



# CIHT North West Transportation Conference Accessibility Considerations in Project Design

Mike Peet, C.Eng, FCIHT

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# Introduction

- Thank you for the invite
- Disclaimer
- Set the Scene
- Guidance
- Training & Learning
- Projects examples & learning

# Social Model of Disability

- Social Model of Disability
- People disabled by barriers in society
- Not by their impairment or difference

## The Social Model of Disability



The Social Model of Disability states that the oppression and exclusion people with impairments face is caused by the way society is run and organised.

# GM Walking and Cycling Index

- Walking and wheeling safety

57% of disabled people

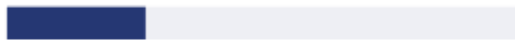


69% of non-disabled people

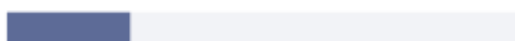


- Cycling safety

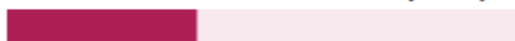
27% of disabled people



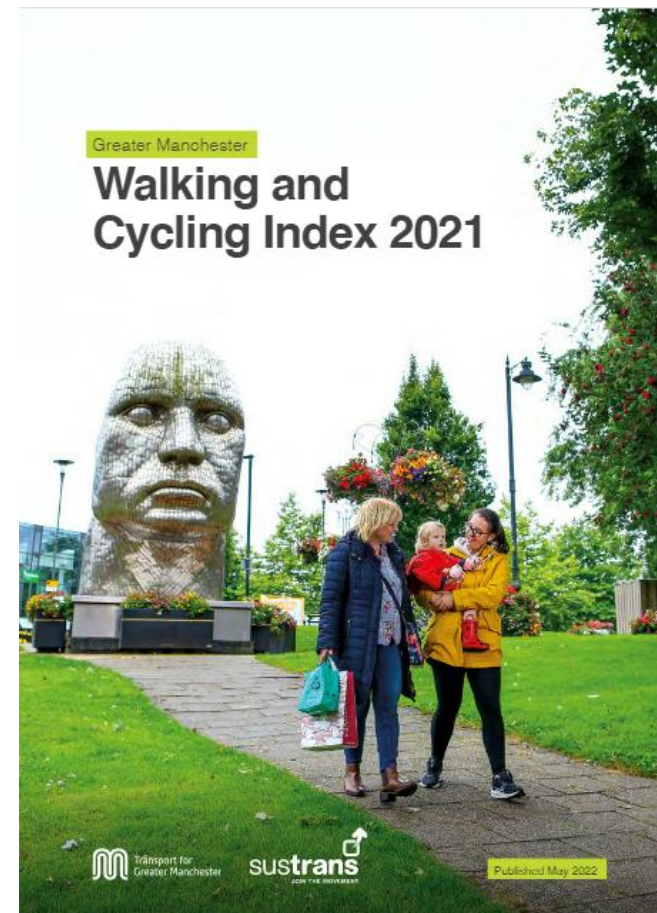
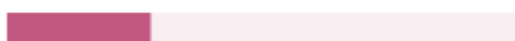
24% in 2019



