## Roads Department Keeping Pavements Clear

October 10<sup>th</sup> 2013

## What are the problems?

- Physical hazards for partially sighted persons
- Obstacles for wheelchair users/mobility impaired persons / buggies
- Uneven footpaths
- Inconsistency of dishing of footpaths
- Tactile paving not always there
- Unauthorised placement/encroachment of goods onto footpaths
- Vendors putting furniture or sandwich boards on the public footpaths

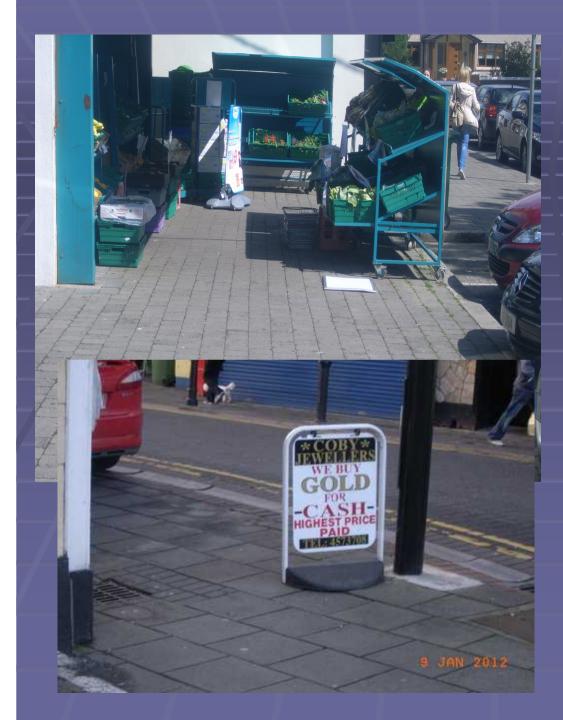
#### What are the Problems?

- Pedestrian safety at signalised crossing points
- Dished pavements being dug up and not reinstated correctly
- Motor dealers parking cars for sale on the public pavement
- Bicycles parked on ramps
- Wheelie bins blocking paths and dished pavements
- Insufficient parking spaces for disabled persons
- Irresponsible and inconsiderate parking such as parking in designated accessible spaces











#### What can we do?

- S71enforcement
- Monitoring and control of road openings, T2's
- Mobility Improvement grants [MID]
- Footpath Repair programme
- Dishing Footpaths by route
- Vigilant Parking enforcement of accessible spaces
- Audio and Braille on signalised crossing points
- Tactile Paving

#### What can we do...

- Licensing Tables and Chairs on paths
- Liaison and working in co-operation with Gardai particularly on cars for sale
- Examination of requests for accessible parking spaces and provision of same
- Design Manual for Urban Roads and Streets



## Footpaths Before and After...





## Footpaths Before and After







# Design Manual for Urban Roads and Streets

- Statutory Document for use since March 2013
- DMURS seeks to improve the quality of the pedestrian environment for all users is via the creation of self regulating streets.
- The range of measures with in DMURS include:
- Enclosing and overlooking streets
- Increasing on street activity
- Providing frequent junctions and crossing points
- Using supplementary horizontal and vertical deflections
- Narrowing vehicular carriageways
- Minimising signage and road markings and applying a variety of surface materials and other landscape treatments
- Reducing forward visibility to slow traffic speeds
- The key benefits of this approach for pedestrians (and in particular people with visual or mobility impairments) can be summarised as follows:

### DMURS (Contd.)

- Minimum footway widths are based on the space needed for two wheelchairs to pass each other (1.8m). DMURS requires footways to be wider in densely populated areas and along busier streets. DMURS recommends:
- Footway widths of 2.5m in areas of low to moderate activity.
- Footway widths of 3m in areas of moderate to high pedestrian activity
- Footway widths of 4m in areas of high pedestrian activity
- DMURS also draws attention to the need to maintain the width and level of footpaths (i.e. to avoid undulation and pinch points). In particular, where vehicles cross the footpath, the design should clearly indicate that pedestrians and cyclists have priority over vehicles.

#### What Can't we do...

- Be there all the time....
- BUT We are always contactable 24/7
- www.sdcc.ie
- Email seoroads@sdublincoco.ie