



Appendices, Figures & Tables

Appendix A Checklist For Stage F Feasibility Notes for guidance

THE CHECKLIST IS TO BE COMPLETED AND KEPT ON FILE

GENERAL	Yes	No	N/A	Comment
Have VRU groups been consulted on changes to landscaping/ street scene?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the facilities and surrounding area attractive and interesting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the routes provided convenient and/or direct for all groups of road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the provided routes accessible, link to other routes and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the area, route and facility feel safe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme overlap a safer route to school or school travel plan scheme?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme compliment / improve adjoining schemes and the existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are routes direct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BUS ROUTES AND PUBLIC TRANSPORT				
Is there a bus route linking key destinations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the bus route serve other public transport and does the timetable correspond with connecting services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
EQUESTRIANS				
Do equestrian routes cross any roads or need to cross rail lines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CYCLISTS				
Are cyclists expected to negotiate large (two or more circulating lanes) roundabouts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme enhance any local or strategic routes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the scheme encourage cycle usage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can specific off carriageway facilities be provided if appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLISTS CONTINUED	Yes	No	N/A	
Are there any cycle unfriendly vegetation present such as thorn bushes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists use bus lanes? Are bus lanes wide enough for this to be done safely?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FOOTWAYS AND FOOTPATHS				
Could schemes that improve conditions for pedestrians be introduced?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme enhance existing local or national networks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are routes on desire lines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are routes continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FOOTBRIDGES AND OVERBRIDGES				
Is the route attractive and therefore likely to be used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Signed.....

Date.....

Appendix B Checklist For Stage 1 Preliminary Design

STAGE 1 CHECKLIST

EQUESTRIANS	Yes	No	N/A	Comment
Has a route been provided away from the immediate vicinity of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CYCLISTS				
Have cyclists been provided for at footbridges and over bridges?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have toucan crossings been provided where appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists expected to negotiate large (2 or more circulating lanes) roundabouts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cycle routes easy to follow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme enhance any local or strategic routes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the scheme encourage cycle usage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have traffic speeds been considered?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has consideration been given to the volume of traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have junctions been made cycle friendly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can specific off carriageway facilities be provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is forward visibility adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLISTS CONTINUED	Yes	No	N/A	Comment
Is the path free of tight bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists use bus lanes? Are bus lanes wide enough for this to be done safely?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PARKING				
Has provision been made for car parking spaces for blue badge holders?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have problems for VRU's been taken into account at roadside parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FOOTWAYS AND FOOTPATHS				
Could pedestrian schemes be introduced?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the scheme enhance existing local or national networks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are routes on desire lines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are routes continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have conflict points between traffic and VRUs been kept to a minimum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JUNCTIONS				
Have wide junctions been avoided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have pedestrian crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have pedestrian crossings been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



JUNCTIONS CONTINUED	Yes	No	N/A	Comment
Have pedestrian facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the crossing on the desire line?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CROSSING FACILITIES				
Have crossings been provided at convenient locations i.e. outside schools, sheltered housing, near bus stops etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there central pedestrian refuges?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is guardrail required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are crossings on desire lines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BRIDGES				
Is the route too long ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route accessible?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route attractive and therefore likely to be used?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are bridge crossings for pedestrians accessible for people with impaired mobility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
POWERED TWO WHEELERS				
Is there clear forward visibility to pedestrian crossings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are pedestrian crossings near bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are side road sight lines for emerging drivers at junctions adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Signed.....

Date.....

Appendix C Checklist For Stage 2 Detailed Design

STAGE 2 CHECKLIST

FOOTWAYS AND FOOTPATHS	Yes	No	N/A	Comment
Are the pedestrian routes continuous, linked and direct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are footways wide enough to accommodate wheelchair users? <ul style="list-style-type: none"> ▪ Minimum width for two wheelchairs to pass 2.0m ▪ Minimum width acceptable under most circumstances 1.5m ▪ Minimum width with obstruction 1.0m. ▪ Maximum restricted length 6.0m 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have crossing points been designed to be short and square, on a direct route and have dropped kerbs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
If footways are continued across side roads is positive demarcation apparent through the use of contrasting materials or colour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have measures been taken to discourage parking on footpaths?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the level of lighting adequate for visually impaired people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate unobstructed height above the footway for pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate and frequently placed and designed seating at places where people may have to wait?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do pedestrian routes have the shallowest possible gradients?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the crossfall on footways and footpaths between 1 and 2%?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments logical, consistent and limited to the minimum area necessary?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surfaces even, firm and slip resistant?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the area well drained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



FOOTWAYS AND FOOTPATHS CONTINUED	Yes	No	N/A	Comment
Are joint boxes, covers and footway gratings non-slip and flush with the footway surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have gully covers and drainage slots been positioned away from main pedestrian flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are existing reinstatements satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have existing obstructions e.g. front steps been highlighted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has street furniture been located to avoid causing an obstruction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has all street furniture been grouped together?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is signing spaced satisfactorily and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has signing been kept to a minimum and been made 'people friendly'?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is signing consistent in style and colour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has overhanging vegetation been cut to allow some room for regrowth?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
In rural areas where there is no footway, has signing been provided to warn drivers of pedestrians in the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JUNCTIONS				
Have pedestrian crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have advisory cycle lanes been extended across junction mouths?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Roundabouts (including Mini Roundabouts)				
Have pedestrian crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



