

- 1: High priority, a major barrier to access or a H&S issue
 2: Medium priority, puts disabled people at a disadvantage, but can be overcome
 3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works

| Ref | Observation | Recommendation | Priority |
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| 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 |
| 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 |

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| 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 |
| 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 |
| 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 |

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| 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 |
| 28 | 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 |
| 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 |

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| 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 |
| 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 |

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| 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 |
| 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 size4 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 |
| 56 | 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 |
| 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