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Disability Access Audit

Village:

Glinton
Nr Peterborough
Cambridgeshire

Prepared upon the Instructions of:

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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 sunny day, with the audit being conducted late morning.

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:

The provision of dropped kerbs and tactile paving at road junctions is a hit and miss affair, to visually impaired people tactile paving is important, and of course the provision of dropped kerbs for wheelchair users is vital. There is a mix of roads where some kerbs have been dropped and others where they are absent, where absent they should be provided.

Overgrowing vegetation can be an issue, especially when it gets to a point where it reduces access width or at worst, can cause injury or push people in to the highway, this needs ongoing monitoring with a policy to backup any occurrences especially when it is the result of third party neglect.

To Welmore Rd there are a number of short rise steps down from the carriage way to the footway. These do not meet with current guidance for their design. Handrails should be provided to both sides along with colour contrasting nosings. Tactile warning should also be provided but this would not be feasible to the top as this is directly on to the carriage way, the bottom it could be provided. There is an alternative approach for people who cannot use these steps, but it is a long detour, consideration should be given to providing a mid-point accessible location.

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 sunny with the inspection carried out during the morning.

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

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 affect 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

Glinton is a village of about 3130 people according to the 2001 Census, with around 1200 dwellings and is located between Peterborough in Cambridgeshire, and Market Deeping in Lincolnshire. Glinton is separated from Peterborough and Werrington by the A15 Peterborough bypass.

Glinton has two small shops: a chemist and also a post office/general store. There is a pub (The Bluebell) in the village, the 2nd pub closing in 2006 and becoming a residential property in 2011.

There are two schools in the village, Peakirk cum Glinton (a Church of England primary school with about 200 pupils) and Arthur Mellows Village College (a large secondary school with about 1700 pupils).

The main road passing through the village is Lincoln Rd, this runs north/south, at its southern end it joins the A15. Helpston Rd which runs west/east is west of Lincoln Rd and joins the A15. Where Helpston Rd meets Lincoln Rd, in the middle of the village, it continues on the eastern side of Lincoln Rd in the name of the High St changing to Peakirk Rd.

Assessment

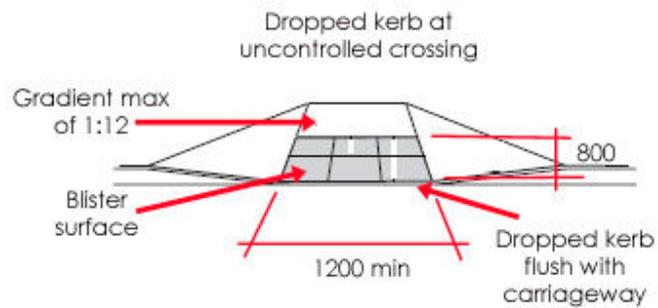
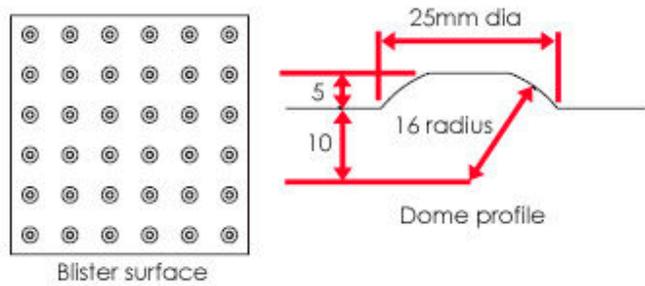
4 High Street / Peakirk Road

Description: This is one of four main arterial roads of the village with most of the housing being off this road.