JUNCTIONS CONTINUED	Yes	No	N/A	Comment
Have speeds and the number of lanes been kept to a minimum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has an off carriageway cycle track been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is it easy for cyclists to make right turn manoeuvres?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a cycle bypass to enable cyclists to overtake queuing traffic been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Priority Junctions				
Will the layout of the junction be safe for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the driver's view of approaching cyclists unobscured by parked vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists able to turn right easily from the main road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Traffic Signal Junctions				
Can vulnerable road users make all manoeuvres at the junction easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have pedestrian facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have facilities for people with sensory impairments been included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do signal timings favour vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can vulnerable road users cope with the number of lanes at the junction without difficulty?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists turn right without difficulty?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have facilities for cyclists wishing to go straight on been provided at left turn filters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



JUNCTIONS CONTINUED	Yes	No	N/A	Comment
Are cyclists able to overtake queuing traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have advanced stop lines for cyclists been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CROSSING FACILITIES				
Dropped Kerbs				
Have dropped kerbs been provided in pairs at side roads, access points to parking areas, and natural crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a flush (max 6mm) dropped kerb been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have measures been taken to discourage parking at dropped crossing locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies located away from dropped crossing locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Refuges				
Have refuges been made sufficiently wide to cater for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a minimum gap of 4.5m (on 30mph roads) between refuge and kerb so that cyclists do not get squeezed (5.0m above 30mph)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Zebra crossings				
Has tactile paving been provided on the footways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the maximum gradient of tactile paving 1:12?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have kerbs been laid flush (maximum upstand of 6mm) at the crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pelican, Toucan and Puffin Crossings				
Are these crossings appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CROSSING FACILITIES CONTINUED	Yes	No	N/A	Comment
Has the appropriate type of crossing been selected?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has tactile paving been provided on the footways at a maximum gradient of 1:12?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have kerbs been laid flush (maximum upstand of 6mm) at the crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have signal timings been set to favour vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate provision of audible/tactile devices?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has appropriate guardrail been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have push buttons at signal controlled crossings been located on the right, at an appropriate height and set back?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Subways				
Are cyclists and pedestrians segregated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route via subway short enough so that vulnerable road users will use it?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are widths as generous as possible to provide an open aspect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is lighting adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the gradient of the ramp acceptable for use by vulnerable road users and give sufficient grip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do the approaches comprise ramps and handrails?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CROSSING FACILITIES CONTINUED	Yes	No	N/A	Comment
Are there any gates preventing access to wheelchairs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there sufficient headroom for equestrians to use the subway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bridges				
Has sufficient width been provided to accommodate all vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the gradient of the ramp acceptable for use by vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the width acceptable for use by vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is bridge parapet high enough for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is route by bridge attractive enough for vulnerable road users to use it?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle layout satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CYCLE FACILITIES				
Cycle lanes on the carriageway				
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are lane widths sufficient – 1.5m at 30mph, 2.0m over 30mph?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is treatment at minor road junctions and accesses satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the cycle lane direct cyclists to the appropriate parts of the road, rather than inappropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Are flows low enough for cyclists to be given priority over the side road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are carriageway entry / exit arrangements satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gradients reasonable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is drainage satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do the gratings on gullies in the cycle lane run transverse to the traffic flow to prevent wheels being trapped?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the layout of any central refuge satisfactory with a minimum width of 4.5m kerb to refuge and a marked cycleway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the surface adequate and no upstanding manholes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the lighting arrangement satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there advanced stop lines at all traffic signals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are phasings/timings at traffic signals sufficient to permit cyclists to clear the junction safely?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are vehicles prevented from parking in the cycle lane?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the lane continue at ghost island junctions, and continue up to traffic signals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle path free of awkward kinks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is coloured surfacing provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Can cyclists use bus lanes? Are the lanes wide enough?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle paths alongside a carriageway				
Can a kerb or other physical barrier be adopted as a means of segregation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
On segregated footway/cycleways is there appropriate tactile paving to delineate each area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a need for cycle paths on both sides of the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists reach junctions on the opposite side of the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists adequately catered for at road junctions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle path on the carriageway side of the footway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle path free of any street furniture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route well lit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the footway wide enough for two prams/wheelchairs to pass each other and sufficient room on the cycleway for two cyclists travelling in opposite directions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have dropped kerbs or gaps in railings or upstands been provided at crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have drainage problems been addressed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is surfacing appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has the correct signing and lining been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Where there is a controlled crossing, is it a toucan crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle paths away from the carriageway				
Is forward visibility adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the path free of tight bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is lighting provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have dropped kerbs been provided flush with the carriageway at crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the path clear of vegetation likely to be difficult to manage e.g. overhanging trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the vegetation free from thorn bushes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the cycle paths free of barriers likely to discourage usage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is drainage adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Should horses be able to use the cyclepath?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is surfacing appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is it easy for cyclists to leave and join the path where it meets a road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can the path be accessed by maintenance vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Traffic Calming				
At narrowings, hatching or ghost islands has a minimum 4.5m lane width been provided to prevent cyclists being squeezed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have cyclists been provided for at kerb build outs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists provided for at overrun areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a gap at the side of bar markings and road humps for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cycle bypasses be provided at narrowings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there adequate clearance from parking bays?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have facilities been provided to assist wheelchair users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
EQUESTRIANS				
Has a route been provided away from the immediate vicinity of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this route free from obstructions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have appropriate crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MOTORCYCLES				
Is the surfacing adequate and consistent, with no trenches, upstanding manholes, or areas of thermoplastic markings within the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there any service covers or thermoplastic markings in the carriageway on bends or at junctions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are side road sight lines at junctions adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have any areas of adverse camber been appropriately signed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