37% of non-disabled people



28% in 2019

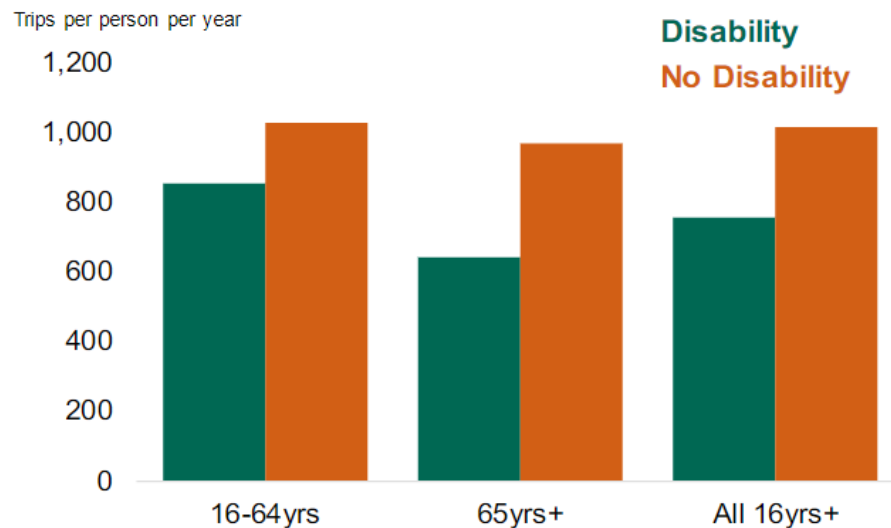


# Transport and Disability Statistics 2019/20



**In 2019, disabled adults in England made 26% fewer trips than those without a disability.**

**Chart 1: Number of trips per person per year by disability status and age: England, 2019 ([DIS0401](#))**



# Wheels for Wellbeing Survey



50% of respondents were male, 43% were female



Inaccessible cycle infrastructure was cited as the biggest barrier to cycling



65% cycle at least weekly



65% of respondents use their cycle as a **mobility aid**; 49% have been asked to dismount and walk/wheel their cycle



Most own a **two-wheeled bicycle**



More than half have worried about having **benefits reduced or withdrawn** because of being physically active



82% cycle for **leisure**, 74% cycle for **exercise**



A third have been unable to park or store a non-standard cycle because the **facilities were inadequate**

# Manchester City Council's Highways Services

- Equality Act
- Public Sector Duty
- Equality Impact Assessment
- Focus on active travel schemes including cycling, walking and wheeling improvements
- Decision to establish Access Group comprised of people with lived experienced of disability / disability groups
- Focus on inclusive design

# How did I go about this for the City Council ?

- Research of different groups
- Research of guidance
- Advice and support of specialist Equalities Officer
- Research of potential membership



# Guidance

- LTN 1/20
  - Core Principles
  - Coherent; Direct; Safe; Comfortable and Attractive.
  - Infrastructure should be accessible
  - Equality impact assessment
- GM Active Travel Guide
  - 18 key issues



# Guidance and Research on Mobility and Inclusive Design

- Inclusive Mobility (2021), DfT
- Design for Access 2 (2003), MCC
- Pave The Way (2021), Transport for All
- A Guide to Inclusive Cycling, (2020), Wheels for Wellbeing
- BS 8300-1 (2018)
- Various publications, Royal National Institute for the Blind

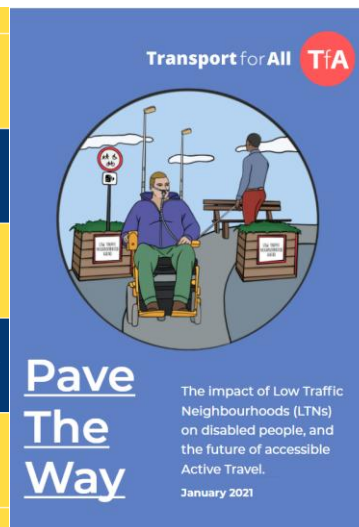
Department for Transport  
**Inclusive Mobility**  
 A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure



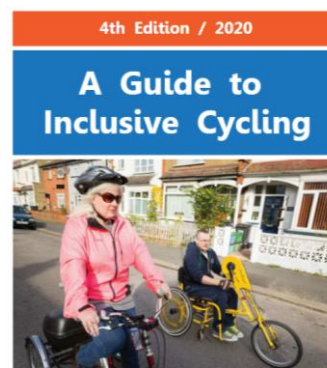
December 2021



December 2003



The Impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel.  
 January 2021



4th Edition / 2020

**A Guide to Inclusive Cycling**



BS 8300-1:2018



BSI Standards Publication

**Design of an accessible and inclusive built environment**

Part 1: External environment — Code of practice

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bsi.

