimum footway widths** for different street types in Edinburgh, this applies to all new streets. For existing streets, design should aim to increase/conform to 'desired' footway widths, or if this is not possible, to 'minimum' widths. New Streets should be designed at least to desired widths. (see also notes to the table)

Street type	Rural / No Frontage		Industrial Employment Streets		Low Density Residential Streets		Medium Density Residential Streets		High Density Residential Streets		Service Sector Employment Streets		Retail/ High Streets	
	Min.	Des.	Min.	Des.	Min.	Des.	Min.	Des.	Min.	Des.	Min.	Des.	Min.	Des.
<b>Strategic Streets</b>	2	≥ 2m	2m	≥ 3m	2m	≥ 2.5m	2.5m	≥ 3m	2.5m	≥ 3m	Widths should be assessed using the methodology in P2 but should not be less than for high density residential streets.			
<b>Secondary Streets</b>	2	≥ 2m	2m	≥ 3m	2m	≥ 2m	2.5m	≥ 2.5m	2.5m	≥ 3m				
<b>Local Streets</b>	2	≥ 2m	2m	≥ 2.5m	2m	≥ 2m	2m	≥ 2.5m	2m	≥ 2.5m				

## Notes to the table

- There is a required minimum footway width of 2m for streets serving more than 50 new dwellings.
- A minimum footway clear width of 1.5m should be carried through past driveways and dropped kerbs for crossings to allow wheelchairs/ prams to pass and avoid the ramps to dropped kerbs. See also factsheet P4.
- A 3m minimum footway width is to be provided **outside schools and other buildings** likely to generate concentrated pedestrian flows.
- An additional 0.5m should be provided where parked vehicles are likely to overhang the footway; alternatively the footway edge should be protected by bollards or chocks with the minimum set back from the kerb edge.

## Reductions in minimum width

- When segregated cycle provision is being installed in existing streets, it may be acceptable to reduce footway widths below the minimum in the table.
- Footways may have reduced widths, over short lengths not exceeding 3m in long profile, to negotiate mature trees and other obstructions e.g. bus stops, but they should at no point be less than 1.5m from kerb edge to building line (exceptions may apply to WHS and Conservation areas).
- Where public utility services underlie the footway, special arrangements may be necessary at sections of reduced width to accommodate utilities in the carriageway or verge.

## Relevant Factsheets:

Bus Routes (PT1)

Minimum Kerb Zone (F1)

Vehicle Crossovers on Footways (P4)

3m footway widening on Waverley Bridge has significantly enhanced footway capacity and improved crossing provision to the station.

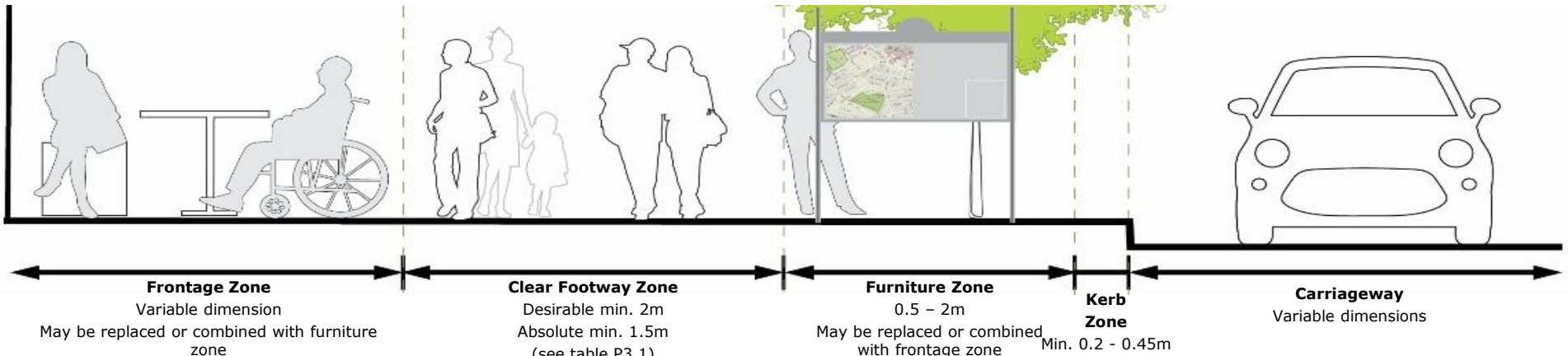


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## Special streets

Historic streets may have consistently wider footways to recognise their role on processional routes or as important tourist destinations.