Ref	Observation	Recommendation	Priority
4.1	Generally there is a continuous unobstructed access route along the footway. At the eastern end of the village the footway is a shared cycle path, it does not provide the recommended width for this. The width of the path at this location is approximately 1500mm, which is the minimum recommended. It may be that the authority has evidence to support the reduced width based on pedestrian/cyclist numbers.		
4.2	The route generally has kerbs which have been dropped. However, where High St meets Lincoln Rd there are no dropped kerbs	Provide dropped kerbs with tactile paving at the junction of High St/Lincoln Rd	1
4.3	Tactile paving has not been provided at pedestrian crossings points.	Tactile paving to meet with current guidance should be provided at street crossing points. Where the footway is a segregated shared path between cyclists and pedestrians the recommended tactile paving and delineator should be provided.	1

Ref	Observation	Recommendation	Priority
4.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was observed at the eastern end of the road on the outskirts of the village the footway is starting to show the signs of breaking up, remediation works should be planned	Programme remediation works to the footway at the eastern end of the village.	3
4.5	The route provides adequate width for the most, see 4.1 segregated cyclist/pedestrians		
4.6	It is free of hazards such as bollards, litter bins, however, a street lightning column was found within the footway outside No 10a. This was unusual as lighting columns and other street furniture was out of the direct route of travel.	When the opportunity arises relocate.	3
4.7	Street furniture is generally out of the general line of travel so this is not an issue, with the exception of 4.6. which does not contrast in colour and luminance with its background.	Provide colour contrast to lighting column. See also 4.8.	2
4.8	Free standing posts and columns do not incorporate a 150mm contrasting band with bottom edge at 1500mm high.	See 4.6 & 4.7	
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	3
4.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
4.11	Drainage gratings are not within the access route.		

Ref	Observation	Recommendation	Priority
4.12	Bus stops do not have raised platforms.	Provide bus boarders	2
4.13	Bench seating has been provided, but an inclusive space for a wheelchair user to sit alongside has not been provided.	Provide an inclusive space for a wheelchair user to sit alongside bench seats	3



Tactile Paving at uncontrolled crossing



5 Lincoln Road

Description: This runs north-south through the village

Ref	Observation	Recommendation	Priority
5.1	Generally there is a continuous unobstructed access route along the footway.		
5.2	The route has kerbs which have been dropped.		
5.3	Tactile paving has been provided at pedestrian crossings points. It was observed that at the entrance to the public house where the vehicle cross-over is located that tactile paving is not provided. It is recommended that where it is likely that there could be regular traffic tactile paving should be installed. Tactile paving has been provided at the pedestrian crossing which gives access between the west and east sides of Lincoln Road.	Consider the provision of tactile paving to the public house entrance.	2
5.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
5.5	The route provides adequate width.		
5.6	It is free of hazards such as bollards, litter bins.		
5.7	Street furniture is well sited out of the general line of travel.		

Ref	Observation	Recommendation	Priority
5.9	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
5.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
5.11	Bus stops are provided with shelter on one side only. It is not always feasible to provide shelters for both directions of travel due to lack of space, but just outside the village to the south, there is a bus stop with one side having a shelter and the opposite not.	Provide a shelter to both side of bus stops when feasible.	3
5.12	Bus stops have raised platforms.		

6 Clarendon Way & Pembroke Grove

Description: This is a development of residential houses forming a cul-de-sac, there is a footway leading to the neighbouring development, The Willows.

Ref	Observation	Recommendation	Priority
6.1	Generally there is a continuous unobstructed access route along the footway.		
6.2	The route has kerbs which have been dropped. There are a number of raised sections of the highway, these would make suitable crossing points, except the height difference between the raised carriageway and the kerb to the footway is in excess of the recommended 5mm, it should be flush.	If the opportunity arises, make flush the kerb with the raised highway sections	3
6.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile paving at dropped kerb locations	1
6.4	The surface is even and slip-resistant with the surface being made up of tarmac		
6.5	The route provides adequate width.		
6.6	It is free of hazards such as bollards, litter bins.		
6.7	Street furniture is well sited out of the general line of travel.		
6.9	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

Ref	Observation	Recommendation	Priority
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.		
6.12	The path from Clarendon Way to The Willows is firm, even with a tarmac surface. It provides a suitable width.		



