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Disability Access Audit

Village:

Eye
Nr Peterborough
Cambridgeshire

Prepared upon the Instructions of:

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15th August 2013

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Executive Summary

This Disability Access Audit was carried out upon the instructions of Sandie Burns during the month of August 2013. The Audit was conducted by Ian Streets, NRAC (Auditor). It was a wet day with heavy showers during the morning and sunshine and showers in the afternoon. The audit was conducted over the day.

The Disability Access Audit was carried out via a series of observations and physical measurements which are based upon Approved Document M of the Building Regulations 2000:2004 Edition, Equality Act Codes of Practice, British Standard 8300:2009 +A1 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People and Department of Transport guidance on the use of tactile paving. A number of recommendations for improvements were identified and recommendations made.

The Audit highlighted a number of improvements, which include the following:

Dropped kerbs have frequently been provided but the use of tactile blister paving with them has not, an exception to this is the High Street, this has also incorporated guidance paving from the back of the footway to the crossing point, at controlled crossings this should be blister paving. The use of guidance paving in conjunction with blister paving is not in any current guidance, but will be of assistance to some users.

A number of dropped kerbs were found not to be flush with the carriage way, for wheelchair users this can be like hitting a brick wall. The dropped kerb should be flush or with a maximum height of 6mm with it being pencil rounded.

On the High Street, a half dished gully can be found, this will be an issue to wheelchair users, getting their wheels in it will be like being on a railway track, no way off, to others a tripping hazard.

On High St bollards could be found within the pedestrian route, unless absolutely necessary these should be removed.

To the play area off Cleve Place a information board could be found, this is at a height that cannot be read from a seated position or for people short of stature.

Although the cemetery did not form part of the audit, it was noted that it had walk ways of gravel, this will be disabling to many users, an access audit should be carried out.

1 Introduction

This report has been made for and on behalf of DIAL Peterborough and carried out by About Access Ltd. The Audit was completed during the month of August 2013. The report may only be copied with the consent of About Access Ltd and must not be reproduced in any other format. The weather was a mixture of heavy showers and sunshine with the audit being conducted over the day.

The Audit was carried out following a site visit involving visual inspection and measurement. The Access Audit provided to assess the current state of accessibility and usability of the buildings by people with a range of impairments.

The Audit gives opinion of the building to single point in time highlighting areas for improvement and prioritising action.

About Access Ltd has taken all reasonable steps to interpret the Acts, Regulations and Approved Codes of Practice. Courts of Law can only interpret these. No guarantees can be given that during any subsequent visit by inspectors with statutory powers other non-compliances may not be found. About Access Ltd will not accept any responsibility for any loss arising as a result.

2 Legislation

2.1 Equality Duty

This Act which came in to force on the 1st October 2010, replaces the Disability Discrimination Acts of 1995 and 2005.

This legislation applies to clubs, associations, societies, businesses, voluntary and community sector organisations, education and employment. Its aim is to bring together a number of different pieces of legislation on diversity, this legislation covers:-

- age
- disability
- sex
- gender reassignment
- sexual orientation.
- pregnancy & maternity (which includes breastfeeding)
- religion or belief
- Race

These are known as protected characteristics.

This report will concentrate on disability; further advice should be sought on other aspects of the legislation as and when required.

Who is Protected?

Anyone who has or has had a disability, mistakenly perceived to be disabled and anyone who is linked or associated with a disabled person e.g. the parent of a disabled child.

A disabled person is defined as someone who has a mental or physical impairment that has a substantial and long-term (more than 12 months) effect on the ability to carry out normal-day-today activities. These are listed as:

- mobility;
- doing something with your hands;
- physical coordination;
- continence (controlling your bladder and bowels);
- ability to lift, carry or move everyday objects;
- speech, hearing or eyesight;
- memory or ability to concentrate, learn or understand; or
- perception of the risk of physical danger.

Substantial means that it is more than minor or trivial and impairment covers for example long-term conditions like asthma or diabetes and conditions that come and go. Mental impairments include mental health conditions (e.g. bipolar, depression), learning difficulties (e.g. dyslexia) and learning disabilities (autism or Down's syndrome). People with cancer, multiple sclerosis and HIV/AIDS are automatically protected as disabled people along with people who have severe disfigurement without having to show that it has a substantial effect on day-to-day activities.

2.1 Equality Duty cont'd...
Who is Protected? cont'd...

The legislation makes it unlawful to discriminate in a number of ways these are:-

Direct discrimination

Indirect discrimination

Harass

Victimisation

Physical features

Discrimination arising from disability

Service providers are those organisations that provide services, whether paid for or for free to members of the public or a section of the public. This is anticipatory, This means that service providers should anticipate, as far as it is reasonable to do so, anticipate the requirements of disabled people and the adjustments that may have to be made for them.

For employment the duty is to make reasonable adjustments to suit the specific individual employee, this is not anticipatory.

Duty to Make Reasonable Adjustments

Should a disabled person be placed at a substantial disadvantage when compared to a non-disabled person then there are three requirements that apply, these are

- Provision, criterion or practice,
- Remove, alter, avoid a physical feature or provide the service in a different way, and finally
- Provide auxiliary aids or services

The first requirement is to change the way things are done this is known as, provision, criterion or practice. Organisations have rules about the way it carries out its business, these can be written or just simply "that's the way we've always done it". It is these rules that may be a barrier to a disabled person.

