

CROWDGUARD

Guide to Safer Pedestrianisation



This handy guide to pedestrianisation draws on Crowdguard's expertise as a specialist in crowd safety management, perimeter protection and protection against vehicle as a weapon (VAW) terrorist attacks.

It is designed for anyone with responsibility for pedestrianising any location, either as part of a public realm strategy or preparation for an event, to help you understand the safety implications and how you can address them.

WHY PEDESTRIANISE?

Many towns and cities already have well-established pedestrian areas that allow people to move freely without vehicular traffic and its associated hazards, noise and pollution. The economic and environmental benefits of pedestrianising are becoming increasingly evident and these include:

- ✚ Encouraging footfall for daytime and night-time economies
- ✚ Reducing traffic and congestion
- ✚ Providing opportunities for public realm improvements
- ✚ Reducing carbon emissions and improving air quality
- ✚ Creating pedestrianised city zones to support the Government's carbon neutral strategy
- ✚ Enabling safer cycling and walking routes
- ✚ Providing opportunities for outdoor dining, markets and events
- ✚ Supporting retailers

TRIALLING PEDESTRIANISATION

The development and implementation of a pedestrianisation strategy can be a long and complex process, involving consultation with local residents and businesses before any permanent changes to road and pedestrian areas are made.

Temporary pedestrianisation solutions can play a useful part in gathering an evidence base to demonstrate the positive impacts of pedestrianisation as part of the feasibility study and consultation process. Often assumptions about the impact on high street footfall, accessibility, neighbourhoods and businesses can be wrong and data collected during a trial pedestrianisation period can be used to build a strong business case for more permanent public realm improvements.

Safety barriers and crowd safety management solutions such as HVM (hostile vehicle mitigation) systems, VSB (vehicle safety barriers), temporary fencing and temporary hoarding can all be useful tools for creating safe and visible temporary pedestrianised areas as part of a trial. They offer a low-cost approach to conducting a trial period and require no groundworks and little or no planning approval.

Surface mounted systems also allow pedestrian routes to be modified during the trial, as data is gathered, enabling alternative options to be considered, along with evidence of positive or negative impacts.

Using surface mounted temporary HVM, safety barriers, fencing or hoarding systems for a trial of pedestrianisation:

- ✚ Is low cost
- ✚ Requires little or no planning permission
- ✚ Needs no groundwork
- ✚ Provides flexibility to test different pedestrianisation options
- ✚ Enables evidence of positive impacts to be gathered
- ✚ Allows stakeholders to form an opinion about permanent changes based on their experience to increase the likelihood of a positive consultation
- ✚ Keeps people safe during the trial
- ✚ Answers the Government's zero carbon strategy with a move towards pedestrianised city zones

WHAT ARE THE SAFETY CONSIDERATIONS OF PEDESTRIANISATION?

Your due diligence on safety should include a full assessment of the following safety hazards:

- Potential for vehicle as a weapon (VAW) attacks
- Potential for errant vehicles to drive into the pedestrianised area
- Access routes into the pedestrianised area for emergency vehicles

Whether you are responsible for an existing pedestrianised area or are introducing temporary pedestrianisation, it is important to reduce safety risk by considering the potential hazards involved.

When walking around in pedestrianised areas, people are vulnerable to vehicles unless the location is protected by a barrier specifically designed to prevent vehicular access. The correct choice of Hostile Vehicle Mitigation (HVM) system, Vehicle Security Barrier (VSB) or perimeter protection not only provides a visual signal to drivers that vehicular access is denied; it also ensures that errant or malicious drivers cannot access the location because their vehicle will be stopped on impact.

