

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: STATION ROAD, YATE

Proposed cycle lanes.

Background

As a result of the COVID-19 crisis, cycle lanes in Badminton Road and Station Road 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 9th May 2020 to speed up the 'cycling revolution', help individuals become fitter and healthier, and reduce air pollution. The Government expects local authorities to make *significant changes to their road layouts to give more space to cyclists and pedestrians.*

With an increase in cycling and walking for both exercise and to carry out safe and socially distanced travel, the proposed scheme intends to retain this interest as the country gets back to work. With the reopening of shops, public houses and workplaces during July, the proposed measures will encourage people to cycle and provide safe access to shops and businesses.

The project's aims align with the Yate masterplan and with the Yate Park and Ride project. Proposals for Station Road will also align with the council's climate emergency and carbon neutral aims and the national aspiration for modal shift to more sustainable and active travel modes.

Recent monitoring undertaken at the beginning of July on Station Road shows the disproportionate levels of cycling on the footway/road and demonstrates the demand for more appropriate cycling provision. The scheme provides this through a physical segregation between footway and cycle lane and between cycle lane and motor traffic as a result will reduce conflict between footway users and cyclists.

Local Transport Note 1/20 - Cycle Infrastructure Design, and the Prime Ministers covering document Gear Change - a bold vision for cycling and walking has also been considered in drafting final proposals.

Phase 1 work proposes to provide cycle lanes either side of Badminton Road/Station Road extending from Badminton Road council offices to a point west of the B & Q roundabout.

The Phase 1 proposals in Badminton Road/Station Road include: -

- Badminton Road (in front of the council offices) providing a slip road off the road to access the existing shared use path for eastbound travel;
- Providing an eastbound on road cycle way extending from Stover Road traffic signals to a point west of B & Q roundabout;

- Providing a westbound on road cycle way for the majority of the route extending from B & Q roundabout to Stover Road traffic signals
- Providing surface treatments and cycle symbols to highlight the route
- Remove parking to accommodate the cycle lane
- Remove existing left turn filter lanes at the traffic signals for eastbound traffic to accommodate the cycle lane
- Retain the right turn filter lanes at traffic signal junctions for westbound traffic
- Review advanced signing for Yate Town Centre
- Improve signing to Longs Drive car park for shoppers

Phase 2 of the scheme is in development and proposes to improve cycling provision from B & Q roundabout on the circulatory route around Yate Shopping Centre, for example to link up with Goose Green Way and Kennedy Way.

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 does not 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? | Y | | | Cyclists moved from footway into designated cycle lane. Removing parking that is half on the |

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| | | | footway/half of the road to improve footway for pedestrians. |
| 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)? | | | NA |
| If a one-way system is to be used, each direction has been separated from the other with physical features, such as an accessible barrier? | | | NA |
| Are all footway surfaces firm, smooth and even with gentle gradients? | Y | | |
| 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? | | | NA |
| Do all footpaths have clear kerbs, and visual and tactile markings in appropriate locations (including at controlled crossings)? | Y | | |
| Will additional temporary tactile paving be required and is this in place for this proposed Scheme? | | N | Work to improve tactile paving is planned separately to this scheme |
| Are there adequate dropped kerbs which facilitate crossing for people with a mobility impairment? | Y | | |
| 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? | Y | | The scheme creates adequate space for opportunity to transition between footway and carriageway |
| Has any planting been managed so it is not overgrown and presenting an obstacle to pedestrians? | Y | | |
| 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)? | | | NA |
| 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? | | | NA |
| Signage | | | |
| Has all proposed signage been designed to be in clear, large print with strong contrast and where possible using well establish symbols / icons / images? | Y | | Signs compliant with the Traffic Signs Regulations and General Directions are specified |

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| Are all proposed signs positioned so that they do not present potentially dangerous obstacles for blind, partially sighted and other pedestrians? | Y | | | 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). | Y | | | 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? | Y | | | Highway standard lighting exists along Station Road and Badminton Road |
| Parking | | | | |
| Is there an adequate amount of clearly marked accessible parking for blue badge holders? | Y | | | The Longs Drive car park has bays marked for blue badge holders. |
| Have you ensured that accessible parking for blue badge holders is enforceable? | Y | | | Parking bays for blue badge holders are enforceable. |
| 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)? | Y | | | Disabled bays available in Longs Drive car parks are without height restriction |
| Public Toilets | | | | |
| Are public toilets clearly signed? | | | NA | |
| Are accessible toilets part of the public toilets available? | | | NA | |
| Hand washing | | | | |
| Are any hand washing facilities provided available at a range of heights so that they are accessible to children, wheelchair users etc? | | | NA | |
| Cycling | | | | |
| Have proposed changes ensured that space is reallocated to cycling on the carriageway? | Y | | | Providing a minimum 1.5m cycle lane on each side of the carriageway along Station Road |
| 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) | | | NA | Providing a minimum 1.5m cycle lane on each side of the carriageway along Station Road |

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| 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? | Y | | | Controlled crossings exist along Station Road |
| If significant increases in cycle traffic are anticipated, existing crossing provision has been upgraded to allow pedestrians to cross safely. | | | NA | Adequate controlled crossings exist along Station Road |
| 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? | Y | | | All relevant scheme documentation is published online and updates provided both through the consultation we 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? | Y | | | |

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| Other measures to support equality of access for all | | | | |
| <i>Detail any additional measures put in place to support change</i> | | | | |
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