Dropped kerb location with no tactile warning



Path between Clarendon Way and The Willows

7 Welmore Road

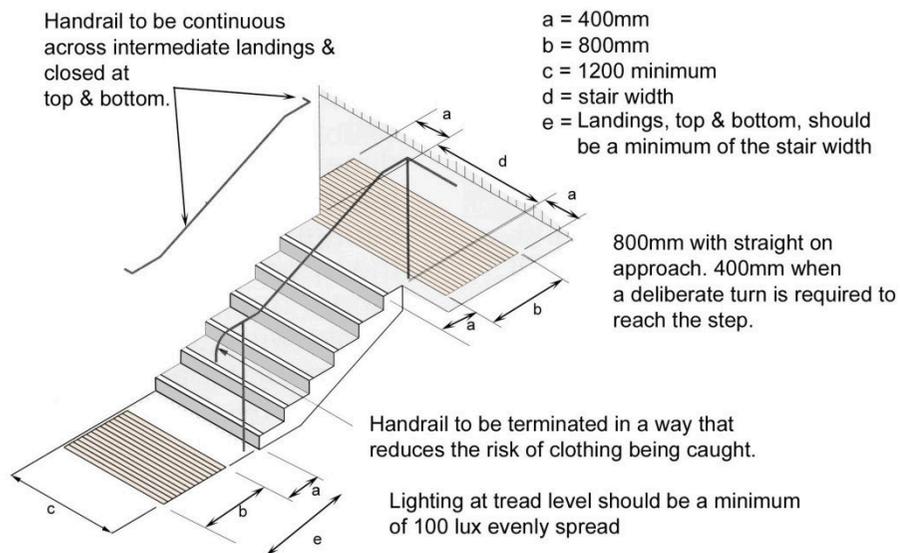
Description: This road is located where High St and Peakirk Rd meet. It provides access to a number of streets off it, the road its self is a cul-de-sac. For the first part of the road, up to The Willows there is a footway to one side only.

Ref	Observation	Recommendation	Priority
7.1	Generally there is a continuous unobstructed access route along the footway.		
7.2	The route has kerbs which have been dropped. However, where the path starts on the eastern side adjacent The Willows, there is no dropped kerb.	Provide a dropped kerb where the footway starts adjacent The Willows.	1
7.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	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 for the main part, but the last section where the footway is at a lower level then the highway the width is less than the recommended minimum because of hedges overgrowing on to the path.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
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.		

Ref	Observation	Recommendation	Priority
7.8	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
7.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) for the most part, see 7.10 steps.		
7.10	Starting on the opposite side of the road to Ashburn Close there seven short rise flight of steps down from the highway to the footway. These typically have uniform height risers (200mm) and treads (300mm) of equal depth. The steps are steep with a handrail to one side only (left when climbing) at a typical height of 600mm and 1070mm, these are of a similar design to key clamp. Handrails should be provided to each side of a flight of steps. The width of the steps is typically 900mm. The following has not been provided: tactile warning, colour contrasting nosings, suitable sized landing to the top, handrails which extend horizontally beyond the top and bottom of the flight. To provide tactile warning and suitably sized landings to the top is not seen as feasible/reasonable.	Provide contrasting nosings, provide handrails to both sides of the steps or at the very least alternate handrails to the left and right sides of the steps	

Ref	Observation	Recommendation	Priority
7.11	Steps to path opposite Ashburn Close: There is no alternative ramped access route between the steps, people who cannot negotiate the steps have to use the footway starting at either end which is approximately 90m. Consideration should be given to installing a ramp approximately half along the path length, this would also require no parking at the top of it.	Consider the provision of ramped access	
7.12	Drainage gratings are not within the access route.		

Stairs, Tactile Warning & Key Dimensions



8 St Benedicts Close, Ashburn Close and The Willows

Description: These streets provide houses/bungalows of similar styles and street layout, they are all cul-de-sacs. There is a pedestrian cut-through from St Benedict's Close through to Lincoln Rd with a second cut-through from St Benedict's Close through to Ashburn Close, this also provides a children's play area.