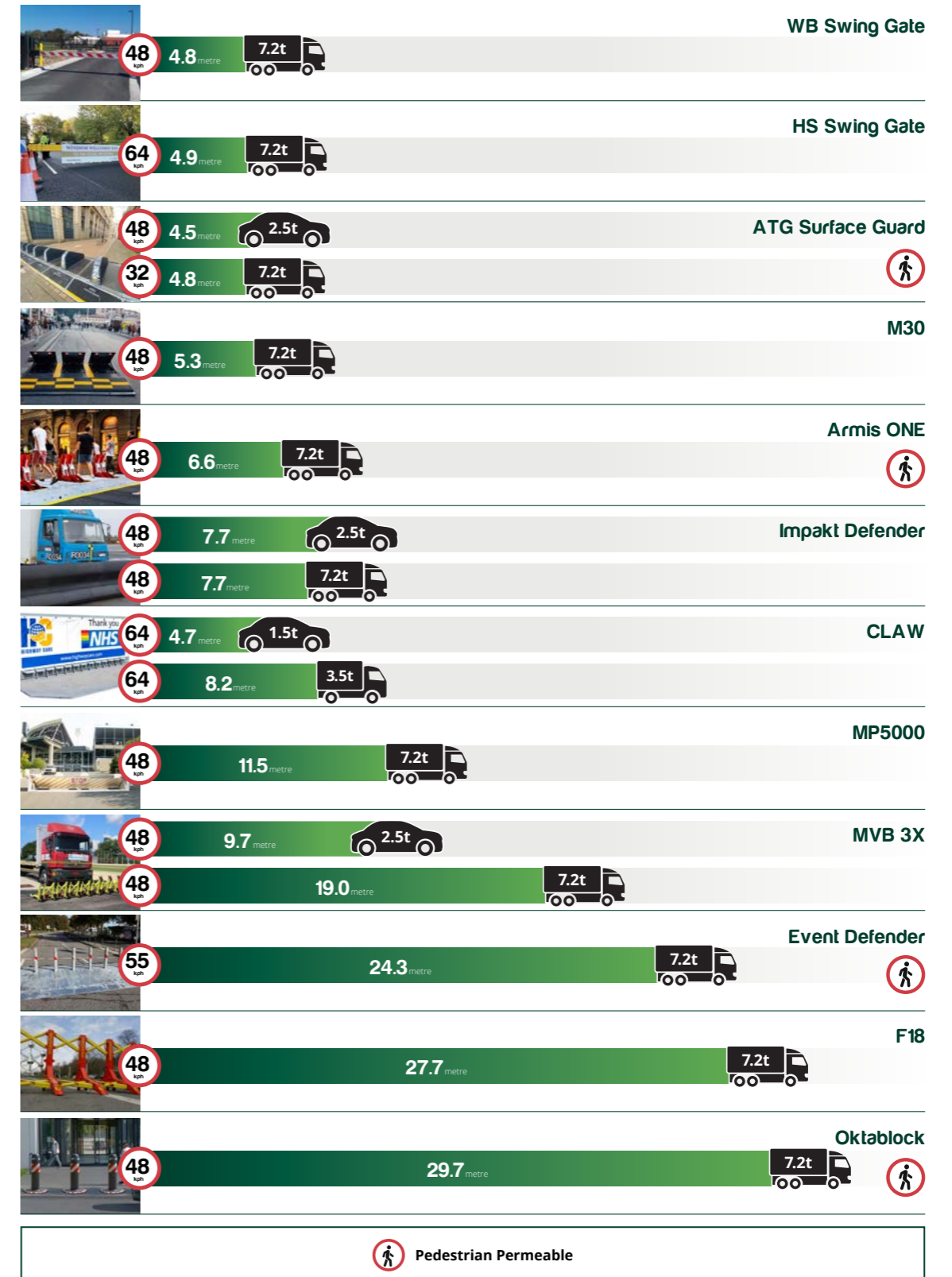
It is important to work with a specialist who can provide the correct HVM, VSB or perimeter protection system to the required specification, which will depend on the impact resistance needed, the location and the size of the pedestrianised space.

Working with a specialist that can offer a turnkey service, including installation by experienced technicians, ensures that your safety measures are correctly installed and robust enough to offer reliable protection.

This summary of HVM and VSB systems highlights the variety of impact resistance offered by varying solutions. You may need a single system or a combination of products to provide the safe environment required.

Crowdguard can supply various solutions with a turnkey service that includes delivery to site, installation and removal when protection is no longer required. All our systems are surface mounted for rapid deployment.

Tested Hostile Vehicle Mitigation Products



KEEPING FOOTFALL FLOWING

Pedestrianisation allows people to move freely away from traffic and vehicle fumes. It's important, therefore, that safety measures intended to enhance pedestrianised areas do not restrict the free flow of movement.

A pedestrian permeable solution, such as the ATG Surface Guard HVM system, enables pedestrians and cyclists to move freely in and out of the protected pedestrianised area, while preventing vehicular access. Meanwhile, other systems, such as The Claw or Impakt and Rapid Defender, offer designated pedestrian and vehicle access points, and FenceSafe temporary fencing and hoarding systems can be installed with a range of gates, vehicle gates and turnstiles.

A surface mounted temporary HVM or VSB system also provides the flexibility to reconfigure pedestrianisation arrangements should requirements change, to accommodate events or seasonal variations, for example or as part of a trial of different pedestrianisation route options.

VEHICLE ACCESS CONSIDERATIONS

Although pedestrianisation involves preventing vehicles from accessing the designated area, there are times when vehicular access may be required. For example, a market location may need to allow access for vehicles during loading periods, and blue light services may need to gain rapid access to pedestrianised areas in an emergency.