## Cycling and Cycleways

August 2019

### What we think

This position statement addresses cycling, cycleways, shared use areas where cycling is permitted and cycle routes.

We support the aim to promote walking and cycling, to increase levels of healthy activity and the move to zero emission transport. Our support is based on all developments and schemes being designed inclusively.

However, many cycleway schemes that have already been built create barriers of access to the public space, according to what local blind and partially sighted people say. They feel the physical design of these walking and cycling routes have decreased the accessibility of the space and so increased the risk of conflict between pedestrians and cyclists. Blind and partially sighted people tell us they are unable to make journeys where these schemes have been built.

For our walking and cycling infrastructure to be inclusive it must be designed to promote safer cycling and safer walking. From the perspective of blind and partially sighted people, safer walking means detectable cycle lanes, inclusive pedestrian crossings and dedicated footways.

**Wheels for Wellbeing**

# Guidance and Research (Continued)

- Seeing Streets Differently (2021), RNIB
- Making the built environment inclusive (2021), Guide Dogs
- Top tips for creating accessible print documents (2017), RNIB
- Disability Statistics (2021), DfT

**RNIB**  
See differently

**Seeing streets differently:**  
How changes to our streets and vehicles are affecting the lives of blind and partially sighted people

**Guide Dogs**

**Making the built environment inclusive - guidance on ensuring regeneration schemes are accessible for people with sight loss**

Helen Aluko-olokun and Adam Marsh  
December 2021

Statistical Release 24th March 2021

**Department for Transport**

**Transport: Disability and Accessibility Statistics, England 2019/20**

**About this release**  
This statistical release presents information on transport related disability and accessibility statistics in England, drawn from a variety of data sources. The way information on disability is collected can vary by data source and a summary of the definitions used can be found in the Background section of this report.

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**Top tips for creating accessible print documents**

- Not everyone with sight loss has the same needs. If you know your reader, ask what they need.
- Be aware that someone might read your document using some specialist equipment including magnifiers, video magnifiers or screen reading devices. The layout and structure of your document will have a big impact on their device's effectiveness.
- Well formatted text documents are easier to transcribe into accessible formats including braille, audio or large print.
- You should produce all documents in at least clear print (font size 14 point). Large print is anything larger than 16 point, but is often produced in 18 point.
- If somebody wants a document in a larger font size, never just enlarge your original using a photocopier. Always prepare a new document to suit their needs.
- Use a plain sans serif font style, such as Arial or Helvetica.
- Don't use block capitals, italics, underlining or break words up over different lines using hyphens, as these can interrupt someone's reading flow. Use bold text sparingly for emphasis.

**Chart 1: Number of trips per person per year by disability status and age: England, 2019 (DIS081)**

Age Group	No Disability	Disability
16-64 yrs	~1,000	~800
65+ yrs	~1,000	~600
All 16+ yrs	~1,000	~750

**In 2019, disabled adults in England made 26% fewer trips than those without a disability.**

**In 2019 disabled adults (aged 16 years and over) in England made 757 trips on average per person per year, as compared to 1,016 for adults without a disability. The difference was smaller for those aged under 65, 17% less (854 trips compared to 1,025) than for those aged over 65, 34% less (642 trips compared to 970).**

**Comment on coronavirus (COVID-19) impact**  
Some of the data sources used in this release covers 2019/20 and includes the first few weeks of nationwide movement restrictions in March 2020. Some of the evidence presented may therefore be impacted.

GOVERNMENT STATISTICS  
2019/2020 RELEASES

View this release  
Email: [enquiries@statistics.gov.uk](mailto:enquiries@statistics.gov.uk)  
Phone: 0300 545 3777

Follow @DfTStats

# Training & Learning

- Briefing on the Access Group
- Briefing on the various guidance and policy on inclusive design of streets
- Site walk – experience from a different perspective
- Project Site Visits – capture and learn from disability group experiences
- Feedback on actions and learning points
- Regular reviews





# Tips to Technical Teams

## **Presenters guide**

Use the presenters guide provided

## **Professional**

Be prepared to listen, to be asked questions and be sensitive to the audiences needs.