2.1 Equality Duty cont'd...

Duty to Make Reasonable Adjustments cont'd...

It is these rules that may have to change or be dropped so that they no longer make it unreasonably difficult for a disabled person to use the service or amenity.

The second requirement is around physical features that members of the public or a section of the public may come across. If these features put disabled people at a substantial disadvantage then reasonable steps must be taken to:

- Remove the feature,
- Alter it so that it no longer has the disabling effect,
- Avoid the feature by reasonable means or
- Provide a reasonable alternative method of making the service available to disabled people.

The final requirement is about providing auxiliary aids and services if this would enable disabled people to make use of organisations services. The type of auxiliary aid or service will depend on what the organisation does or offers. Where equipment is offered, it must be in working order, maintained and staff must be trained in its use, also the need for back-up service should be considered.

Types of Discrimination

Direct

This occurs when someone receives worse treatment than someone who does not have a disability. For example a person is asked to leave a restaurant because they have Tourettes Syndrome.

- 2.1 Equality Duty cont'd...
Types of Discrimination cont'd...

Discrimination Arising from Disability

This occurs when someone is discriminated against because of something connected with their disability and the unfair treatment cannot be justified. The difference between this and the direct is that in the case of direct discrimination it has resulted because of the disability, whereas in “arising for disability” it’s because of something associated with their disability.

Discrimination will not be unlawful if it was not known or could not have reasonably expected to know that the person was disabled. This means that reasonable steps should be taken to find out if someone is disabled or not, but care needs to be taken not to infringe on the disabled person’s dignity or privacy.

Indirect Discrimination

This occurs because of rules, policy or practice that applies to all but puts people with particular impairments at a disadvantage when compared to a non-disabled person and it cannot be shown to be justified and meet a legitimate aim in a balanced, reasonable and fair way.

Reasonable Adjustments

In most environments, reasonable adjustments have to be made to remove physical or any other types (policy, attitudinal) of barrier that could make it difficult or impossible for disabled customers to use or access the services or information being provided.

The aim of making the adjustment is to make sure that a disabled person (e.g. someone who may be deaf or visually impaired or have difficulty in walking) can use an organisations service as close as it is reasonably possible to get the standard usually offered to non-disabled people.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

The duty to make changes is an anticipatory one, the organisation must think in advance about how people who have impairments may be affected in accessing their services and what can be done to remove any barriers.

If an organisation finds there are barriers to access for disabled people, then it has a duty to consider making changes to remove or adjust any barriers to access. It will be up to the organisation to consider if the adjustments are reasonable and make them.

It is recommended that if any barriers to access are identified and the organisation concerned believes they are not reasonable to remove, alter, avoid or provide the service by an alternative means, then it should make a dated record of the reasoning along with any evidence to support this belief. The evidence could be a letter from the local conservation officer stating that the proposed changes to the listed building are not allowed or a quote from a lift supplier giving details of installation costs. This information should also include a review date.

An organisation has to do what is reasonable. Reasonableness will depend on a whole range of factors for example, but not limited to, cost, disruption caused in making the adjustment, resources available (other than cost), the type of service being offered, time required to make adjustment.

Adjustments do not have to be made to make the building or service more accessible if it will lead to a breach of any other legal duties, **but** this will be in exceptional circumstances only where the other legal duties are very specific and the service provider has no other choice.

The duty to make reasonable adjustment falls into three main areas:

1. provision, criterion or practice;
2. provide auxiliary aids and services;
3. overcome a physical feature by
 - i. removing the feature; or
 - ii. altering it; or
 - iii. avoiding it; or
 - iv. providing services by alternative methods.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

What is seen as reasonable will depend upon the type of service being offered, along with the size of the provider, taking into account the nature of the service and resources available to it.

Things to consider are:-

- would the suggested steps be effective in improving accessibility,
- is it practical for the service provider to take the recommended steps,
- financial cost of the recommendations,
- the disruption caused whilst making the adjustments,
- the financial resources available, the amount already spent on making improvements to access, and,
- any other resources (financial or otherwise) that is available.

For not making adjustments, evidence should be gathered, e.g. Financial implications, disruption caused, number of visitors etc. This should then be recorded and reviewed. This could then be used as part of a defence against a claim of discrimination.

Harassment

This is unwanted behaviour related to disability that has the purpose or effect of violating a person's dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment. This is unlawful treatment.

Victimisation

If someone makes a complaint about discrimination or harassment relating to the Act or has helped another or it is believed that they are helping or have complained, then it is unlawful for them to be treated badly, this applies whether or not the person being treated badly is disabled.

2.1 Equality Duty cont'd...

Positive Action

Positive action toward disabled people is allowed, this can be used to target a particular group, in this case disabled people. Research should be carried out to see if this group of people are under-represented as guidance states it should not be assumed.

Public Sector Equality Duty

A public body e.g. Police, Fire & Rescue Service, Local Authorities or those providing a service of a public nature e.g. a company operating a prison, have a Public Sector Equality Duty, depending upon their status they may have two duties, a General and a Specific Duty, all will have a General Duty, in addition to those as a service provider e.g. when running a sports centre or being an employer.

They must still not directly or indirectly discriminate, harass or victimise against anyone in relation to one or more protected characteristics.

Under the Equality Duty a public authority when exercising its functions must have due regard to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not

2.2 **Definition of Disability**

A disabled person, as defined in the Equality Act Code of Practice, is someone who has a physical or mental impairment, which has a substantial and long-term effect on this ability to carry out normal day to day activities.