It's important to consider where authorised vehicle access points need to be and to select a system for these locations that can be configured to allow vehicles to pass. For example, the ATG Surface Guard system can be installed with access points that allow emergency and authorised vehicles to pass through the barrier at the designated point in as little as 30 seconds. These access points are reinforced with steel plates to carry the weight of a fully loaded fire engine and are finished in bright yellow to clearly mark their location. If access is required for low chassis vehicles or there needs to be an option to re-open the road for general traffic, vehicle extension plates can be fitted which will elongate the access point to allow comfortable access for general traffic.

AESTHETIC CONSIDERATIONS

Safety barriers or perimeter protection to safeguard pedestrians from VAW attacks and errant vehicles play an important role in managing threats; but that doesn't mean they should look threatening.

Pedestrianisation strategies are often inherently linked to public realm improvements and initiatives to attract tourism and footfall to urban centres, so selecting a system that provides the right aesthetics is a key consideration.

Safety doesn't have to be intrusive or look unfriendly and it can even be used to enhance the pedestrianised area. Customisation of various HVM, VSB and perimeter protection systems is available to offer safety and aesthetics in a single installation. This includes:

- ✦ Wayfinding guidance
- ✦ Displays of local or historic interest
- ✦ Information about local authority plans or green initiatives
- ✦ Artwork and photography
- ✦ Advertising
- ✦ Branding

SPEED AND EASE OF DEPLOYMENT

Whether you need to protect an existing pedestrianised area due to a known or increased terror threat, or are pedestrianising an area for the first time, minimising disruption is another consideration to bear in mind.

A surface mounted HVM, VSB or perimeter protection system enables rapid deployment with no permanent fixings and no damage to the road or pavement surface. If your installation location involves an uneven surface, this should also be factored into specification decisions, but many systems can be installed on a gradient or uneven ground.

At Crowdguard, all the HVM, VSB and perimeter protection systems we provide and install are surface mounted, enabling rapid installation by our skilled technicians. The modular systems are specifically designed for rapid deployment and ease of reconfiguration, and our national network of trained professionals means we can install and remove them quickly, anywhere in the UK, working out of hours to minimise disruption where required.

FLEXIBILITY CONSIDERATIONS

As events, markets, outdoor dining and seasonal attractions become increasingly important factors in attracting footfall and tourism to our towns and cities, there is a corresponding need to consider how crowd and safety management systems may need to be reconfigured at different times of year.

Choosing a modular system enables changes to be made without removing the entire installation and starting again from scratch. It can also help you to create segregated routes, for ticketed events in urban locations, for example.

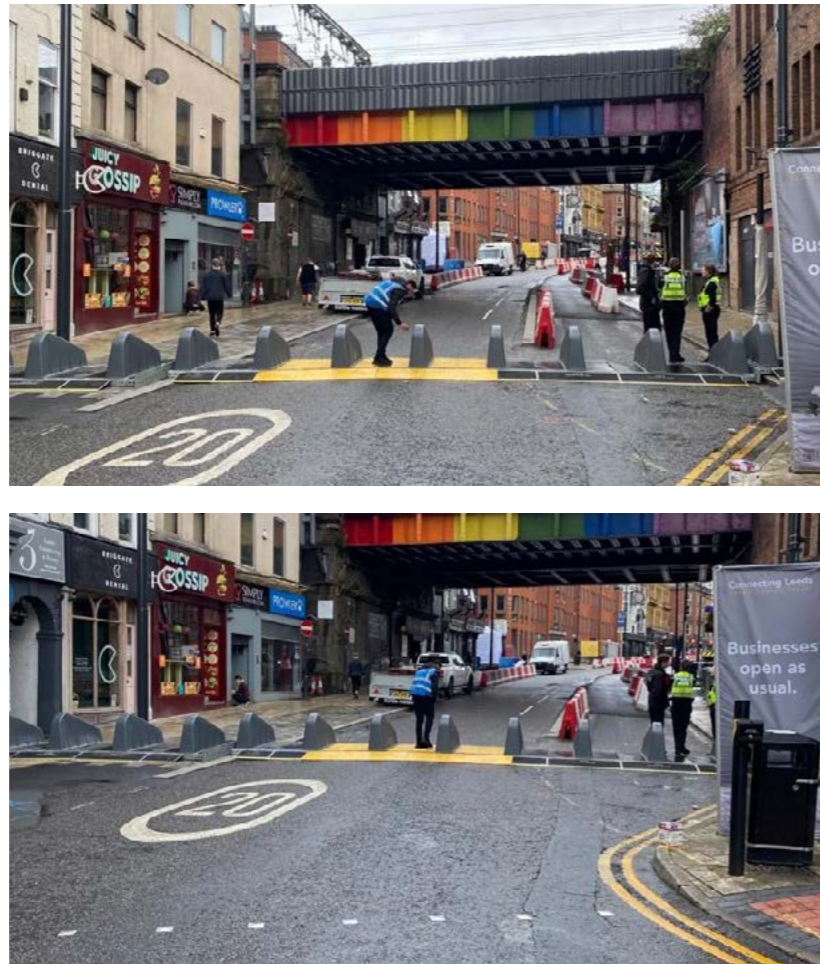
You may also need to think about whether there is a possibility you will want to make your temporary system into a more permanent solution.