MOTORCYCLES CONTINUED	Yes	No	N/A	Comment
Is the super elevation adequate for the speed of the road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
On high-speed roads has high friction surfacing been used at junctions and on tight bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have 45 degree splay kerbs been used on rural roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are motorcyclists allowed to use bus priority measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TRAFFIC MANAGEMENT				
Car Parking				
Has provision been made for car parking spaces for blue badge holders?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have problems for vulnerable road users been taken into account at road-side parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
One Way Streets				
Have the requirements of vulnerable road users been taken into account at one-way systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is contraflow cycling a possibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Town Centre Schemes				
Is cycle access into the town centre adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has adequate provision been made for cyclists in pedestrianisation schemes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has cycle parking been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has adequate provision been made for visually impaired people in pedestrianisation schemes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Road Closures				
Can safe pedestrian and cycle access be maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



TRAFFIC MANAGEMENT CONTINUED	Yes	No	N/A	Comment
Road Works				
Do road works cater for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are pavement works guarded by appropriate barriers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are temporary lanes of suitable width for cyclists and general traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PUBLIC TRANSPORT				
Does the design provide for unimpeded access for disabled people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the distance to public transport stops as short as possible?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the stop in a safe, secure and convenient location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a well-sheltered and comfortable environment been provided for passengers waiting at bus and coach stations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have shelters been provided opposite boarding points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route a quality bus route with appropriate raised kerbs at the boarding point?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have bus stop flags been fixed as low as possible while remaining visible above road, traffic, pedestrians and other nearby obstacles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have bus boarders been provided without causing problems for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the height of timetable information appropriate for wheelchair users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has sufficient footway width been provided to accommodate waiting passengers and passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



PUBLIC TRANSPORT CONTINUED	Yes	No	N/A	Comment
Are cyclists allowed to use bus priority measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Should cyclists be allowed to use any available bus lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are bus lanes wide enough so that buses can overtake cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
GENERAL				
Resurfacing				
Can crossing facilities be provided on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can footways and other pedestrian facilities be improved on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cycle lanes, advanced stop lines and other facilities be improved on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments suitable for cyclists' safety and comfort?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments suitable for equestrians (consider extent of usage and gradients)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has increased consideration been given to defects within 2m of carriageway edge?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have reinstatements been carried out satisfactorily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Drainage				
Are gullies located away from crossing points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies cycle and pedestrian friendly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies set at a maximum of 10mm below the surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



GENERAL CONTINUED	Yes	No	N/A	Comment
Vegetation				
Are only thornless shrubs used adjacent to cycle route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is overhanging vegetation to be removed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B CONSTRUCTION STAGE

It is essential that the construction works are carried out in such a way that the needs of vulnerable road users are met throughout the construction period and that any temporary traffic management arrangements cater for vulnerable road users.

The following checklist is to be used during the construction of the works at appropriate stages.

CONSTRUCTION WORKS	Yes	No	N/A	Comment
Do the road works cater for vulnerable road users? (Refer to the design stage checklist)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have dropped kerbs been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will pavement works be guarded by appropriate barriers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there sufficient width for a wheelchair user to pass through any works safely?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will visually impaired road users be catered for? Can barriers be felt by someone using a cane? Are Barriers clearly visible during daylight hours and lit during hours of darkness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the temporary lanes of suitable width for cyclists and general traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DETAILS OF ISSUES ARISING/ACTION TAKEN (CONSTRUCTION STAGE)

Signed.....

Date.....

Appendix D Checklist For Stage 3 Completion of Construction or Existing

STAGE 3 CHECKLIST

FOOTWAYS AND FOOTPATHS	Yes	No	N/A	Comment
Are the pedestrian routes continuous, linked and direct?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are footways wide enough to accommodate wheelchair users? <ul style="list-style-type: none"> ▪ Minimum width for two wheelchairs to pass 2.0m ▪ Minimum width acceptable under most circumstances 1.5m ▪ Minimum width with obstruction 1.0m. ▪ Maximum restricted length 6.0m 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have crossing points been designed to be short and square, on a direct route and have dropped kerbs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
If footways are continued across side roads is positive demarcation apparent through the use of contrasting materials or colour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have measures been taken to discourage parking on footpaths?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the level of lighting adequate for visually impaired people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate unobstructed height above the footway for pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate and frequently placed and designed seating at places where people may have to wait?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do pedestrian routes have the shallowest possible gradients?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the crossfall on footways and footpaths between 1 and 2%?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments logical, consistent and limited to the minimum area necessary?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surfaces even, firm and slip resistant?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Is the area well drained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are jointboxes, covers and footway gratings non-slip and flush with the footway surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have gully covers and drainage slots been positioned away from main pedestrian flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are existing reinstatements satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have existing obstructions e.g. front steps been highlighted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has street furniture been located to avoid causing an obstruction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has all street furniture been grouped together?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is signing spaced satisfactorily and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has signing been kept to a minimum and been made 'people friendly'?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is signing consistent in style and colour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has overhanging vegetation been cut to allow some room for regrowth?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
In rural areas where there is no footway, has signing been provided to warn drivers of pedestrians in the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the surface even?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the surface free of leaves, and or algae?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JUNCTIONS				
General	Yes	No	N/A	Comment
Have pedestrian crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have advisory cycle lanes been extended across junction mouths?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



JUNCTIONS CONTINUED	Yes	No	N/A	Comment
Roundabouts (including Mini Roundabouts)				
Have pedestrian crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have speeds and the number of lanes been kept to a minimum?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has an off carriageway cycle track been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is it easy for cyclists to make right turn manoeuvres?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a cycle bypass to enable cyclists to overtake queuing traffic been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Priority Junctions				
Will the layout of the junction be safe for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the driver's view of approaching cyclists unobscured by parked vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists able to turn right easily from the main road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Traffic Signal Junctions				
Can vulnerable road users make all manoeuvres at the junction easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have pedestrian facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have special facilities for people with sensory impairments been included?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do signal timings favour vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can vulnerable road users cope with the number of lanes at the junction without difficulty?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists turn right without difficulty?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have facilities for cyclists wishing to go straight on been provided at left turn filters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