# Footway Zones



- The **frontage zone** is the area directly adjacent to the property boundary.
- In streets with active frontages, **if there is sufficient width for the clear footway and furniture zones**, this zone may be occupied by activities such as tables and chairs.
- In residential streets, this zone is likely to be a private zone (gardens or driveways).
- Street furniture, such as **lighting columns** and cabinets may be placed in this zone - making sure that any obstruction of building entrances / windows is avoided.
- The **clear zone** is the area of the footway primarily designed for walking.
- Generally, no street furniture should be installed within the clear zone except lighting columns and sign poles.
- Attempts should be made to maximize the clear zone width, providing no less than the minimum clear width of 1.5m (2m in strategic retail streets)
- This zone should have a smooth surface, suitable for wheelchair users and people with impaired mobility.
- Where a footway is dropped to provide a flush crossing point or access, the aim should be that the full width of the clear zone remains level and not be part of the dropped approach to the crossing. See factsheet P4 for details.
- The **furniture zone** is the area used to provide street furniture including traffic signs and tree planting (sometimes lighting columns).
- A kerbside furniture zone may only be provided where adequate clear zone widths and kerb zone widths can be maintained.
- Street furniture should only be provided where it is appropriate for the location in both function and scale.
- All new lighting should be located at the back of the footway or mounted on buildings where possible, to maximise clear footway widths. Exceptions to this include situations where the column would obstruct windows, compromise security to a property, or streets with particularly wide footways.
- The **kerb zone** is the buffer space required between any item of street furniture and the carriageway edge, so as to avoid any overhanging part of a vehicle coming into contact with the street furniture.
- To maximise clear walking zones, particularly in narrow footways, the standard kerb zone of 450mm may be reduced to 200-300mm. See **Minimum Kerb Zone Factsheet** for details.

### Relevant Factsheets:

Furniture Zone (F1)  
 Minimum Kerb Zone (F1)  
 Speed Reduction and Traffic Management (G6)  
 Street Lighting (F6)  
 Vehicle crossovers on Footways (P4)  
 Dropped Kerbs (G4)

P3 – Footways: Footway Zones

Factsheet



The City of Edinburgh Council

**Frontage zone** requirements for seating are outlined in Licensing Tables and Chairs. Clear zone requirements must be maintained at all times by means of a barrier.



The City of Edinburgh Council

Designers should be mindful of the impact of street furniture on pedestrian activity and understand the implications on the **clear zone** when positioning bus stops, cycle stands, seating etc. which attract additional stationary pedestrian activities.



The City of Edinburgh Council

The **furniture zone** may be located at the back of the footway where there is no active frontage and if footway space is constrained. Street furniture to be located a maximum recommended distance of 275mm away from the building line.



The City of Edinburgh Council

Incremental additions of street furniture can reduce the usable clear zone width– note the position of the litter bin above will restrict access along the footway for wheelchair users.

**Relevant Factsheets:**

- Furniture Zone (F1)
- Minimising Street Clutter (P7)

Footway Widths (P3)

Minimum Kerb Zone (F1)

## Use of Tables and Chairs on Footways

The application process for permitting outdoor dining provision is detailed in the City of Edinburgh Council's [Tables and Chairs Applying for a Permit: Consent Guidelines and Terms and Conditions, April 2016](#).

The guidance provided in this document provides additional information on the placement and should be used to supplement the main application guidance.

### Inclusive design

Permitting the use of tables and chairs should not detrimentally affect vulnerable street users

Provision of solid barriers at either end of the permit area is a mandatory requirement and should be of a design suitable for the needs of people with visual impairments, providing a barrier:

