

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: A432 Badminton Road – Yate to A4174 Ring Road

Reallocation of road space for cycling – Stage 1

Background

In June 2020 the government announced that in response to the COVID-19 Pandemic measures needed to be taken to encourage more travel by bicycle and walking. Short term temporary measures have been implemented across South Gloucestershire Council whilst longer term more permanent measures have been in development. The announcement coincided with the release of the Department for Transport Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' to which all new Government funded highways projects must comply.

Purpose of the Scheme

The A432 Badminton Road is a key link between the A4174 Avon Ring Road and the conurbation of Yate that has been identified for improvement. The existing on-carriageway cycle facilities are well below the standards set out in the LTN. Short term trial measures with a view to becoming permanent have also been implemented on this corridor on the Station Road part of the A432 in Yate. These measures highlight and support the Council's vision of developing a network of cycle routes throughout Yate and the wider area, in accordance with the Yate Master Plan and the developing transport policies of Central Government.

The upgraded cycle route along Badminton Road would offer improvements for those cyclists already using the route and create a convenient and useable facility for residents and visitors to and from Yate, including commuters, who are new to cycling and/or seeking an alternative to driving.

The Proposed Scheme

The proposed scheme has been broken into 4 stages:

Stage 1 – Nibley Lane to Coalpit Heath

Stage 2 – Coalpit Heath to A4174 Ring Road

Stage 3 – Nibley Lane to Stover Road

Stage 4 – Coalpit Heath Village

This consultation focusses on the first stage of improvements between Nibley and Coalpit Heath. The proposals are as follows:

- The wide single carriageway road will be narrowed to incorporate 2m wide segregated cycle lanes in both directions.
- Cycle demarcation kerbing and coloured surfacing will be used intermittently to highlight the cycle facilities and deter vehicles from encroaching the cycle lane.
- The junction at Mayshill will be altered to accommodate the wider facilities.
- The existing underused bus laybys at Mayshill will be removed in order to retain a pedestrian refuge crossing point.
- The speed limit of the road will be reduced to 30mph temporarily with a view to becoming permanent in order for the reallocation of space to meet the requirements set out in LTN1/20.
- The existing southbound vehicle activated 40mph warning sign located between Nibley and Mayshill will be replaced with a new one reflecting the revised speed limit.
- The existing northbound vehicle activated 40mph warning sign located between Coalpit Heath and Mayshill will be replaced with a new one reflecting the revised speed limit.
- The narrowed road width of 6.30 metres (3.15 metres in each direction) available to motorised vehicles will contribute to the reduction in speed.

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?	Y			The on carriageway cycle lanes are currently 1.5m wide. The new cycletracks are 2.0m wide. This increased width contributes to social distancing by allowing cyclists more space to keep away from passing pedestrians. Existing pedestrian crossing facilities are being retained. Bus boarder accessible kerbing is also being retained at the bus stops.
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		
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 present and social distancing can be maintained, including for wheelchair users and people with pushchairs or walking aids to pass by comfortably?	Y			

Has any planting been managed so it is not overgrown and presenting an obstacle to pedestrians?	Y			Footways have been 'sided out' to expose their full width.
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
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			There are limited premises that would use A-boards, the only one being the New Inn pub. The pub has a large grassed frontage where A-boards are placed but is not used by pedestrians. This area will remain unchanged as part of this scheme.
Lighting				
Has lighting been assessed as adequate with any hazardous areas such as steps or other changes in level being well lit?			N	The overall scheme is within an existing well lit streetscape. No changes to the lighting are considered necessary as the existing should be adequate.
Parking				
Is there an adequate amount of clearly marked accessible parking for blue badge holders?			NA	
Have you ensured that accessible parking for blue badge holders is enforceable?			NA	

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)?			NA	
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			Carriageway space reallocated to replace existing 1.5m wide cycle lanes with 2m wide 'stepped' cycletrack.
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	
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			
If significant increases in cycle traffic are anticipated, existing crossing provision has been upgraded to allow pedestrians to cross safely.		N		The scheme aim is to increase cycling. Pedestrian flows along this link are low and not expected to increase following the implementation of the scheme.
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 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?	Y			Can be made available upon request

Other measures to support equality of access for all				
NA				