JUNCTIONS CONTINUED	Yes	No	N/A	Comment
Are cyclists able to overtake queuing traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have advanced stop lines for cyclists been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CROSSING FACILITIES				
Dropped Kerbs				
Have dropped kerbs been provided in pairs at side roads, access points to parking areas, and natural crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a flush (max 6mm) dropped kerb been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have measures been taken to discourage parking at dropped crossing locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies located away from dropped crossing locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Refuges				
Have refuges been made sufficiently wide to cater for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a minimum gap of 4.5m (on 30mph roads) between refuge and kerb so that cyclists do not get squeezed (5.0m above 30mph)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Zebra crossings				
Has tactile paving been provided on the footways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the maximum gradient of tactile paving 1:12?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have kerbs been laid flush (maximum upstand of 6mm) at the crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pelican, Toucan and Puffin Crossings				
Are these facilities appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CROSSINGS FACILITIES CONTINUED	Yes	No	N/A	Comment
Has the appropriate type of crossing been selected?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has tactile paving been provided on the footways at a maximum gradient of 1:12?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have kerbs been laid flush (maximum upstand of 6mm) at the crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have signal timings been set to favour vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there appropriate provision of audible/tactile devices?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has appropriate guardrail been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have push buttons at signal controlled crossings been located on the right, at an appropriate height and set back?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Subways				
Are cyclists and pedestrians segregated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route via subway short enough so that vulnerable road users will use it?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are widths as generous as possible to provide an open aspect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is lighting adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the gradient of the ramp acceptable for use by vulnerable road users and give sufficient grip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Do the approaches comprise ramps and handrails?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CROSSING FACILITIES CONTINUED	Yes	No	N/A	Comment
Are there any gates preventing access to wheelchairs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there sufficient headroom for equestrians to use the subway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bridges				
Has sufficient width been provided to accommodate all vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the gradient of the ramp acceptable for use by vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the width acceptable for use by vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is bridge parapet high enough for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is route by bridge attractive enough for vulnerable road users to use it?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle layout satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CYCLE FACILITIES				
Cycle lanes on the carriageway				
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are lane widths sufficient – 1.5m at 30mph, 2.0m over 30mph?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is treatment at minor road junctions and accesses satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Does the cycle lane direct cyclists to the appropriate parts of the road, rather than inappropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE CONTINUED	FACILITIES	Yes	No	N/A	Comment
	Are flows low enough for cyclists to be given priority over the side road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are carriageway entry / exit arrangements satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are gradients reasonable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is drainage satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Do the gratings on gullies in the cycle lane run transverse to the traffic flow to prevent wheels being trapped?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the layout of any central refuge satisfactory with a minimum width of 4.5m kerb to refuge and a marked cycleway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the surface adequate and no upstanding manholes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the lighting arrangement satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there advanced stop lines at all traffic signals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are phasings/timings at traffic signals sufficient to permit cyclists to clear the junction safely?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are vehicles prevented from parking in the cycle lane?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Does the lane continue at ghost island junctions, and continue up to traffic signals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the cycle path free of awkward kinks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is coloured surfacing provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Can cyclists use bus lanes? Are the lanes wide enough?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the riding surface good?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle paths alongside a carriageway				
Can a kerb or other physical barrier be adopted as a means of segregation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
On segregated footway/cycleways is there appropriate tactile paving to delineate each area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a need for cycle paths on both sides of the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cyclists reach junctions on the opposite side of the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists adequately catered for at road junctions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle path on the carriageway side of the footway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the cycle path free of any street furniture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route well lit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the footway wide enough for two prams/wheelchairs to pass each other and sufficient room on the cycleway for two cyclists travelling in opposite directions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have dropped kerbs or gaps in railings or upstands been provided at crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have drainage problems been addressed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is surfacing appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has the correct signing and lining been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Where there is a controlled crossing, is it a toucan crossing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the riding surface good?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle paths away from the carriageway				
Is forward visibility adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the path free of tight bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is lighting provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have dropped kerbs been provided flush with the carriageway at crossing places?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the path clear of vegetation likely to be difficult to manage e.g. overhanging trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the vegetation free from thorn bushes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are the cycle paths free of barriers likely to discourage usage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is drainage adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will horses be able to use the cyclepath?				
Can the path be swept?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is surfacing appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is it easy for cyclists to leave and join the path where it meets a road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



CYCLE FACILITIES CONTINUED	Yes	No	N/A	Comment
Can the path be accessed by maintenance vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cycle routes easy to follow, direct and continuous?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the riding surface good?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Traffic Calming				
Alt narrowings, hatching or ghost islands has a minimum 4.5m lane width been provided to prevent cyclists being squeezed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have cyclists been provided for at kerb build outs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists provided for at overrun areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a gap at the side of bar markings and road humps for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cycle bypasses be provided at narrowings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there adequate clearance from parking bays?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
EQUESTRIANS				
Has a route been provided away from the immediate vicinity of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this route free from obstructions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have appropriate crossing facilities been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the surface durable, slip resistant and firm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



MOTORCYCLES	Yes	No	N/A	Comment
Is the surfacing adequate and consistent, with no trenches, upstanding manholes, or areas of thermoplastic markings within the carriageway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there any service covers or thermoplastic markings in the carriageway on bends or at junctions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are side road sight lines at junctions adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have any areas of adverse camber been appropriately signed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the super elevation adequate for the speed of the road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
On high-speed roads has high friction surfacing been used at junctions and on tight bends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have 45 degree splay kerbs been used on rural roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are motorcyclists allowed to use bus priority measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TRAFFIC MANAGEMENT				
Car Parking				
Has provision been made for car parking spaces for blue badge holders?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have problems for vulnerable road users been taken into account at road-side parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
One Way Streets				
Have the requirements of vulnerable road users been taken into account at one-way systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is contraflow cycling a possibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