Ref	Observation	Recommendation	Priority
8.1	Generally there is a continuous unobstructed access route along the footway.		
8.2	The route does not have kerbs which have been dropped.	Dropped kerbs and tactile paving should be provided at suitable street crossing locations, e.g. junctions with other roads.	1
8.3	The surface is even and slip-resistant with the surface being made up of tarmac.		
8.4	The route provides adequate width.		
8.5	It is free of hazards such as bollards, litter bins.		
8.6	Street furniture is well sited out of the general line of travel.		
8.7	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
8.8	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

Ref	Observation	Recommendation	Priority
8.9	Drainage gratings are not within the access route.		
8.10	The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd it provides less than 1500mm. There is vegetation from the sides and above encroaching on to the path, this should all be cut back. Increasing the width may not be seen as being reasonable, but suitable passing places should be installed.	Cut back overgrowing vegetation and introduce passing places	1
8.11	The cut-through between St Benedict's Close and Ashburn Close has overgrowing vegetation from the adjoining properties, this should be cut back.	Cut back overgrowing vegetation and introduce passing places	1
8.12	Playground: From the cut-through there is a chicane to negotiate to enter the play area, but not at the entrance on Ashburn Close, the chicane should be removed.	Remove the chicane	2



Example of road junction with no dropped kerbs or tactile warning



The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd

9 The Willows

Description: Description: This is a development of residential houses forming a cul-de-sac, there is a footway leading to the neighbouring development, Clarendon Way.

Ref	Observation	Recommendation	Priority
9.1	Generally there is a continuous unobstructed access route along the footway.		
9.2	The route has kerbs which have been dropped.		
9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	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 / a minimum width of mm / or a route in excess of mm wide.		
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
9.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

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

10 Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road

Description: Scotts Road is located off Welmore Road. From Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road can all be accessed. The street design is of the same design.

Ref	Observation	Recommendation	Priority
10.1	Generally there is a continuous unobstructed access route along the footway.		
10.2	The route does have kerbs which have been dropped at the junction of Scotts Rd/Welmore Rd, but not to any of the other junctions.	Provide dropped kerbs with tactile warning to the road junctions.	1
10.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
10.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
10.5	The route provides adequate width.		

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Ref	Observation	Recommendation	Priority
10.6	It is generally free of hazards such as bollards, litter bins, but there is a paved section of Neaverson Road to dwellings numbered 11 & 12 and Walker Road to dwellings 10 & 9, that has bollards at one end. These offer poor colour contrast, do not stand a metre high and have no colour contrasting band.	Provide bollards with a height of 1000mm, provide good colour contrast with their background and incorporate a colour contrasting band to the top.	
10.7	Street furniture is well sited out of the general line of travel for the most part. However along Neaverson Rd a lighting column was placed at the kerb edge, whereas on other footways they are placed at the back next to the boundary line of the houses.		
10.8	Free standing posts and columns incorporate / do not incorporate a 150mm contrasting band with bottom edge at 1500mm high.		
10.9	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
10.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
10.11	Drainage gratings are not within the access route.		

10 Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road cont'd...



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11 Websters Close and Saddlers Close

Description: Websters Close leads to Saddlers Close, both are cul-de-sacs. From Saddlers Close there is a short path to the playing field which has a children's play area.

Ref	Observation	Recommendation	Priority
11.1	Generally there is a continuous unobstructed access route along the footway.		

Ref	Observation	Recommendation	Priority
11.2	The route has kerbs which have been dropped, but only at the junction of Websters Close/High Street. There are no other dropped kerbs at crossing points to Websters Close or Saddlers Close.	Provide dropped kerbs with tactile paving at road junctions.	1
11.3	Tactile paving has not been provided at the junction of Websters Close/High Street.	Provide tactile warning to dropped kerb locations	1
11.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
11.5	The route provides adequate width.		
11.6	It is free of hazards such as bollards, litter bins.		
11.7	Street furniture is well sited out of the general line of travel.		
11.9	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
11.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
11.11	Drainage gratings are not within the access route.		

