



**HARDSTAFF**  
BARRIERS

**FOR THE LOVE OF LIVES**



**A GUIDE TO SECURING  
PEDESTRIAN AREAS**

## WHAT IS PEDESTRIANISATION?

Everyone is talking about pedestrianisation. Whether it is shoppers enjoying vehicle free browsing, restaurant owners seeing the revenue opportunities of al fresco dining or environmentalists noticing the improvements in air pollution; but, what is pedestrianisation?

Pedestrianisation is simply the process of removing or restricting vehicle access to a street or public area for the exclusive or prioritised use of pedestrians.



## KEY BENEFITS

- ✓ **Safety Benefits**
- ✓ **Environmental Benefits**
- ✓ **Economic Benefits**
- ✓ **Social Benefits**

- Pedestrianisation aims to improve safety and mobility.
- In its guidance on pedestrian safety, the World Health Organisation stated that pedestrianisation not only improves safety for pedestrians but also contributes to lower levels of noise and air pollution.
- There have also been links to show that pedestrianisation can improve the economic growth of an area due to increased consumer retail spend, increased rents able to be charged for units within a pedestrianised street.
- Pedestrianised zones facilitate social distancing more effectively than pavements alone.



## CONSIDERATIONS:

There are three main forms of pedestrianisation.

To be able to plan your scheme effectively, you will need to determine the type of scheme most suitable for your operational requirements.

**Full-Time Pedestrianisation** - vehicles are completely forbidden and restricted from entering a designated pedestrianised zone with only emergency vehicles allowed to enter.

**Part-Time Pedestrianisation** - with part-time pedestrianised zones, vehicles are only granted access to the area during specific hours or days in line with traffic regulation orders. There is no on-street parking allowed but loading bays are available for use during designated times of the day/week.

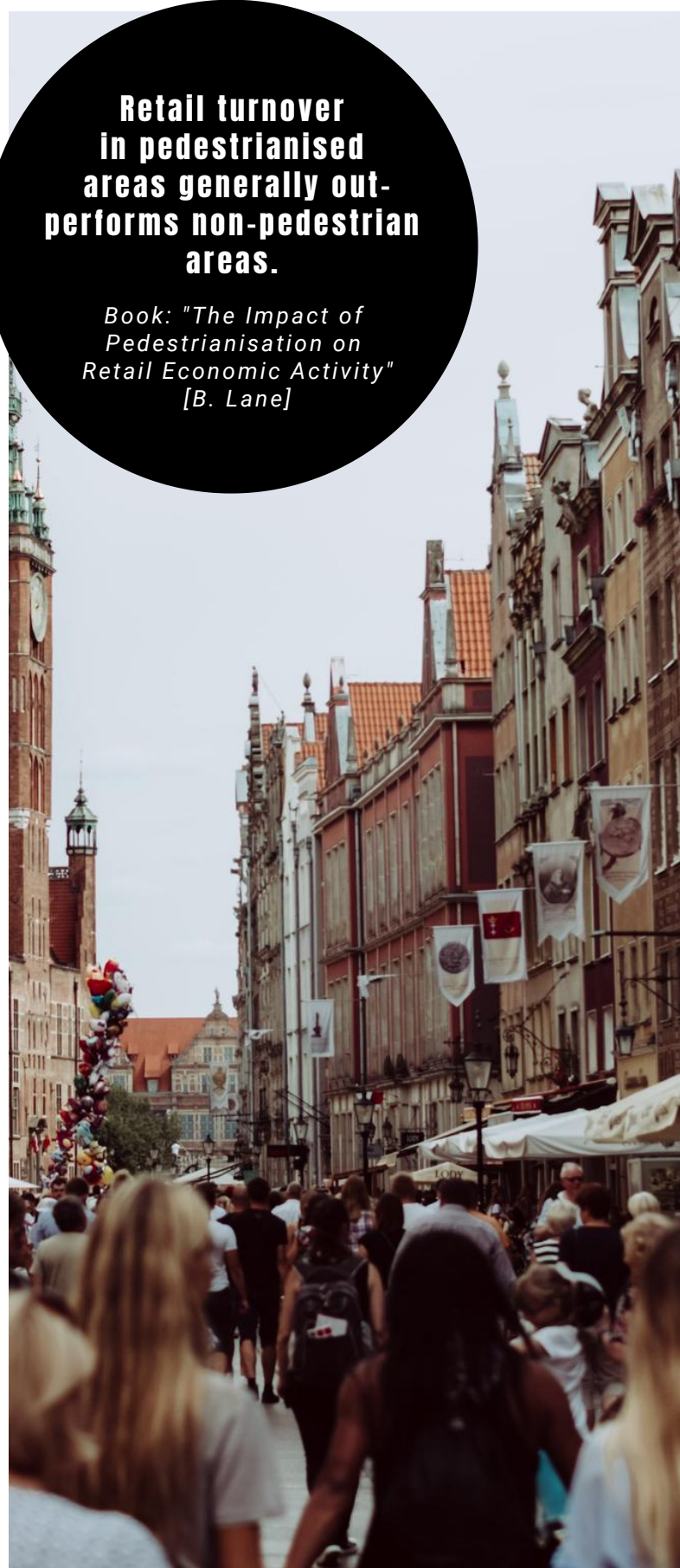
**Traffic Calming** – traffic calming zones serve to reduce the dominance and speed of road vehicles. There are no restrictions to vehicle access, but footpaths are widened, and parking spaces are reduced.