LEGACY CONSIDERATIONS

A temporary surface mounted HVM, VSB or perimeter protection system can help you trial pedestrianisation or implement a seasonal pedestrianisation strategy, for the Christmas or summer period, for example. It's important to select a system that will not require any remediation of the installation location due to fixings, excavation or foundations, so that any temporary provision can be removed quickly when it is no longer needed with no hidden expenses.

For this reason, all of the systems Crowdguard supplies and installs are surface mounted and leave no permanent trace once removed.

Temporary Pedestrianisation in Action



LEEDS PRIDE

Over the past 15 years, Leeds Pride has become one of Yorkshire's leading events for the LGBTQ+ community, attracting more than 50,000 people each year. The council enlisted the help of Crowdguard to supply and install an ATG Surface Guard system. The installation provided a temporary surface mounted, pedestrian permeable hostile vehicle mitigation (HVM) barrier at both ends of Lower Briggate, the city's principal pedestrianised shopping street.



Completely surface mounted, ATG Surface Guard was deployed quickly with vehicle access points that would allow the protective barrier to be lowered in less than 30 seconds.

ATG Surface Guard's design combines high levels of protection with an appearance that is welcoming and unthreatening, ideal for events in urban centres, such as Leeds Pride.

Crowdguard is one of just two approved ATG Surface Guard installers in the UK and can supply and install the system anywhere in the country. To prepare for Leeds Pride, the skilled Crowdguard team arrived in the city in the early hours of Sunday morning, with all the components and resources to install the system specified. Leeds City Council had stipulated that the ATG Surface Guard system should be

fully installed within two hours, so the team achieved this by utilising a HIAB flatbed truck for speedy deployment.

The turnaround time to install the system was tight and enabling the area to get back to business as usual after Leeds Pride was equally important. Because Crowdguard has its own installation teams, the project was planned and resourced with full accountability for on time project delivery at for installation and removal.

A spokesperson from Leeds City Council commented: ***"Working with Crowdguard enabled us to implement our crowd management strategy efficiently and cost-effectively, with high levels of protection thanks to ATG Surface Guard and a rapid return to normal once Pride was over."***

SOHO

Crowdguard helped Westminster City Council (WCC) pedestrianise eight Soho locations to enable outdoor dining.

Working with local counter terrorism safety advisors (CTSAs), Westminster City Council opted for the ATG Surface Guard system in all eight locations. The system provides a pedestrian permeable, surface mounted solution that delivers robust hostile vehicle protection without requiring any permanent changes to the road layout.

Seven of the locations were installed to allow vehicle access, six of which feature specialist extension plates to enable the road to be closed to vehicles during hospitality operating hours. They can then be opened to general traffic again when the outdoor dining areas are closed to customers. This added flexibility offers an ideal,



non-invasive solution for busy city centres that want to trial pedestrianisation at certain times of the day, while protecting people from any vehicles entering the area maliciously or in error.

Crowdguard installed a total of over 18 tonnes of the ATG Surface Guard system across the eight locations within a 10-hour period. The installation was on a Friday ready for weekend trading.

By pedestrianising the carriageway to allow restaurants and bars to use them as much needed outside dining space, Westminster City Council was able to support struggling businesses during COVID-19 restrictions, while keeping people safe from both hostile vehicle attacks and errant vehicles.

YOUR PEDESTRIANISATION CHECKLIST

In summary, here are some key points to consider when planning pedestrianisation or reviewing the safety of existing pedestrianised areas:

- **Safety** – are people protected from vehicle as a weapon attacks and errant vehicles?
- **Accessibility** – can pedestrians, wheelchair users and cyclists access the area easily?
- **Emergencies** – can blue light services access the area if they need to?
- **Flexibility** – is the system modular and suitable for reconfiguration?
- **Speed** – is the system suitable for rapid deployment? Can it be moved quickly when no longer needed?
- **Impact** – is the system surface mounted to prevent damage to roads and pavements?
- **Aesthetics** – can the system be customised to provide options for aesthetics and information sharing?
- **Supplier** – does your pedestrianisation safety provider offer expertise, national coverage and skilled technicians for rapid deployment and robust protection?

To find out more about safe pedestrianisation, contact Crowdguard's experts: **0161 507 3434** or email info@crowdguard.co.uk



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