Ref	Observation	Recommendation	Priority
11.12	<p>From Saddlers Close there is a short path to the playing field where there is a children's playground. The path width is suitable with a firm surface.</p> <p>The playground has a fence around it with two access points, these have grates for the width and length of the opening, approximately 2000mm, this is to prevent animals, in particular dogs from entering this area, this however does discriminate towards people with assistance dogs who may be out with children wanting to play in this area. It also can be an issue for people using sticks, crutches, possibly some wheelchair users and people wearing high heels. The use of gratings should be reviewed with the intention of replacing with less discriminatory methods of keeping dogs out, e.g. gates.</p>	<p>Review the use of grates to play areas with a view to replacing with more accessible methods.</p>	1



Gratings to play area prevent people with assistance dogs entering the area.

12 The Green and North Fen Road

Description: These roads are located around the church with North Fen Road heading out of the village on a typical country road.

Ref	Observation	Recommendation	Priority
12.1	Generally there is a continuous unobstructed access route along the footway where provided. Along The Green to the rear of the church there is a painted white line on the carriageway marking the boundary between the highway and footway. On North Fen Road for parts there is no footway at all.		
12.2	The route has some kerbs which have been dropped.		
12.3	Tactile paving has not been provided at any pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
12.4	The surface is not always even and slip-resistant with the surface being made up of tarmac. The Green to the rear of the church has the marked footway which is particularly uneven	Improve the road surface to The Green at the rear of the Church.	2
12.5	The route generally provides adequate width, with the exception of two paths running to the west of the church grounds and the other at the south east corner.		
12.6	It is free of hazards such as bollards, litter bins, but a number of hedges are becoming over grown and encroaching on to footways.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2

Ref	Observation	Recommendation	Priority
12.7	Street furniture is well sited out of the general line of travel.		
12.8	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
12.9	The route is 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.		



White line divides footway from carriageway

13 Rectory Lane

Description: This is a cul-de-sac next to the school, there is no footway except for a short section where it meets with High St. Traffic levels will be a minimum. At the end of the lane is a cemetery along with a footway leading to the playing field.

Ref	Observation	Recommendation	Priority
13.1	A part from a short section at the start of the lane, there is no footway to this lane.		
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 footway does provide the recommended width, but beyond this the road to the properties at the bottom of the lane is suitable. It is not seen as reasonable to alter the existing path width except for the inclusion of tactile paving.		
13.6	It is not free of hazards such as bollards, as these can be found outside the school. They offer poor colour contrast, are less than 1000mm high and do not incorporate a colour contrasting band.	If the bollards are not absolutely necessary, they should be removed, failing that they should incorporate a colour contrasting band.	2
13.7	There is no street furniture.		

Ref	Observation	Recommendation	Priority
13.8	The route does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
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	The footway leading to the playing field is narrow, but it is seen as not feasible to alter. The Parish Council should review the accessibility of the cemetery.		

14 School Lane

Description: This is a cul-de-sac next to the school, there is no footway except for a short section where it meets with High St. Traffic levels will be a minimum.

Ref	Observation	Recommendation	Priority
14.1	A part from a short section at the start of the lane, there is no footway to this lane.		
4.2	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.		
14.5	The footway does provide the recommended width, but beyond this the road to the properties at the bottom of the lane is suitable. It is not seen as reasonable to alter the existing path width except for the inclusion of tactile paving.		
14.6	It is free of hazards such as bollards.		
14.7	The street furniture is out of the general line of travel.		
14.8	The route does not 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
4.9	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 Helpston Road

Description: The is accessed from Lincoln Road and gives access to Arthur Mellows Village College and with Beech Road, Chestnut Close, Elm Crescent and Oak Road.