TRAFFIC MANAGEMENT CONTINUED	Yes	No	N/A	Comment
Town Centre Schemes				
Is cycle access into the town centre adequate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has adequate provision been made for cyclists in pedestrianisation schemes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has cycle parking been provided?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has adequate provision been made for visually impaired people in pedestrianisation schemes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Road Closures				
Can safe pedestrian and cycle access be maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Road Works				
Do road works cater for vulnerable road users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are pavement works guarded by appropriate barriers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are temporary lanes of suitable width for cyclists and general traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PUBLIC TRANSPORT				
Does the design provide for unimpeded access for disabled people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the distance to public transport stops as short as possible?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the stop in a safe, secure and convenient location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has a well-sheltered and comfortable environment been provided for passengers waiting at bus and coach stations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have shelters been provided opposite boarding points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route a quality bus route with appropriate raised kerbs at the boarding point?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



PUBLIC TRANSPORT CONTINUED	Yes	No	N/A	Comment
Have bus stop flags been fixed as low as possible while remaining visible above road, traffic, pedestrians and other nearby obstacles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have bus boarders been provided without causing problems for cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the height of timetable information appropriate for wheelchair users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has sufficient footway width been provided to accommodate waiting passengers and passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are cyclists allowed to use bus priority measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Should cyclists be allowed to use any available bus lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are bus lanes wide enough so that buses can overtake cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
GENERAL				
Resurfacing				
Can crossing facilities be provided on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can footways and other pedestrian facilities be improved on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Can cycle lanes, advanced stop lines and other facilities be improved on reinstatement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments suitable for cyclists' safety and comfort?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are surface treatments suitable for equestrians (consider extent of usage and gradients)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Has increased consideration been given to defects within 2m of carriageway edge?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Have reinstatements been carried out satisfactorily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



GENERAL CONTINUED	Yes	No	N/A	Comment
Drainage				
Are gullies located away from crossing points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies cycle and pedestrian friendly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are gullies set at a maximum of 10mm below the surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vegetation				
Are only thornless shrubs used adjacent to cycle route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is overhanging vegetation to be removed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Signed.....

Date.....



Appendix E Guidance on Good Practice

PROVIDING FOR PEDESTRIANS AND CYCLISTS


DISABILITY LEGISLATION, DDA 1995 AND INCLUSIVE MOBILITY 2002

An inclusive environment will be:

- easily used by as many people as possible without undue effort, special treatment or separation
- able to offer people the freedom to choose how they access and use it, and allow them to participate equally in all activities it may host
- able to embrace diversity and difference
- safe, legible, predictable and of a high quality.

Requirements related to manoeuvrability include; gradients, ramps and steps, barriers, colour contrast, surfaces, kerbs, crossings and access to public transport. Under the Disability Discrimination Act 1995, accessibility for disabled people should be equal to that of other NMUs as far as is practicable. Access to bus stops, escape routes for disabled motorists and access to services should be provided.

- Reduce traffic, divert traffic to other routes
- Omit local roads from signing to encourage drivers to use main routes, but these local routes will need including on cycle signs to deter cyclists from using main routes
- Maintain reduced speeds through traffic calming, enforcement, signal timing
- Exempt cyclists from point closures, turning restrictions, one way orders,
- Permit cyclists, where safe, to use bus gates
- Introduce weight restrictions
- Minimise green time to deter drivers from using a certain route
- Advanced cycle stop lines
- Extended and or more frequent pedestrian signal phases
- Traffic calming
- Reduced speeds
- Cycle route priority crossing, toucan crossings directly on desire lines with good response time.
- Consistency of signing
- Maintenance of signing
- Introduce measures to facilitate walking and cycling throughout the catchment area of a school/schools
- Heavily used pedestrian area, seats to be provided at 50m intervals
- Short cut for NMUs, separation between carriageway and footway by verge, hedge etc or new alignment away from the carriageway
- Grade separated crossings – where pedestrian route crosses major highway or a railway
- Use of red tarmac across side roads to highlight the fact that there is a cycle route along the main road.

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- Safety features at roundabouts such as white boards with vertical black lines highlighting moving cyclists
 - Use of innovative signs such as a picture of a car door opening.
 - uninterrupted routes i.e. no loss of priority, no obstruction, no additional stops or turn offs
 - good riding surface
 - more dedicated cycle facilities e.g. cycle lanes offering priority and protection from high volume, high speed or queuing motor traffic
 - maintains priority through junctions
 - a good journey time rating
 - enhances the environment, distinctive character and improves ambience for cyclists and others
 - clarifies positioning of cyclists and other highway users
 - gully grate slots should be at right angles to the direction of travel or non-slot 'pedestrian style' gratings should be provided.
 - minimum grating size of 300 x 300mm
 - Falls of at least 1:40 cross-fall and 1:200 longitudinally are preferred.
 - Avoid the placement of signs that are unnecessary or difficult to read, thereby taking attention away from the act of walking.
 - where possible, provide level access to buildings
 - Keep external surfaces in good repair, unobstructed and well drained to reduce the risk of slipping in wet or icy conditions (Roys, 2001)
 - leaves, mud and growth of algae should be cleaned
 - People-detectors on crossings

COMMON SITUATIONS THAT ARE PROBLEMATIC FOR CYCLISTS:

- Large roundabouts (two or more circulating lanes)
- Uncontrolled fast moving left filter lanes
- Banned movements without cyclists exemption
- Road closures without cycling gaps
- Interrupted or obstructed lanes
- "Cyclists Dismount" signs
- Counter intuitive loss of priority (at side roads)
- One-way streets without cyclists' exemption
- central hatching - where there are few turning movements, consideration should be given to reducing or replacing central hatching with kerbside cycle lanes or wider near-side lanes
- vertical deflections that destabilise cyclists or force them to lose momentum, e.g.



rumble-strips and steep humps with up-stands

- sharply-angled footway build-outs that require cyclists to deviate from a direct path
- central islands where pinch-points are created.
- physical obstruction

CONSIDERATION FOR PEOPLE WITH MOBILITY AND/OR VISUAL IMPAIRMENTS

Minimum footway widths should be:

- 2000mm to allow two wheelchairs to pass, should be considered normal minimum
- 1500mm minimum acceptable under most circumstances
- 1000mm is absolute minimum when there is an obstruction
- Maximum length of restricted width of 6m

Unobstructed height above a pedestrian:

- Minimum of 2300mm
- Subsurface station platforms, 3000mm
- Sign suspended over footway or pedestrian area - in a railway station, 2100mm
 - on cycleway, 2300mm
- Trees overhanging footway, 3000mm clear height

Requirements for wheelchair users

- push buttons should be no less than 750mm and no more than 1200mm above ground level
- turning circles of 2420mm for outdoor electric wheelchairs and 4350mm for wheelchair users with extended leg rests.

Walking distances between rest areas should be as follows:

- Wheelchair users, 150m
- People with visually impairment, 150m
- People with mobility impairment using a stick, 50m
- People with mobility impairment without walking aid, 100m

Effects of different gradients, As described in the Swedish publication Streets for Everybody: and Inclusive Mobility, Department for Transport 2002

- 1% (1 in 100), never an obstacle
- 2% (1 in 50), managed by most people (and provides good drainage)
- 2.5% (1 in 40), managed by many people
- Steeper than 2.5%, impossible for many manual wheelchair users



Traffic calming

VRU friendly traffic calming consists of:

- surface treatments
- lengths of road narrowing e.g. with limited passing places for cars
- addition of white lining down the middle of the effective carriageway width, so that a motorist knows that an oncoming cyclist is entitled to the other side of the road (a minimum overall road width of 5.5m is required for this arrangement)
- removal of road markings that give motorists more security than is appropriate, resulting in excessive speed
- vertical deflections from which cyclists are exempt, e.g. cushions or partial humps and tables, entry treatments and flat-top humps (sinusoidal profile ramps should be used for flat top humps, tables and raised entry treatments) that do not destabilise or unreasonably slow down cyclists, e.g. humps with sinusoidal profile or gradients of between 1:10 and 1:20 (without any upstand between the bottom of the ramp and carriageway). Constructed with asphalt, block paving or imprint pattern. Good skid-resistance is important.
- more frequent zebra crossings

CAR PARKING CONSIDERATIONS

- Reduced long stay parking deters commuter traffic
- Removal of on street parking reduces possible conflicts
- Features to prevent verge parking
- Congestion and parking charges – encourages walking and cycling
- Bus priority measures benefit cyclists and pedestrians
- Cycle parking, stands and lockers situated conveniently and safely
- Spaces for Blue Badge Holders on firm, durable and slip-resistant surface, with undulations not exceeding 3 mm under a 1 m straight-edge for formless materials. Inappropriate materials include loose sand and gravel (ADM). Also needs to be on a suitable gradient.

On-street parking

- parallel to kerb bay space 6600mm x 3600mm
- at angle to kerb bay space 4200mm x 3600mm

Off-street parking

- bay space minimum 4800mm x 2400mm
- where parallel to access aisle, extra length of 1800mm
- where at 90° to access aisle
 - 1.2 extra width of 1200mm
 - 1.3 extra length of 1200mm

Unobstructed height in parking garages 2600mm



FOOTWAYS AND FOOTPATHS CONSIDERATIONS

- Minimum preferred obstacle free footway width 2000mm
- Minimum obstacle free footway width 1500mm
- Width at bus stops 3000mm
- Width at shops 3500-4500mm
- Absolute minimum width at obstacles (max length 6 metres) 1000mm
- Unobstructed height above footways 2300mm

gradients

- Preferred maximum gradient on ramp 1 in 20
- Maximum gradient (not exceeding 2m long) 1 in 12

DROPPED KERBS


- Width of dropped kerb - minimum 1200mm
- Width of dropped kerb at controlled crossing - minimum 2400mm
- Width of dropped kerb - high pedestrian flows 3000mm
- Width adjacent to parking for disabled car users 1000mm
- Gradient of dropped kerb - maximum 1 in 12 (8%)
- Maximum kerb upstand of 6mm on bullnose kerb (preferentially level with tactile kerbs)

STEPS AND STAIRS

- Minimum number of steps in a flight 3
- Maximum number of steps in a flight 12
- Preferred riser height 150mm
- Minimum riser height 100mm
- Maximum riser height 170mm
- Preferred tread depth (going) 300mm
- Minimum tread depth 250mm
- Preferred unobstructed width of stairs (between handrails) 1200mm
- Minimum unobstructed width of stairs (between handrails) 1000mm

RAMPS

- Preferred gradient 1 in 20
- Maximum gradient (not exceeding 2m long) 1 in 12

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- Absolute maximum gradient over length up to 600mm 1 in 10
 - Preferred unobstructed width of ramp (between
 - handrails) 2000mm
 - Minimum width of ramp 1200mm
 - Minimum unobstructed width (between handrails) 1000mm
 - Maximum length of ramps 132 metres
 - Preferred maximum length 50 metres
 - Maximum length of single ramp 10 metres

guardrails and barriers

- Minimum height 1100mm
- Upstand/tapping rail minimum height 150mm

POSITIONING OF POLES

- Distance from property line to outer edge of pole 275mm
- Distance from edge of carriageway
 - 1.4 minimum 500mm
 - 1.5 maximum 600mm
- Clear distance between two poles 1000mm
- Mounting height to bottom of sign 2300mm

