

APPENDIX 1 - PLACE DESIGN – ACCESSIBILITY FEATURES CHECKLIST

PLEASE NOTE: THE FOLLOWING PRESENTS THE ACCESSIBILITY FEATURES CHECKLIST WHICH IT IS PROPOSED IS USED WITHIN THE DEVELOPMENT OF ALL SCHEMES.

SCHEME: Thornbury High Street

Proposed pedestrian and cycle zone and supporting measures

Background

As a result of the COVID-19 crisis, restrictions on motor vehicles in Thornbury High Street are to be trialled as part of the council's network management duty and guidance announced by the Secretary of State for Transport, Grant Shapps on 9 May 2020.

With the reopening of some non-essential shops on 15 June, and public houses in early July, the proposed measures will help keep essential workers and goods moving, provide safe access to shops and other high street businesses, and provide people space for social distancing. The proposed layout changes reduce danger to the public in connection with Covid-19, by encouraging active travel and by helping people to stay 2 metres apart for social distancing purposes when outdoors.

By managing our road space where there are lots of shops, restaurants and pubs that attract groups, we can help to reduce further spread of the virus and save lives in our communities. The proposals in the High Street include:-

- 'No Through Route' for Motor Vehicles between The Plain and Chapel Street.
- Physical road closure points near 'The Swan' public house and at The Close to form a central pedestrian and cycle zone. 3m gaps will be provided for motor vehicles to pass through one way from north to south for loading and unloading purposes or for access to off street parking where it is not possible by an alternative route.
- Cyclists will be permitted to travel in any direction.
- The one way system for motor vehicles will not apply in the southern extension of the pedestrian and cycle zone between Chapel Street and The Close.
- There will be an exemption for vehicles to access property where it is only possible to do so from within the zone;
- Cycle parking racks and other street features, such as raised planters will be installed to help form a meandering road alignment for those vehicles that are eligible to access the High Street.
- A reduction of speed limit from 30 to 20mph.
- Entry to the High Street north of The Close from the south will be allowed for cycles and pedestrians only.
- Suspension of the current limited waiting restrictions that will be replaced with 'No Waiting at Any Time' restrictions within the pedestrian and cycle zone;
- The current bus layby in High Street will be replaced with disabled parking bays;
- The bus stop will be relocated to Rock Street for all southbound bus services.

Introduction

Under the Public Sector Equality Duty, local authorities and planners must ensure that the needs of people with disabilities have been considered and equality legislation requires that projects include reasonable adjustments for people with disabilities. The need to act rapidly does not dilute these duties in any way, in fact, with the COVID-19 pandemic bringing into stark focus the extent of the impact for disabled people and those with underlying health conditions, the importance of accessible design cannot be over stated. Accessibility requirements apply to temporary measures just as they do to permanent ones.

All Schemes must consider the features shown in the following checklist and ensure that every effort is made to incorporate them within designs.

The checklist must be completed fully and accurately – decision-makers are unable to approve any Scheme where the implementation of every feature listed has not been robustly considered.

Important Note:

Disability doesn't just mean physical impairments such as someone who uses a wheelchair to get about, think broadly about a full and wide range of impairments, such as:

- mobility impairments, including stick users and wheelchair users
- visual impairments
- hearing impairments
- arthritis and limited dexterity
- mental health
- learning disabilities/difficulties

Checklist

| Feature | Yes | No | N/A | Explanation |
|---|-----|----|-----|--|
| Walking Infrastructure | | | | |
| Has social distancing been addressed to include needs for wheelchair users, mobility scooters and people with pushchairs or walking aids to pass by comfortably? | ✓ | | | Increased accessible crossing or access ramps to pedestrianised road space. |
| Temporary features, such as planters or barriers, used to reallocate space feature colour contrast, avoid trip hazards and are easy for people with sight loss to detect with a long cane (cones are not appropriate markers for pedestrian areas)? | ✓ | | | Any street furniture not of high contrast to have reflective contrast markings applied to increase visibility. |
| If a one-way system is to be used, has each direction been separated from the other with physical features, such as an accessible barrier and take account of the need to separate pedestrians and cyclists? | | | ✓ | There is no one way system and signage will be installed asking cyclists to give way to pedestrians. |
| If a one-way system is to be used, have the needs of people who may not be able to walk the entire length of the one-way route been catered for? | | | ✓ | |
| Are all footway surfaces firm, smooth and even with gentle gradients? | ✓ | | | |
| Steps should be avoided, but where unavoidable, ramps steeper than 1:20 have handrails at both sides and visual warning at the edge of any ramps are in place to reduce the trip hazard risk? | ✓ | | | |
| Do all footpaths have clear kerbs, and visual and tactile markings in appropriate locations (including at controlled crossings)? | ✓ | | | |
| Will additional temporary tactile paving be required and is this in place for this proposed Scheme? | | ✓ | | No additional tactile paving is required for this scheme. However, feedback will be proactively monitored on an ongoing basis. |