2.3 **Building Regulations**

Approved Document Part M of the Building Regulations 2000:2004 Edition provides guidance on access and facilities for disabled people on non-domestic buildings and dwellings.

2.4 **The Report**

The report contains descriptions of how the physical features and other elements of the building are found at the time of the visit. Recommendations are made within each section. At the back of the report is a schedule of recommendations, which have been prioritised. These priorities should be read in context of the report as their grading may well depend on how severe a barrier to access it is.

The priorities are:-

1: This is seen as a major barrier to access or a health and safety issue, works should be carried out as a matter of priority. For example, not providing dropped kerbs on a busy road or the installation is of extremely poor quality.

2: The feature is an issue and puts disabled people at a disadvantage, but can be overcome, needs to be put into a programme of works. For example, footway may show signs of breaking up, but a top dressing would improve things.

3: This is seen as an inconvenience. For example, overgrowing hedges across a path, whilst not pushing anyone in to the road, or causing injury from branches, does reduce the path width, and could result in people getting wet from foliage. If allowed to carry on growing, would certainly move up the priority scale.

3 Description

Eye has a current population of around 4,300 and sits alongside the south side of the A47 bypass.

The village can be split in to four quarters by Eyebury Rd and Crowland Rd which run north/south and Peterborough Rd/High St/Thorney Rd which run west/east. and bisect Eyebury Rd/Crowland Rd. Majority of the village is to the west of Eyebury Rd/Crowland Rd

Eye has a number of shops along with a primary school.

Assessment

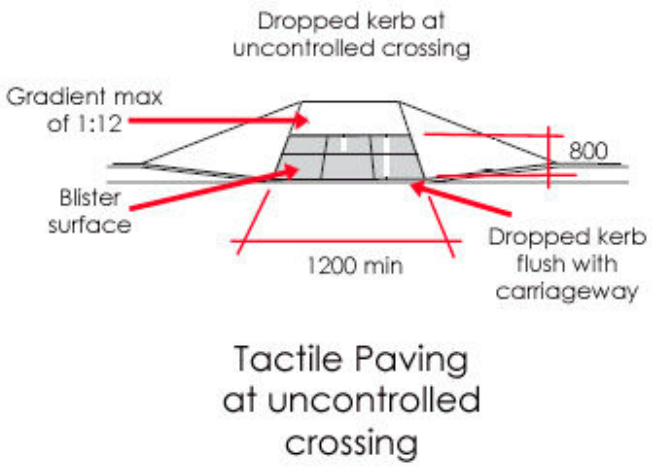
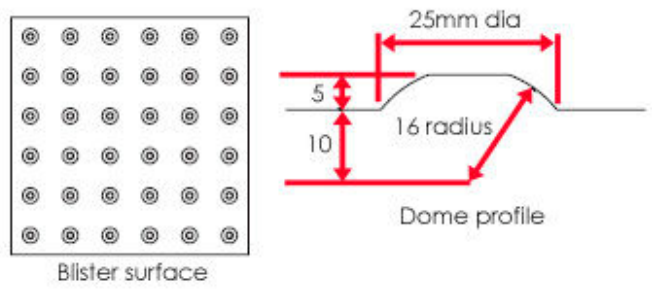
4 Peterborough Road

Description: This is to the west of the village and is approached off the A1139. Peterborough Rd ends where it meets the roundabout with High St. This is a residential part of the village.

Ref	Observation	Recommendation	Priority
4.1	Generally there is a continuous unobstructed access route along the footway.		
4.2	The route has does have kerbs which have been dropped.		
4.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
4.4	There is no pedestrian crossing point close to the roundabout with High St, this is seen as a suitable place to provide a crossing especially as it is close to the bus stops.	Provide a crossing point adjacent the roundabout and bus stop	1
4.5	The surface is even and slip-resistant with the surface being made up of tarmac.		
4.6	The route provides adequate width.		
4.7	It is free of hazards such as bollards, litter bins.etc		
4.8	Street furniture is sited out of the general line of travel.		

Ref	Observation	Recommendation	Priority
4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
4.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) See Ramps and External Steps.		
4.11	Drainage gratings are not within the access route.		
4.12	A bus shelter is provided to one side of the road only.	Consider providing a shelter to the opposite side of the road	3
4.13	There is a pedestrian cut-through to Ixworth Close this is close to the roundabout with High Street. The route is firm and even with a chicane at the end closest to Peterborough Rd. For some people this will be an issue and should be removed as it is unlikely to deter cyclists.	Remove chicane	
4.14	Lighting levels to the pedestrian cut-through should be checked when dark as trees may reduce lighting levels	Check lighting levels when dark and increase as necessary.	
4.15	Pedestrian cut-through has a children's playground along its route, this provides a firm and even surface.		

4 Peterborough Road cont'd...



Dropped kerbs adjacent to the bus stop and roundabout with High St

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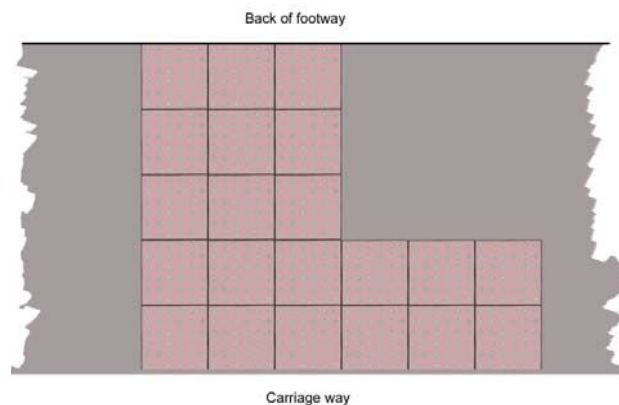
5 High Street

Description: This runs from the roundabout with Peterborough Rd to the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd. Most of the shops in Eye are located along this street.