Colour contrast marking


- Depth of contrast marking 150mm
- Height of contrast marking (bottom edge) 1400 1600mm

Waste bins, bollards, seats and flower boxes

- Height of top of waste bin 1300mm
- Height of bollard minimum 1000mm
- Width of seats minimum 500mm
- Height of perch seating 700mm
- Height of flower boxes and free standing objects minimum 1000mm

BUS STOPS

- Kerb heights
 - 1.6 preferred 160mm
 - 1.7 minimum 125mm
- Raised boarding area
 - 1.8 minimum length, (single door buses) 3000mm



1.9 minimum length, (2 door buses) 9000mm

- Preferred width cantilever shelters 1400mm
- Preferred width enclosed shelters 2000mm
- Width of clear space to front or rear of shelter 2000mm, minimum 1000mm
- Bus stop flag size minimum 450mm x 400mm
- Bus route number (height of figure) minimum 50mm

Timetable information

- height above ground 900 1800mm

CYCLE DIMENSIONS

- standard minimum cycle lane width of 1.5m
- For two-way off-carriageway cycle facilities, a minimum width of 3.0m is recommended.
- It is unusual for the width of non-standard cycles to exceed 0.9m.
- minimum width between the obstructions should be 1.5m
- In exceptional circumstances only, this may be reduced to 1.2m

EQUESTRIANS

- use of surface texture on inclines
- riding alongside high speed trunk roads should be avoided, and where practicable, equestrians should be routed away from the immediate vicinity of roads.
- appropriate crossing facilities and, where horse riders frequently use the verge, suitable surfaces adjacent to the highway.

NMU'S

Facilities for NMUs should be attractive and interesting to help encourage their use and offer provision that reduce delay, diversion and danger. Five core principles common to NMU routes have been identified in draft *LTN 1/04*, as follows:

- Convenient.
- Accessible
- Safe:
- Comfortable:
- Attractive:



Appendix F Useful Contacts

Ramblers Association – National Trails, Long Distance Paths, European Paths, Easy Paths and Challenging Paths (www.ramblers.org.uk).

Local Authority Road Safety Officer's Association (LARSOA) (www.larsoa.org.uk)

British Horse Society – National Bridle Route, Network (www.uk-ride.org.uk).

The Mobility and Inclusion Unit, The Department for Transport, Zone 4/23, Great Minster House, 76 Marsham Street, London SW1P 4DR.

Telephone: 020 7944 6100 Fax: 020 7944 6102 Minicom: 020 7944 3277

E-mail: miu@dft.gov.uk

The Disabled Persons Transport Advisory Committee (DPTAC), Zone 4/24, Great Minster House, 76 Marsham Street, London SW1P 4DR

Telephone: 020 7944 8011 Fax: 020 7944 6998 Minicom: 020 7944 6100

E-mail: dptac@dft.gov.uk

Centre for Accessible Environments,

Nutmeg House, 60 Gainsford Street, London SE1 2NY

Telephone: 020 7357 8182 Fax: 020 7357 8183

E-mail: info@cae.org.uk

CHANGE,

Unit D, Hatcham Mews Business Centre, Hatcham Park Mews, London SE14 5QA.

Telephone: 020 7639 4312 Fax: 020 7639 4317

E-mail: changepeople@excite.co.uk

Community Transport Association,

Highbank, Inclusive mobility, Halton Street, Hyde, Cheshire SK14 2NY

Telephone: 0161 366 6685

E-mail: ctauk@communitytransport.com

Deafblind UK,

100 Bridge Street, Peterborough, Cambridgeshire PE1 1DY

Telephone: 01733 358100 Minicom: 01733 358858 Fax: 01733 358356

E-mail: info@deafblind.org.uk

Disability Action (NI),



Portside Business Park, 189 Airport Road West, Belfast BT3 9ED

Telephone: 028 9029 7880, Fax: 028 9029 7881

E-mail: hq@disabilityaction.org

Disability Rights Commission,

FREEPOST MID02164 Stratford upon Avon CV37 9BR

Telephone: 08457 622 633 Minicom: 08457 622 644 Fax: 08457 778878

E-mail: enquiry@drc-gb.org

Mobilise,

National HQ, Ashwellthorpe, Norwich NR16 1EX

Telephone: 01508 489449 Fax: 01508 488173

E-mail: ddahq@aol.com

Website www.mobilise.info

Telephone: 01832 734724 Fax: 01832 733816

E-mail: ddmc@ukonline.co.uk

Institution of Highways and Transportation,

6 Endsleigh Road, London W13 ORE

Telephone: 020 7387 2525 Fax: 020 7387 2808

E-mail: iht@iht.org

Mobility Advice and Vehicle Information Service (MAVIS),

O Wing, Macadam Avenue, Old Wokingham Road, Crowthorne, Berkshire RG45 6XD

Telephone (and minicom): 01344 661000 Fax: 01344 661066

E-mail: mavis@dft.org.uk

Motability,

Warwick House Roydon Road Harlow Essex CM19 5PX

Minicom: 01279 632213

National Federation of Shopmobility,

85 High Street, Worcester WR1 2ET

Telephone/Fax: 01905 617761

E-mail: nfsuk@lineone.net



The Royal Association for Disability and Rehabilitation (RADAR),
12 City Forum, 250 City Road, London EC1V 8AF
Telephone: 020 7250 3222 Minicom: 020 7250 4119 Fax: 020 7250 0212
E-mail: radar@radar.org.uk