| Feature | Yes | No | N/A | Explanation |
|---|-----|----|-----|---|
| Walking Infrastructure | | | | |
| Are there adequate dropped kerbs which facilitate crossing for people with a mobility impairment? | ✓ | | | Additional locations have already been provided in response to requests received. Further requests for site specific improvements will be proactively considered throughout the Experimental Order period. |
| Has street furniture been assessed to ensure that obstacles are not presented, and social distancing can be maintained, including for wheelchair users and people with pushchairs or walking aids to pass by comfortably? | ✓ | | | The scheme creates adequate room and space for frequent opportunity to transition between carriageway and footway in a low traffic environment. |
| Has any planting been managed so it is not overgrown and presenting an obstacle to pedestrians? | ✓ | | | Planting proposed to be in large raised planting containers without vegetation overhang. Further landscaping that may be provided during the experimental period such as street trees would be subject to another assessment. |
| Any new queuing areas or outside seating for cafes or restaurants have been located away from pedestrian desire lines (these areas should be marked out with accessible barriers with tap rails to make them easy to detect)? | | ✓ | | Individual applications for street seating permits will be reviewed and traders engaged in the consultation process. Informal socially distanced queuing would also be possible within the carriageway to ease the physical constraints of using the footway alone. |

| Feature | Yes | No | N/A | Explanation |
|---|-----|----|-----|---|
| Seating/resting places | | | | |
| Is a range of seating available as part of street furniture provided which is appropriately positioned, provides a range of heights, with and without backs and with and without armrests? | | ✓ | | None provided initially. Feedback through the Experimental Traffic Order process will highlight where there is a need for additional provision. |
| Signage | | | | |
| Has all proposed signage been designed to be in clear, large print with strong contrast and where possible using well established symbols / icons / images? | ✓ | | | Signs compliant with the Traffic Signs Regulations and General Directions are specified. |
| Are all proposed signs positioned so that they do not present potentially dangerous obstacles for blind, partially sighted and other pedestrians? | ✓ | | | Road safety audit procedures are used as a check of unforeseen issues of this nature. |
| A-boards cause obstruction for most pedestrians, especially for people with visual impairments. We have extensive information from our South Gloucestershire Low Vision Service Users Committee demonstrating injuries caused by A-Boards. Confirm that A-Boards are not part of this scheme (A-boards are not acceptable in any council design). | ✓ | | | Engage with traders to ensure this message is understood. Permanent type mounting on signposts and street furniture for road signs. |
| Lighting | | | | |
| Has lighting been assessed as adequate with any hazardous areas such as steps or other changes in level being well lit? | ✓ | | | Highway standard lighting exists in the High Street. |
| Parking | | | | |
| Is there an adequate amount (no less than prior to the proposed changes) of clearly marked accessible parking for blue badge holders that is located within easy reach of key shops and conveniences? | ✓ | | | Additional advisory parking bays for blue badge holders have been marked at either end of the pedestrianised area. Car parks in adjacent streets have bays marked for blue badge holders. |
| Have you ensured that accessible parking for blue badge holders is enforceable? | ✓ | | | Parking bays for blue badge holders in adjacent car parks are enforceable. |

| Feature | Yes | No | N/A | Explanation |
|--|-----|----|-----|---|
| Parking | | | | |
| Is accessible parking for the variety of different vehicles used by blue badge holders adequately provided (e.g. ensuring that height restrictions will not prevent blue badge holders accessing parking for larger vehicles required for wheelchair access)? | ✓ | | | Disabled bays in adjacent car parks are available in St Mary Street without height restriction |
| Public Toilets | | | | |
| Are public toilets clearly signed? | | | ✓ | |
| Are accessible toilets part of the public toilets available? | | | ✓ | |
| Hand washing | | | | |
| Are any hand washing facilities provided available at a range of heights so that they are accessible to children, wheelchair users etc? | | | ✓ | |
| Cycling | | | | |
| Have proposed changes ensured that space is reallocated to cycling on the carriageway? | ✓ | | | The area created is a pedestrian and cycle zone. Signage will request cyclists give way to pedestrians. |
| If shared use areas where pedestrians and cyclists use the same space has had to be incorporated within the design, has segregated provision for cycling and walking been ensured? (a kerb, barrier or, where these are not possible, a raised tactile strip. A change in colour is also desirable, but a sign or a purely visual cue such as a white line alone will not be effective) | ✓ | | | The existing carriageway and footway provision remain in situ. Supporting signage is also being installed to reduce potential conflict within the carriageway area. |
| If pedestrians would need to cross a new cycle lane, have adequate controlled crossings, which are inclusive for people with sight loss to do this safely, been included? | ✓ | | | There is no cycle lane. However, it is confirmed there is no change to the existing zebra crossing requiring cyclists to give way. |
| If significant increases in cycle traffic are anticipated, existing crossing provision has been upgraded to allow pedestrians to cross safely. | ✓ | | | Additional accessible ramps / drop kerbing has been provided for increased frequency of opportunity to cross the carriageway. |

| Feature | Yes | No | N/A | Explanation |
|--|-----|----|-----|--|
| Communication of scheme layouts | | | | |
| Changes to street layouts must be communicated in an accessible format - online maps which meet web accessibility standards as a minimum. Is this to be in place for this scheme and is there a plan in place for regular updates? | ✓ | | | All relevant scheme documentation is published online and updates provided both through the consultation web pages and via email or social media where users register an interest. |
| Will pre-change street layouts remain available in an accessible format so they can be used by people with sight loss even if they are not aware what changes have been made? | ✓ | | | |

Other measures to support equality of access for all

- Combining a pedestrian and cycle zone with reduction of speed limit to 20mph creates a low speed, low traffic environment in which cyclists are asked to give way to pedestrians.
- Placing planters, additional secure cycle parking racks and outside seating areas for the hospitality services within the traditional carriageway area, will help ensure the layout is self-enforcing for remaining delivery traffic whilst retaining the basic and familiar footway and carriageway infrastructure.
- The measures will enhance the environment visually, assist disabled people and provide additional facilities above those previously presented to the public in this traditional high street of mixed retail, hospitality, and commercial premises.