Ref	Observation	Recommendation	Priority
5.1	Generally there is a continuous unobstructed access route along the footway.		
5.2	The route has have kerbs which have been dropped to some crossing points at street junctions, in addition the carriageway has been raised and narrowed at various location along high street as traffic calming measures. These sections have blister paving associated with them and also guidance path paving. The use of guidance paving in this manner is not within any current guidance, for some it will be a great benefit.		
5.3	Tactile paving has not been provided at all pedestrian crossings points e.g. junctions with streets off High Street.	Provide tactile warning to dropped kerb locations	1
5.4	It was also noted that red tactile has been used at uncontrolled crossings, this should be reserved for controlled crossings only.	Replace red tactile paving with other contrasting colour to uncontrolled crossings when the opportunity arises	3

Ref	Observation	Recommendation	Priority
5.5	The zebra crossing outside the post office has not had its blister paving laid in accordance with guidance as this also uses guidance path paving. For controlled crossings, the blister paving should have a section leading to the back of the footway. The blister paving is red and so is the adjoining block paving. At controlled crossings, the blister paving should be red and contrast with the adjoining surfaces.	Provide blister paving to the zebra crossing as per guidance.	2
5.6	The surface is generally even and slip-resistant with the surface being made up of tarmac. However, towards the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd, a half dished gully can be found within the pedestrian routes, this is not obvious and to visually impaired people and wheelchair users this could be an issue/hazard.	Look to replace half dished gully with a flush flat top gully	2
5.7	The route provides adequate width.		
5.8	It is not free of hazards as bollards and "A" boards can be found along the route. To visually impaired people these can be a real issue.	Check on the use of "A" boards by retailers. If used they should be placed outside of the pedestrian routes. Bollards unless absolutely necessary should be removed.	1
5.9	Street furniture is well sited out of the general line of travel.		
5.10	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
5.11	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
5.12	<p>Drainage gratings are generally not within the access route, but gullies are see 5.4.</p> <p>It was observed that to one of the crossing points in with the guidance paving there is a gully, this runs at 90° to the general direction of travel when not using the crossing but is in line when using it. The size of the slots are wider than the recommended of 13mm. Gratings this wide can be an issue for a number of pedestrians.</p>		
5.13	Bus stops are provided with shelter on one side only. It is seen as not feasible to provide a shelter on the opposite side due to the lack of space.		
5.14	Bus stops do not have raised platforms.	Provide bus stops with raised boarding platforms	2



Layout of blister paving at a controlled crossing



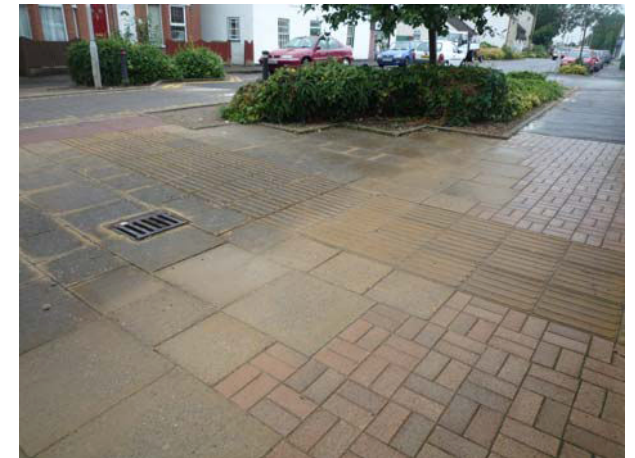
5 High St cont'd...



Dished gully used in the middle of the footway



Blister paving and guidance paving used at crossing points along High St



Red blister paving used at an uncontrolled crossing



"A" boards and bollards are an issue to visually impaired



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6 Thorney Road

Description: This is a continuation of High St but on the opposite side of the roundabout. Close to the roundabout there is a small retail shop with the rest of the road being for residential use. After the last houses the footway is to one side only.

Ref	Observation	Recommendation	Priority
6.1	Generally there is a continuous unobstructed access route along the footway.		
6.2	The route has have kerbs which have been dropped to Fountains Place and the new development of Whitby Ave, Millport Drive.		
6.3	Tactile paving has not been provided at all pedestrian crossings points. To entrances to the new development dropped kerbs and tactile paving have been provided, but not to the junction with Fountains Place or St Benet's Gardens.	Provide tactile warning to dropped kerb locations at the junction of St Benet's Gardens and Fountains Place.	1
6.4	The dropped kerbs at the roundabout are not flush with the road surface, this is an issue for visually impaired and wheelchair users. Dropped kerbs should be no higher than 6mm above the carriage way with a pencil rounded edge.	Make dropped kerbs flush with the carriage way.	1
6.5	The surface is even and slip-resistant with the surface being made up of tarmac.		

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Ref	Observation	Recommendation	Priority
6.6	The route provides adequate width generally except for a short section from the roundabout past the retail unit, it is not seen as feasible to increase this..		
6.7	It is free of hazards such as bollards, litter bins etc.		
6.8	Street furniture is well sited out of the general line of travel.		
6.9	The route does to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
6.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
6.11	Drainage gratings are not within the access route.		