Royal National Institute of Blind People (RNIB),
105 Judd Street, London WC1H 9NE
Telephone: 020 7388 1266 Fax: 020 7388 2034
E-mail: helpline@rnib.org.uk

The Royal National Institute for Deaf People (RNID),
19-23 Featherstone Street, London EC1Y 8SL
Telephone: 020 7296 8000/8001 Fax: 020 7296 8199 Minicom: 0870 603 3007
E-mail: helpline@rnid.org.uk

The Stationery Office,
Publication Centre, PO Box 276, London SW8 5DT
Telephone: 0870 600 5522 Fax: 0870 600 5533

TRIPSCOPE,
The Vassall Centre, Gill Avenue, Bristol BS16 2QQ
Telephone (with minicom): 08457 58 56 41 Fax: 0117 939 7736
E-mail: tripsopesw@cableinet.co.uk

British Motorcyclists' Federation (BMF)

BMF
Jack Wiley House
25 Warren Park Way
Enderby
Leicester
LE19 4SA

UK Tel: General Enq 0116 284 5380
Tel: Membership Enq 0116 284 5390

Fax: 0116 284 5381

Website www.bmf.co.uk



Motorcycle Action Group (MAG)

Central Office,
P.O. Box 750,
Rugby CV21 3ZR
Tel 0870 - 444 8 448
Fax 0870 - 444 8 449
Website www.mag-uk.org/index2.html

Institute of Advanced Motorists

IAM House
510 Chiswick High Road
LONDON
W4 5RG
Tel: 020 8996 9600

Fax: 020 8996 9601

Website www.iam.org.uk

Royal Society for the Prevention of Accidents (RoSPA)

RoSPA House
Edgbaston Park
353 Bristol Road
Edgbaston
Birmingham
B57ST

Tel 0121 248 2000

Website www.rospa.com

Lancashire Disability Information Federation

Office 10 Leyland House
Lancashire Business Park
Centurion Way
Leyland
PR26 6TY
Tel 01772 621633



Galloway's Society for the Blind

Chorley Centre

8 Crown Street

Chorley

PR7 1DX

Tel 01257 275160

The Guide Dogs for the Blind Association

Burghfield Common

Reading

RG7 3YG

Tel 0188 9835555

Website www.guidedogs.org.uk

Deafway

Brockholes Brow

Preston

Lancashire

PR2 5AL

Tel 01772 796461

Website www.deafway.org.uk



Appendix G Bibliography

Access Audit Handbook, Published by the Centre for Accessible Environments in conjunction with RIBA Publishing. 2005

Ambition Lancashire , 2005-2025

Bicycle helmets: review of effectiveness (No.30)

Building Sight RNIB, 1995

Child development and the aims of road safety education (No.01)

Childhood accidents and their relationship with problem behaviours (no.07)

COPECAT, Concise Pedestrian and Cycle Audit, AGMA 2003

Design Manual for Roads and Bridges, Volume 5 Assessment and preparation of road schemes Section 2. (HD 42/05) Part 5

Design Manual for Roads and Bridges, Volume 5 Assessment and preparation of road schemes Section 2. (TA 91/05) Part 4 – Provision for Non Motorised Users

DfT An easy read guide to – the future of transport a network for 2030, September 2004

DfT Road Safety Education for Children transferring from primary to secondary school, Road safety Research Report no.35 May 2003

DfT Road Safety Research Report No.47 Children's Traffic Safety: An international survey of policy and practice. June 2004

DfT Road Safety Research Report No.50 Children's Traffic Safety: International Lessons for the UK. July 2004

DfT The Future of Transport a Network for 2030, July 2004

DfT Tomorrow's Roads – safer for everyone. The first three year review. The Government's road safety strategy and casualty reduction targets for 2010. April 2004

DfT TRL IHT Urban Safety Management Guidelines. Road Safety Strategies for Urban Communities. 2003

DfT, Road Safety Research Report No.37. Older Pedestrian: A critical review of the literature. June 2004

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Dundee City Council Road Safety Audit Procedures, 2005

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Inclusive Mobility, DfT 2002

Inquiry into Vulnerable Road Users in London, Living Streets, Greater London Assembly Transport Committee, 2002

Lancashire County Council Consultation Strategy 2007

Lancashire Local Transport Plan 2006-2010

Local Transport note 1187 Getting the right balance

Local Transport Note 1189 Making way for cyclists

Manual for Streets, 2007

National cycling strategy



Planning Policy Guidance Note 13, Transport, 2001

Policy, Planning and Design for Walking and Cycling: Consultation Draft – April 2004

Problems of attention and visual search (no.08)

Promotion of mobility and safety of vulnerable road users, SWOV Institute for Road Safety Research 2001

Road Accidents involvement of children from ethnic minorities (No.19)

Road Casualties Great Britain 2006, DfT, Scottish Executive, National Assembly for Wales

Road Safety – By Accident or Design, Scottish Road Safety Campaign, date unknown

Shared Facilities for Pedestrians and Cyclists JCMBPS, 1996

TAL 4/90 Tactile Markings for Segregated Shared Use by Cyclists and Pedestrians

The Future of Transport, A Network for 2030, DfT 2004

Tomorrow's roads - safer for everyone: The first three year review. The Government's road safety strategy and casualty reduction targets for 2010. April 2004

Traffic Advisory Leaflet 9193 Cycling in Pedestrian Areas

Urban Safety Management Guidelines; Road Safety Strategies for Urban Communities, DfT, TRL, IHT, 2003

VISION ZERO: Adopting a Target of Zero for Traffic Fatalities and Serious Injuries, Stockholm Environment Institute 2004