Ref	Observation	Recommendation	Priority
15.1	Generally there is a continuous unobstructed access route along the footway.		
15.2	The route has kerbs which have been dropped. The ones nearest Lincoln Road are some distance (>70m) from Lincoln Road, so if walking along Lincoln Road these cannot be seen.	Provide dropped kerbs with tactile warning and a path closer to Lincoln Rd	2
15.3	Tactile paving has been provided close to the junction of Lincoln Rd. It was noted however, that it has only been provided to the first entrance in to the College and not the following two or to Beech Road junction.	Provide tactile warning to dropped kerb locations	1

Ref	Observation	Recommendation	Priority
15.4	The surface is even and slip-resistant with the surface being made up of tarmac		
15.5	The route provides adequate width.		
15.6	It is free of hazards such as bollards, litter bins.		
15.7	Street furniture is well sited out of the general line of travel.		
15.8	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
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	At the end of Helpston Rd there is a pedestrian footbridge over the A15. This has a gradient and length that does not meet with current guidance, however, it is seen as not feasible to alter. Handrails have not been provided and should be to both sides.	Provide handrails to both sides at 600mm and 900-1000mm above the line of pitch.	2



Dropped kerb
location to cross
Helpston Rd



Pedestrian footbridge with no handrails



School entrance with no tactile warning

16 Beech Road, Chestnut Close, Elm Crescent and Oak Road

Description: These roads are located off Helpston Rd and form a small estate.

Ref	Observation	Recommendation	Priority
16.1	Generally there is a continuous unobstructed access route along the footway.		
16.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs with tactile paving at junctions.	1
16.3	The surface is even and slip-resistant with the surface being made up of tarmac.		
16.4	The route provides adequate width.		
16.5	It is free of hazards such as bollards, litter bins.		
16.6	Street furniture is well sited out of the general line of travel.		
16.7	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
16.8	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
16.9	Drainage gratings are not within the access route.		

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17 Signage

Ref	Observation	Recommendation	Priority
17.1	Street way finding signage is provided		
17.2	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

18 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', written over a horizontal line.

Signed.....

Ian Streets NRAC Auditor

28th August 2013

Dated.....

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19 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	4.2	The route generally has kerbs which have been dropped. However, where High St meets Lincoln Rd there are no dropped kerbs	Provide dropped kerbs with tactile paving at the junction of High St/Lincoln Rd	1
2	4.3	Tactile paving has not been provided at pedestrian crossings points.	Tactile paving to meet with current guidance should be provided at street crossing points. Where the footway is a segregated shared path between cyclists and pedestrians the recommended tactile paving and delineator should be provided.	1
3	6.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile paving at dropped kerb locations	1
4	7.2	The route has kerbs which have been dropped. However, where the path starts on the eastern side adjacent The Willows, there is no dropped kerb.	Provide a dropped kerb where the footway starts adjacent The Willows.	1
5	7.3	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
6	8.2	The route does not have kerbs which have been dropped.	Dropped kerbs and tactile paving should be provided at suitable street crossing locations, e.g. junctions with other roads.	1
7	8.1	The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd it provides less than 1500mm. There is vegetation from the sides and above encroaching on to the path, this should all be cut back. Increasing the width may not be seen as being reasonable, but suitable passing places should be installed.	Cut back overgrowing vegetation and introduce passing places	1
8	8.11	The cut-through between St Benedict's Close and Ashburn Close has overgrowing vegetation from the adjoining properties, this should be cut back.	Cut back overgrowing vegetation and introduce passing places	1
9	9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
10	10.2	The route does have kerbs which have been dropped at the junction of Scotts Rd/Welmore Rd, but not to any of the other junctions.	Provide dropped kerbs with tactile warning to the road junctions.	1
11	10.3	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
12	11.2	The route has kerbs which have been dropped, but only at the junction of Websters Close/High Street. There are no other dropped kerbs at crossing points to Websters Close or Saddlers Close.	Provide dropped kerbs with tactile paving at road junctions.	1
13	11.3	Tactile paving has not been provided at the junction of Websters Close/High Street.	Provide tactile warning to dropped kerb locations	1
14	11.12	<p>From Saddlers Close there is a short path to the playing field where there is a children's playground. The path width is suitable with a firm surface.</p> <p>The playground has a fence around it with two access points, these have grates for the width and length of the opening, approximately 2000mm, this is to prevent animals, in particular dogs from entering this area, this however does discriminate towards people with assistance dogs who may be out with children wanting to play in this area. It also can be an issue for people using sticks, crutches, possibly some wheelchair users and people wearing high heels. The use of gratings should be reviewed with the intention of replacing with less discriminatory methods of keeping dogs out, e.g. gates.</p>	Review the use of grates to play areas with a view to replacing with more accessible methods.	1
15	12.3	Tactile paving has not been provided at any 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
16	13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17	4.7	Street furniture is generally out of the general line of travel so this is not an issue, with the exception of 4.6. which does not contrast in colour and luminance with its background.	Provide colour contrast to lighting column. See also 4.8.	2
18	4.12	Bus stops do not have raised platforms.	Provide bus boarders	2
19	5.3	Tactile paving has been provided at pedestrian crossings points. It was observed that at the entrance to the public house where the vehicle cross-over is located that tactile paving is not provided. It is recommended that where it is likely that there could be regular traffic tactile paving should be installed. Tactile paving has been provided at the pedestrian crossing which gives access between the west and east sides of Lincoln Road.	Consider the provision of tactile paving to the public house entrance.	2
20	5.9	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
21	6.9	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