Thorney Rd/Fountains Place



St Benet's Gardens/Fountains Place

6 Thorney Rd cont'd...



Dropped kerb at the roundabout at the end of Thorney Rd

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7 Eyebury Road

Description: From the roundabout with High St/Thorney Rd, Eyebury Rd heads south out of Eye. Along its route there is the Primary School and housing. For the start of the road from the roundabout there is a path to one side only till past the church, after this point a path is provided to both sides with traffic calming measures.

Ref	Observation	Recommendation	Priority
7.1	Generally there is a continuous unobstructed access route along the footway.		
7.2	The routes does not have dropped to the junction of Back Lane. A dropped kerb can only be provided to one side as there is a footway to one side only.	Provide dropped kerb and tactile paving to the junctions with Back Lane.	1
7.3	Tactile paving has not been provided at pedestrian crossings points or to the vehicle crossover points to the school	Provide tactile warning to dropped kerb locations and at the vehicle access points to the school	1
7.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
7.5	The route provides adequate width with the exception of a short stretch from the roundabout which is not feasible to increase.		
7.6	It is free of hazards such as bollards, litter bins.		
7.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
7.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
7.10	The route is (i.e. with no gradient steeper than 1 in 20 and with no steps).		
7.11	Drainage gratings are not within the access route.		
7.12	Bus stops are provided with shelter on both sides one side only.		
7.13	Bus stops have raised platforms.		

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Vehicle crossover to the school, no tactile warning



Little Close with a dropped kerb but no blister tactile warning

8 Crowland Road

Description: From the roundabout with High St/Thorney Rd, Crowland Rd heads north out of Eye. Along its route there is the cemetery and housing, this then leads to the A47 with a footbridge over it, this leads to Eye Green.

Ref	Observation	Recommendation	Priority
8.1	Generally there is a continuous unobstructed access route along the footway.		
8.2	The route has kerbs which have been dropped.		
8.3	Tactile paving has been provided at pedestrian crossings points.		
8.4	The surface is even and slip-resistant with the surface being made up of tarmac		
8.5	The route provides adequate width.		
8.6	It is free of hazards such as bollards, litter bins.		
8.7	Street furniture is well sited out of the general line of travel.		
8.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
8.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) with the exception of the footbridge of the A47. It is not feasible to alter the features to meet with current design guidance for ramps e.g. gradient and length. Handrails have been provided to both sides at a suitable height, but the contrast with its background is poor.	Provide colour contrast between the handrail and its background	3
8.10	Drainage gratings are not within the access route.		
8.11	Cemetery: This has a surface of gravel, for a number of users this will make accessing the grounds impossible, this should be reviewed.	Carryout an access audit of cemetery grounds	1



Poor colour contrasting handrails



Cemetery with large areas of gravel which is disabling to some.

9 Westminster Gardens, Monks Drive, Abbey Close, The Cloisters

Description: This is a residential development to the western end of the village close to the A1139. The design of the roads are all similar

Ref	Observation	Recommendation	Priority
9.1	Generally there is a continuous unobstructed access route along the footway.		
9.2	The route does not have kerbs which have been dropped but the carriageway has been raised, unfortunately the footway kerb and carriageway are not flush, this will be an issue for wheelchair users and visually impaired.	Provide dropped kerbs that are flush with the carriage way	2
9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations and raised carriage way crossing points	1
9.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
9.5	The route provides adequate width		
9.6	It is free of hazards such as bollards, litter bins.		
9.7	Street furniture is well sited out of the general line of travel.		
9.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

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Ref	Observation	Recommendation	Priority
9.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps)		
9.10	Drainage gratings are not within the access route.		



Raised carriage way makes a good crossing point but not flush with kerb and no blister warning



Dropped kerb with no blister warning

10 Beech Lane

Description: This is located off the roundabout with Peterborough Rd/High St, it is a cul-de-sac, there is not a footpath once passed the dropped kerbs adjacent the roundabout, it becomes a shared surface between pedestrians and cars, until the end of the lane is reached and a footway has been provided in front of some new build houses. This is a residential street.

Ref	Observation	Recommendation	Priority
10.1	Generally there is a continuous unobstructed access route along the footway.		
10.2	The route has kerbs which have been dropped at the start of Beech Lane but not to the new footpath at the end of Beech Lane.		
10.3	Tactile paving has not been provided where the footway ends on Beech Lane.	Provide tactile warning to dropped kerb locations	1
10.4	The road surface is even and slip-resistant with the surface being made up of tarmac.		
10.5	The route provides adequate width.		
10.6	It is free of hazards such as bollards, litter bins.		
10.7	Street furniture is well sited out of the general line of travel.		
10.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
10.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
10.10	Drainage gratings are not within the access route.		



Dropped kerb but lacking in tactile paving

11 Hodney Road, Chancery Lane, Beaulieu Court and Tintern Rise

Description: These roads are off the roundabout with Peterborough Rd/High St. Hodney Rd is the main street with the others coming from it. This is a residential area with all the roads being cul-de-sacs..