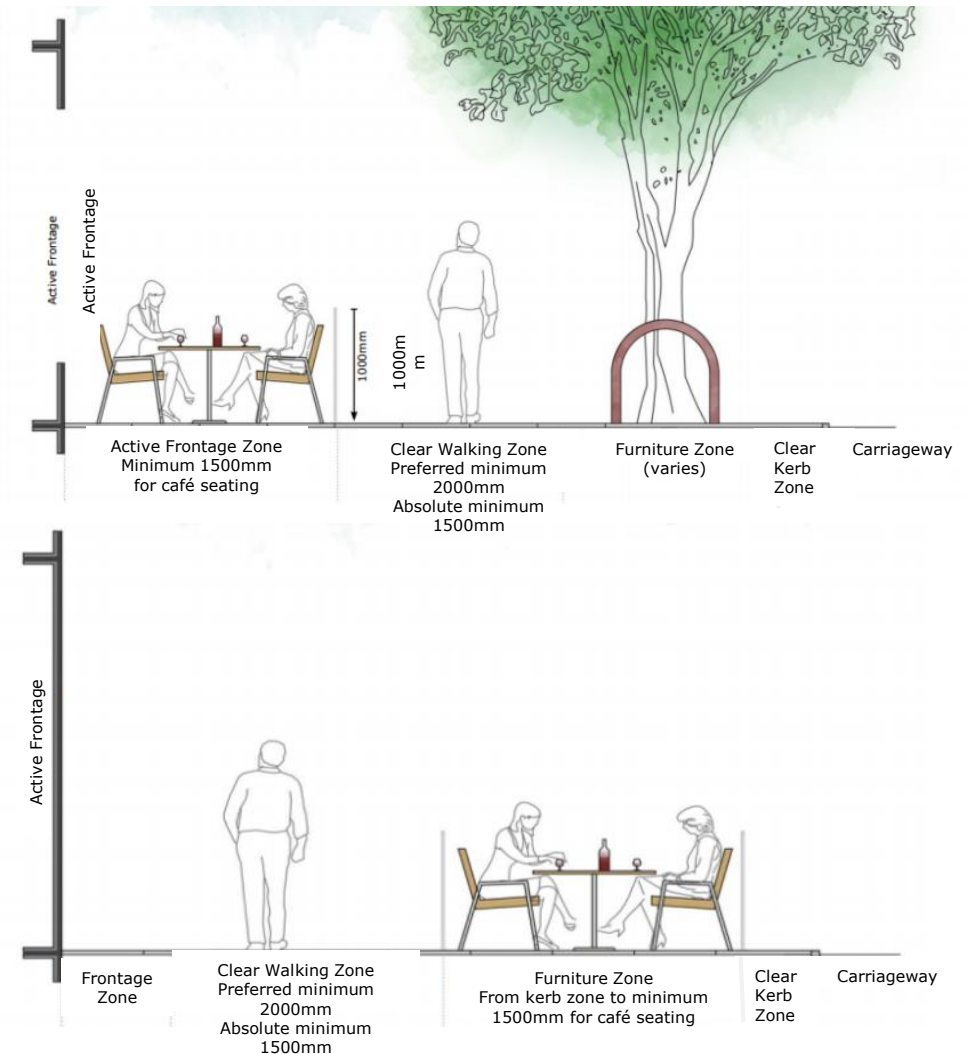
- at least 1m in height from the footway level.

- extending the full width of the tables and chairs area.
- with a colour contrast to the surroundings.
- including a tapping rail or other physical horizontal element approximately 150mm above the ground to help guide people with visual impairments.
- Suitably robust and appropriately fixed to avoid collapse when walked in to.

- An **absolute minimum clear zone** of 1.5m is kept free of tables and chairs as well as other temporary or permanent items. Clear footway zone **must not** be used to service the tables.

- On footways with high pedestrian flows, the clear width may be increased to 3m or more, at the Council's discretion and in relation to pedestrian comfort levels, to avoid overcrowding.
- Tables and chairs are not permitted where pavement depth is <3m, unless the tables and chairs can be served directly from the doorway or frontage.
- A-boards should not be located in the clear walking zone.

**Relevant Factsheets:**  
Street Furniture (F1)



## Use of Temporary Advertising Structures on Streets

On 17 May 2018, the Transport and Environment Committee approved a citywide ban on all temporary on-street advertising structures, such as advertising boards, also known as 'A' boards.

This is primarily to improve pedestrian safety and accessibility.

**The ban comes into force on Monday 5<sup>th</sup> November 2018.**

### Structures that are not adverts

Temporary structures placed on a public street that do not have advertising on them, such as shop dressing items like planters and figurines, need written permission from the Roads Authority. To apply for permission, the relevant locality office should be contacted.