	<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
22	7.5	The route provides adequate width for the main part, but the last section where the footway is at a lower level than the highway the width is less than the recommended minimum because of hedges overgrowing on to the path.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
23	7.8	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
24	8.7	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
25	8.12	Playground: From the cut-through there is a chicane to negotiate to enter the play area, but not at the entrance on Ashburn Close, the chicane should be removed.	Remove the chicane	2
26	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
27	10.9	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
28	11.9	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
29	12.4	The surface is not always even and slip-resistant with the surface being made up of tarmac. The Green to the rear of the church has the marked footway which is particularly uneven	Improve the road surface to The Green at the rear of the Church.	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
30	12.6	It is free of hazards such as bollards, litter bins, but a number of hedges are becoming over grown and encroaching on to footways.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
31	12.8	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
32	13.6	It is not free of hazards such as bollards, as these can be found outside the school. They offer poor colour contrast, are less than 1000mm high and do not incorporate a colour contrasting band.	If the bollards are not absolutely necessary, they should be removed, failing that they should incorporate a colour contrasting band.	2
33	13.8	The route does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
34	17.2	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
35	4.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was observed at the eastern end of the road on the outskirts of the village the footway is starting to show the signs of breaking up, remediation works should be planned	Programme remediation works to the footway at the eastern end of the village.	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
36	4.6	It is free of hazards such as bollards, litter bins, however, a street lighting column was found within the footway outside No 10a. This was unusual as lighting columns and other street furniture was out of the direct route of travel.	When the opportunity arises relocate.	3
37	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	3
38	4.13	Bench seating has been provided, but an inclusive space for a wheelchair user to sit alongside has not been provided.	Provide an inclusive space for a wheelchair user to sit alongside bench seats	3
39	5.11	Bus stops are provided with shelter on one side only. It is not always feasible to provide shelters for both directions of travel due to lack of space, but just outside the village to the south, there is a bus stop with one side having a shelter and the opposite not.	Provide a shelter to both side of bus stops when feasible.	3
40	6.2	The route has kerbs which have been dropped. There are a number of raised sections of the highway, these would make suitable crossing points, except the height difference between the raised carriageway and the kerb to the footway is in excess of the recommended 5mm, it should be flush.	If the opportunity arises, make flush the kerb with the raised highway sections	3