Ref	Observation	Recommendation	Priority
11.1	Generally there is a continuous unobstructed access route along the footway.		
11.2	The route has kerbs which have been dropped to Tintern Rise but not to the other junctions..	Provide dropped kerbs at road junctions	1
11.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
11.4	The surface is even and slip-resistant with the surface being made up of		
11.5	The route provides adequate width. However on the pedestrian footbridge foliage is starting to encroach on to the footway, this should be cut back.	Cut back vegetation growth on footbridge	2
11.6	It is not free of hazards such as bollards, as these can be found to the area in front of the bungalows on Tintern Rise and at the far end of the overhead foot bridge.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
11.7	Street furniture does is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
11.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
11.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) , with the exception of the footbridge. It is not feasible to alter the bridge for it to meet with current guidance for gradient and length. Handrails have been provide to each side at a suitable height, but these offer poor colour contrast with their background.	When next painting provide colour contrast between handrails and its background.	3
11.10	Drainage gratings are not within the access route.		



Bollard on foot bridge. This, if absolutely necessary should be 1000mm high with good colour contrast and incorporate a colour contrasting band.



Handrails with poor colour contrast

12 Cartmel Way, Deerhurst Way, Lindisfarne Road, St Olave's Drive, St Alban's Drive, Leiston Court, Walsingham Way, Delarpe Court and Ixworth Close.

Description: This is a residential area. There is a footpath, St Michael's Walk, starting on Cartmel Way and passing the ends of St Olave's Drive and St Alban's Drive and connecting to The Crescent a neighbouring street.

Ref	Observation	Recommendation	Priority
12.1	Generally there is a continuous unobstructed access route along the footways.		
12.2	The route does not have kerbs which have been dropped, with the exception of those at the junction of Delarpe Court with Washington Way. The pedestrian only route, St Michaels Walk, does not have dropped kerbs where it cross roads.	Provide dropped kerbs at pedestrian crossing points e.g. road junctions.	1
12.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
12.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was noted that a number of paths are starting to show signs of breaking up, remediation works should be put in a programme of works.	Programme remediation works to footways	3
12.5	The route provides adequate width.		
12.6	It is free of hazards such as bollards, litter bins.		
12.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
12.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
12.9	The routes are level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
12.10	Drainage gratings are not within the access route.		



Path showing the early sign of breaking up

13 Cleve Place

Description: This is off High St and gives access to the village hall, , recycling bins and playground, there are also a number of houses.

Ref	Observation	Recommendation	Priority
13.1	Generally there is a continuous unobstructed access route along the footway.		
13.2	The route has kerbs which have been dropped.		
13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
13.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
13.5	The route provides adequate width.		
13.6	It is not free of hazards such as bollards, as these can be found at the end of the footpath leading towards the play area and at the start of the paths adjacent to houses.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
13.7	Street furniture is well sited out of the general line of travel.		
13.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

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Ref	Observation	Recommendation	Priority
13.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
13.10	Drainage gratings are not within the access route.		
13.11	At the start of the path leading towards the play area there is an information board. This is at a height and position that a person using a wheelchair would find difficult to read.	Provide information that is accessible to all in terms of text and positioning	1



Example of low level bollard in path and information panel which cannot be read by anyone seated or short of stature.

14 Bath Road

Description: This is a new development with a mix of footways and shared surfaces. Shared surfaces are not liked by all, in particular visually impaired people as eye contact between drivers and pedestrians cannot be made. This road loops back on its self.

Ref	Observation	Recommendation	Priority
14.1	Generally there is a continuous unobstructed access route along the footway.		
14.2	The route has kerbs which have been dropped.		
14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
14.4	The surface is even and slip-resistant with the surface being made up of tarmac and brick/block setts.		
14.5	The route provides adequate width.		
14.6	It is free of hazards such as bollards, litter bins.		
14.7	Street furniture is well sited out of the general line of travel.		
14.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
14.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
14.10	Drainage gratings are not within the access route.		

15 Lukes Lane and Back Lane

Description: Lukes Lane is access from High St which then leads on to Back Lane which then leads to Eyebury Rd. On Lukes Lane there are eight parking bays which are angled to the road. When accessing Back Lane from Lukes Lane, you do so at the middle, with one end being a cul-de-sac and the other leading to Eyebury Rd. At the cul-de-sac end there is a footpath, Waltham Walk, linking it to Deerhurst Way and at the other side a footpath leads to Woad Court. Parts of Back Lane provide a footway to one side only.

Ref	Observation	Recommendation	Priority
15.1	Generally there is a continuous unobstructed access route along the footway.		
15.2	The route has does not have kerbs which have been dropped.	At road junctions/pedestrian crossing points provide dropped kerbs.	1
15.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
15.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
15.5	The route provides adequate width. The exception being the cut-through between Back Lane to Deerhurst Way, however, it is not feasible to increase this.		
15.6	It is not free of hazards such as bollards, as these can be found at the ends of the Woad Court/Back Lane pedestrian only route.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1

Ref	Observation	Recommendation	Priority
15.7	Street furniture is well sited out of the general line of travel.		
15.8	The routes do appear to be adequately lit along the highway, however this should be checked when dark. The pedestrian only route does not appear to be adequately lit and should be checked.	Check lighting levels when dark and increase as necessary	2
15.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
15.10	Drainage gratings are not within the access route.		
15.11	The parking bays on Lukes Lane do not include any designated for Blue Badge holders. It could be argued that Blue Badge holders can park almost anywhere (subject to traffic regulations and providing they are not causing an obstruction) so that a bay is not required, however, providing suitable bays is recommended.	Provide a designated bay for Blue Badge holders on Lukes Lane.	3



Top left: Parking on Lukes Lane

Left: Bollards at the start of the pedestrian cut through to Woad Court

Above: Single bollard on Woad Court cut-through

16 New Road, Woad Court, The Crescent, Little Close and Boxgrove Close

Description: This is a housing estate with access to it from Eyebury Rd via New Road or Little Close.