The city of Edinburgh Council

### Relevant Factsheets:

Footway Widths (P3)  
De-cluttering Assessment (P7)

Footway Zones (P3)  
Furniture Zone (F1)

Designing Inclusive Streets (P2)



# Use of Wayfinding Products on Footways

**Ensure maximum user benefit is achieved and there are no negative implications on the pedestrian environment.**

## Pedestrian movement assessment

Totems should not block any major pedestrian flows or create pinch-points with buildings or other street furniture.

## Pedestrian desire lines

Position totems adjacent to popular routes in a suitable viewing space, while not blocking or obstructing desire lines.

## Maximising usage

Products should be located on the junction with the highest pedestrian flows and aligned to existing pedestrian routing (or chosen routes to be promoted) without obstructing key pedestrian desire lines.

## Distance from kerbs

See [Street Furniture Factsheet](#).

## Product orientation

Position signs parallel or perpendicular to the kerb or building line to align aesthetically with the surrounding public realm. Totems should be orientated so the map panels directly face the greatest pedestrian flow at any given point.

## Accessibility

Totem placement should ensure there is sufficient space surrounding it for full wheelchair access – a minimum distance of 1500mm is recommended. Similarly, totems should not be located on slopes or rough surfaces (such as grass) which may prevent wheelchair access. Content should also be displayed at recommended reading heights.

## Proximity to pedestrian crossings

Signage should be located close to formal pedestrian crossings where possible, to reduce safety issues of people directly following the sign and crossing the road informally.

## Alignment to existing signage provision

Any existing pedestrian signage which is retained should be taken into account throughout the high level placement strategy and detailed product placement. It should also be factored in to the signposting strategy stage.

## Driver / pedestrian sightlines

Totems should be aligned away from the kerbside at junctions where possible. Do not block any driver sightlines of pedestrians which may enter road space – such as at crossings.

## Avoid obscuring road signs

Placement should ensure no existing road signs (or other information boards, signage etc.) are obscured by any proposed totems or fingerposts.

## Private land consideration

Private land boundaries should be considered when locating products and the likelihood of obtaining consent determined prior to any site visits.

## Underlying services

Plans of underlying service utilities should be consulted when undertaking placement. Products cannot be installed within an approximate distance of 300mm from utility or service covers.

## Impact of orientation on signposting directions

Parallel and perpendicular orientations of signage to the kerb and building lines are recommended to ensure routing is clear for users.

## Impact of orientation on map crop

Orientation also impacts on the map crop and which destinations / routes are shown. Primary routing and information provision aims of each totem should therefore be carefully considered.

## Relevant Factsheets:

Footway Widths (P3)  
De-cluttering Assessment (P7)  
Minimum Kerb Zone (F1)

Footway Zones (P3)  
Street Furniture (F1)

Designing Inclusive Streets (P2)  
Pedestrian Desire Lines (P2)

## Image References

### Footways

Princes Street 5m wide footway: The City of Edinburgh Council.

Footway Diagrams: TfL London Streetscape Guidance, 2016. [ONLINE]. Available at: <http://content.tfl.gov.uk/streetscape-guidance.pdf> [Accessed 02 November 2017]

### Footway Widths

Insufficient footway width: The City of Edinburgh Council 2016

Sufficient footway width: The City of Edinburgh Council 2016

Bad example of footway/building proportions: The City of Edinburgh Council 2016

Good example of footway/building proportions: Google Earth. [ONLINE]. Available at: <https://goo.gl/maps/cNe4hN6mzgn> [Accessed 24 February 2017]

Bad example of footway width/street furniture for street: Atkins 2016

Good example of footway width/street furniture for street: The City of Edinburgh Council 2016

### Footway Widths

3m footway widening on Waverley Bridge has significantly enhanced footway capacity and improved crossing provision to the station: The City of Edinburgh Council 2016

### Footway Zones

Frontage Zone: The City of Edinburgh Council 2016

Clear Zone: The City of Edinburgh Council 2016

Furniture Zone: The City of Edinburgh Council 2016

Reduced Clear Zone: The City of Edinburgh Council 2016

### Use of Tables and Chairs on Footways

George Street permitted tables and chairs: The City of Edinburgh Council 2016

### Use of Advertising Boards on Footways

Clutter A-Boards on Shandwick Place: The City of Edinburgh Council 2016

Well positioned A-Boards on High Street: The City of Edinburgh Council 2016

A-Board in centre of footway on Clifton Terrace: The City of Edinburgh Council 2016

A-Board in frontage zones on George Street: The City of Edinburgh Council 2016

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