

- 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
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
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
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	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. 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.	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
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
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
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
36	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
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