Ref	Observation	Recommendation	Priority
16.1	Generally there is a continuous unobstructed access route along the footway.		
16.2	The route has some kerbs which have been dropped. These do not always tie up to a dropped kerb on the opposite side of the carriageway.	Provide dropped kerbs at street junction or other suitable pedestrian crossing points	1
16.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
16.4	The surface is even and slip-resistant with the surface being made up of tarmac		
16.5	The route provides adequate width.		
16.6	It is free of hazards such as bollards, litter bins.		
16.7	Street furniture is sited out of the general line of travel.		
16.8	The route does / does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
16.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

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Ref	Observation	Recommendation	Priority
16.10	Drainage gratings are not within the access route.		

17 St Benet's Gardens and Fountain Place

Description: These are located on the south side of Thorney Rd, both are cul-de-sacs and residential estates.

Ref	Observation	Recommendation	Priority
17.1	Generally there is a continuous unobstructed access route along the footway.		
17.2	The route has kerbs which have been dropped. With St Benet's Gardens having a raised carriage way where it meets Thorney Rd.		
17.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
17.5	The route provides adequate width.		
17.6	It is free of hazards such as bollards, litter bins		
17.7	Street furniture is well sited out of the general line of travel.		

Ref	Observation	Recommendation	Priority
17.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
17.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
17.10	Drainage gratings are not within the access route.		

18 Whitby Avenue and Millport Drive

Description: This is a new housing estate with Whitby Avenue having a mix of footways and shared surfaces. Shared surfaces are not liked by all, in particular visually impaired people, as eye contact between drivers and pedestrians cannot be made.

Ref	Observation	Recommendation	Priority
18.1	Generally there is a continuous unobstructed access route along the footway.		
18.2	The route has kerbs which have been dropped.		
18.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
18.4	The surface is even and slip-resistant with the surface being made up of tarmac and setts		
18.5	The route provides adequate width.		

Ref	Observation	Recommendation	Priority
18.6	It is free of hazards such as bollards, litter bins.		
18.7	Street furniture is well sited out of the general line of travel.		
18.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
18.9	The routes are level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
18.10	Drainage gratings are not within the access routes.		

19 Eye Green Industries

Description: This provides access to a petrol station, hotel and a fast food outlet, this is on the northern side of the A47 to Eye.

Ref	Observation	Recommendation	Priority
19.1	Generally there is not a continuous unobstructed access route along the footway. The footpath is not continuous and there is a large amount of traffic movement. With the hotel being present it is feasible that pedestrians unfamiliar to the area could be using this area.	Provide a continuous footway to the fast food outlet	1

Ref	Observation	Recommendation	Priority
19.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs	1
19.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
19.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
19.5	The route provides adequate width.		
19.6	It is free of hazards such as bollards, litter bins.		
19.7	Street furniture is sited out of the general line of travel.		
19.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
19.9	The route is not level (i.e. with no gradient steeper than 1 in 20 and with no steps) but it is not feasible to alter this as it follows the natural contours of the land.		
19.10	Drainage gratings are not within the access route.		
19.11	Vegetation was found to be encroaching on to the footway.	Cut back overgrowing vegetation	2

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Eye Green Industries cont'd...



Looking towards the petrol station and fast food outlet. No dropped kerbs and vegetation encroaching on to footway.

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20 Signage

Ref	Observation	Recommendation	Priority
20.1	Street way finding signage is provided		
20.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size4 suitable for many to read e.g. 14 point	2

21 Declaration

We can advise that this Disability Access Audit has been carried out by
Ian Streets NRAC Auditor

A handwritten signature in black ink, appearing to read 'Ian Streets', is written over a horizontal line.

Signed.....

Ian Streets NRAC Auditor

28th August 2013

Dated.....

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22 Table of Prioritised Recommendations

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
1	4.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
2	4.4	There is no pedestrian crossing point close to the roundabout with High St, this is seen as a suitable place to provide a crossing especially as it is close to the bus stops.	Provide a crossing point adjacent the roundabout and bus stop	1
3	5.30	Tactile paving has not been provided at all pedestrian crossings points e.g. junctions with streets off High Street.	Provide tactile warning to dropped kerb locations	1
4	5.60	It is not free of hazards such as bollards, litter bins as "A" boards can be found along the route. To visually impaired people these can be a real issue.	Check on the use of "A" boards by retailers. If used they should be placed outside of the pedestrian routes.	1
5	6.30	Tactile paving has not been provided at all pedestrian crossings points. To entrances to the new development dropped kerbs and tactile paving have been provided, but not to the junction with Fountains Place or St Benet's Gardens.	Provide tactile warning to dropped kerb locations at the junction of St Benet's Gardens and Fountains Place.	1
6	6.40	The dropped kerbs at the roundabout are not flush with the road surface, this is an issue for visually impaired and wheelchair users. Dropped kerbs should be no higher than 6mm above the carriage way with a pencil rounded edge.	Make dropped kerbs flush with the carriage way.	1