Various traffic calming measures are used to slow down the speed of vehicles. They include speed tables, narrower traffic lanes, priority chicanes and use of different road textures and colours to remind drivers that they are within traffic calming zones.

The execution of a pedestrianisation project and the type of safety and security equipment required to support schemes will depend on the extent of vehicle access being permitted.

**Retail turnover in pedestrianised areas generally out-performs non-pedestrian areas.**

*Book: "The Impact of Pedestrianisation on Retail Economic Activity"*  
[B. Lane]



## WHY IS SAFETY & SECURITY SO IMPORTANT?

Incorporating safety measures into a pedestrianisation scheme can help to address some of the disadvantages outlined above. If a scheme is well-thought out, disruption can be kept to a minimum with adequate signage and diversions in place. Likewise, a part-time pedestrianisation scheme can be made safe with clear traffic regulation orders communicated with signage and access control barriers (temporary or permanent) to enforce free and restricted vehicle access hours.

Pressure on public transportation can be reduced with cycle way provision and regular train, bus and tram services into a restricted town or city zone.

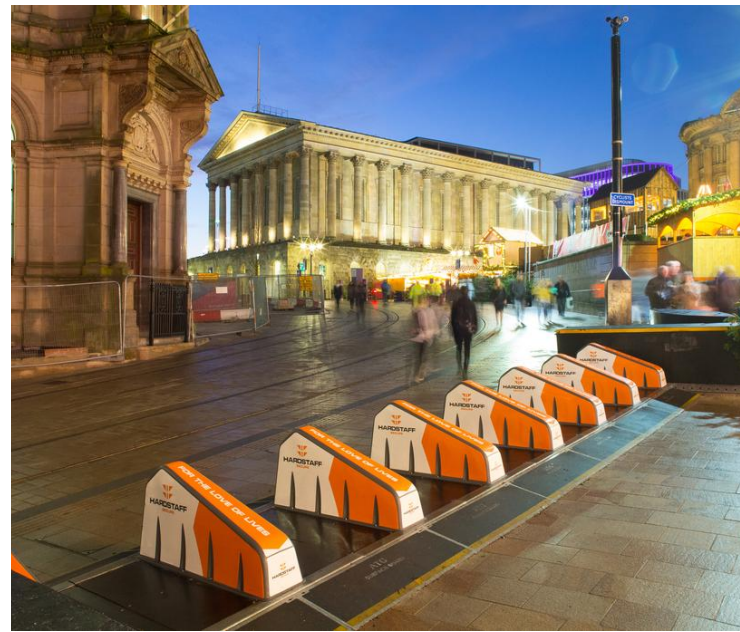
When implementing a scheme, planners must understand if the change in layout has altered the vulnerability of an area. They must ask themselves if the revised layout has considered appropriate security measures, a vital ingredient of success. Security is of paramount importance when devising a scheme. The latest government advice centres around the following:-

***"Vehicles (such as cars, vans and lorries) are widely available, easy to acquire and use. Vehicles may be purchased, rented, stolen or hijacked by terrorists. Consequently, driving a vehicle into crowds of people has been and remains an attack method used by terrorists."***

***"During a VAW (vehicle as a weapon) attack, the terrorist is unlikely to comply with the rules of the road. Terrorists may park illegally just before the attack then speed, ignore traffic signals, drive on the wrong side of the road, mount foot ways and enter pedestrianised zones."***

<https://www.cpni.gov.uk/hostile-vehicle-mitigation-0>

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Placing visual deterrents to support a vehicle restricted zone may deter potential attackers but must be utilised in conjunction with other measures to manage and reduce the risk. The worst thing that could happen is to make pedestrians feel safe and secure within an area and not have adequate safety or security in place rendering visitors and commuters vulnerable to accidental or targeted vehicle incursion.

Pedestrian safety can only be achieved against determined attackers through the deployment of tested and certified, vehicle security barriers. These need to be assessed against the calculated risk.

Three of the main principles applicable to physical security schemes are very apt here: 'Deter', 'Delay' & 'Mitigate' to protect crowds of visitors, diners, and pedestrians.

 0115 983 2304

 [sales@hardstaffbarriers.com](mailto:sales@hardstaffbarriers.com) | [enquiries@hardstaffbarriers.com](mailto:enquiries@hardstaffbarriers.com)

 A Division of Hill & Smith Ltd, Hillside, Gotham Road,  
Kingston-on-Soar, Nottingham, NG11 0DF