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	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
7	7.20	The routes does not have dropped to the junction of Back Lane. A dropped kerb can only be provided to one side as there is a footway to one side only.	Provide dropped kerb and tactile paving to the junctions with Back Lane.	1
8	7.30	Tactile paving has not been provided at pedestrian crossings points or to the vehicle crossover points to the school	Provide tactile warning to dropped kerb locations and at the vehicle access points to the school	1
9	8.11	Cemetery: This has a surface of gravel, for a number of users this will make accessing the grounds impossible, this should be reviewed.	Carryout an access audit of cemetery grounds	1
10	9.30	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations and raised carriage way crossing points	1
11	10.3	Tactile paving has not been provided where the footway ends on Beech Lane.	Provide tactile warning to dropped kerb locations	1
12	11.2	The route has kerbs which have been dropped to Tintern Rise but not to the other junctions..	Provide dropped kerbs at road junctions	1
13	11.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
14	11.6	It is not free of hazards such as bollards, as these can be found to the area in front of the bungalows on Tintern Rise and at the far end of the overhead foot bridge.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
15	12.2	The route does not have kerbs which have been dropped, with the exception of those at the junction of Delarpe Court with Washington Way. The pedestrian only route, St Michaels Walk, does not have dropped kerbs where it cross roads.	Provide dropped kerbs at pedestrian crossing points e.g. road junctions.	1
16	12.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17	13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
18	13.6	It is not free of hazards such as bollards, as these can be found at the end of the footpath leading towards the play area and at the start of the paths adjacent to houses.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
19	13.11	At the start of the path leading towards the play area there is an information board. This is at a height and position that a person using a wheelchair would find difficult to read.	Provide information that is accessible to all in terms of text and positioning	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
20	14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
21	15.2	The route has does not have kerbs which have been dropped.	At road junctions/pedestrian crossing points provide dropped kerbs.	1
22	15.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
23	15.6	It is not free of hazards such as bollards, as these can be found at the ends of the Woad Court/Back Lane pedestrian only route.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
24	16.2	The route has some kerbs which have been dropped. These do not always tie up to a dropped kerb on the opposite side of the carriageway.	Provide dropped kerbs at street junction or other suitable pedestrian crossing points	1
25	16.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
26	17.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
27	18.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
28	19.1	<p>Generally there is not a continuous unobstructed access route along the footway.</p> <p>The footpath is not continuous and there is a large amount of traffic movement. With the hotel being present it is feasible that pedestrians unfamiliar to the area could be using this area.</p>	Provide a continuous footway to the fast food outlet	1
29	19.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs	1
30	19.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
31	4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
32		The zebra crossing outside the post office has not had its blister paving laid in accordance with guidance as this also uses guidance path paving. For controlled crossings, the blister paving should have a section leading to the back of the footway. The blister paving is red and so is the adjoining block paving. At controlled crossings, the blister paving should be red and contrast with the adjoining surfaces.	Provide blister paving to the zebra crossing as per guidance.	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
33	5.40	The surface is generally even and slip-resistant with the surface being made up of tarmac. However, towards the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd, a half dished gully can be found within the pedestrian routes, this is not obvious and to visually impaired people and wheelchair users this could be an issue/hazard.	Look to replace half dished gully with a flush flat top gully	2
34	5.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
35	5.12	Bus stops do not have raised platforms.	Provide bus stops with raised boarding platforms	2
36	6.90	The route does to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
37	7.90	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
38	8.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
39	9.20	The route does not have kerbs which have been dropped but the carriageway has been raised, unfortunately the footway kerb and carriageway are not flush, this will be an issue for wheelchair users and visually impaired.	Provide dropped kerbs that are flush with the carriage way	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
40	9.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
41	10.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
42	11.5	The route provides adequate width. However on the pedestrian footbridge foliage is starting to encroach on to the footway, this should be cut back.	Cut back vegetation growth on footbridge	2
43	11.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
44	12.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
45	13.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
46	14.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
47	15.8	The routes do appear to be adequately lit along the highway, however this should be checked when dark. The pedestrian only route does not appear to be adequately lit and should be checked.	Check lighting levels when dark and increase as necessary	2
48	16.8	The route does / does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
49	17.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
50	18.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
51	19.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
52	19.11	Vegetation was found to be encroaching on to the footway.	Cut back overgrowing vegetation	2
53	20.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size suitable for many to read e.g. 14 point	2
54	4.12	A bus shelter is provided to one side of the road only.	Consider providing a shelter to the opposite side of the road	3
55	8.90	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) with the exception of the footbridge of the A47. It is not feasible to alter the features to meet with current design guidance for ramps e.g. gradient and length. Handrails have been provided to both sides at a suitable height, but the contrast with its background is poor.	Provide colour contrast between the handrail and its background	3

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
56	11.9	<p>The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) , with the exception of the footbridge.</p> <p>It is not feasible to alter the bridge for it to meet with current guidance for gradient and length. Handrails have been provide to each side at a suitable height, but these offer poor colour contrast with their background.</p>	When next painting provide colour contrast between handrails and its background.	3
57	12.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was noted that a number of paths are starting to show signs of breaking up, remediation works should be put in a programme of works.	Programme remediation works to footways	3
58	15.11	The parking bays on Lukes Lane do not include any designated for Blue Badge holders. It could be argued that Blue Badge holders can park almost anywhere (subject to traffic regulations and providing they are not causing an obstruction) so that a bay is not required, however, providing suitable bays is recommended.	Provide a designated bay for Blue Badge holders on Lukes Lane.	3