## **Clear descriptions**

Clearly describe the scheme. If photos or diagrams are used how would you describe the object and context to someone who is blind?

## **Explain**

Explain what you want to know from the group, ask questions and advice on specific issues.

## **No jargon**

No jargon, explain acronyms, assume no prior knowledge.



# Bus Stop Bypass / Floating Bus Stop

Cycleway runs behind the passenger boarding area at a bus stop, between an island and a footway. Intention to prevent conflict between buses and cyclists.



## Summary of feedback:

- Can cause confusion and, in some instances, pose a barrier to people with a visual impairment who have to navigate across a cycle track.
- Minimum to have a mini zebra over the cycleway and 60mm kerb upstand.
- Other suggestions include features to slow cyclists, signage and audio cues on buses.

# Cycle Optimised Protected Signal (CYCLOPS)

Cyclists are fully segregated from general traffic, on a cycle track that encircles the junction. Intention to improve cyclists safety and encourage novice cyclists who are not comfortable at busy junctions.



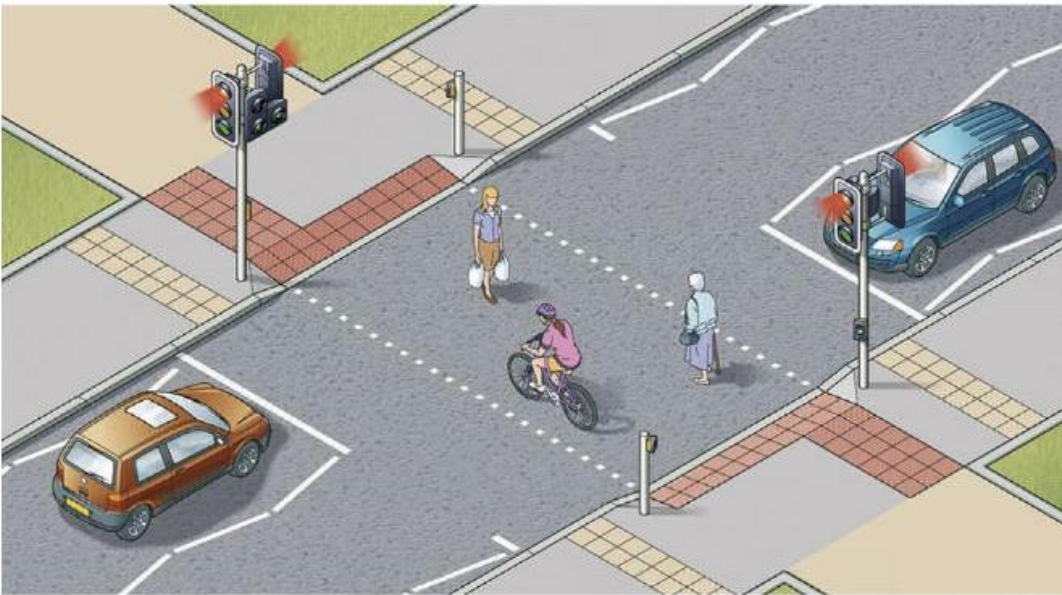
## Summary of feedback:

- There is no confidence a cyclist would slow down or stop.
- Could be confusing to someone with a learning difficulty or visual impairment and guide dogs.
- Pedestrians have to cross the cycleway and carriageway.
- Minimum to have a mini zebra over the cycleway and 60mm kerb upstand. Other features should encourage cyclists to slow down.



# Toucan Crossing

Toucan crossings are light-controlled crossings which allow cyclists and pedestrians to share crossing space and cross at the same time.



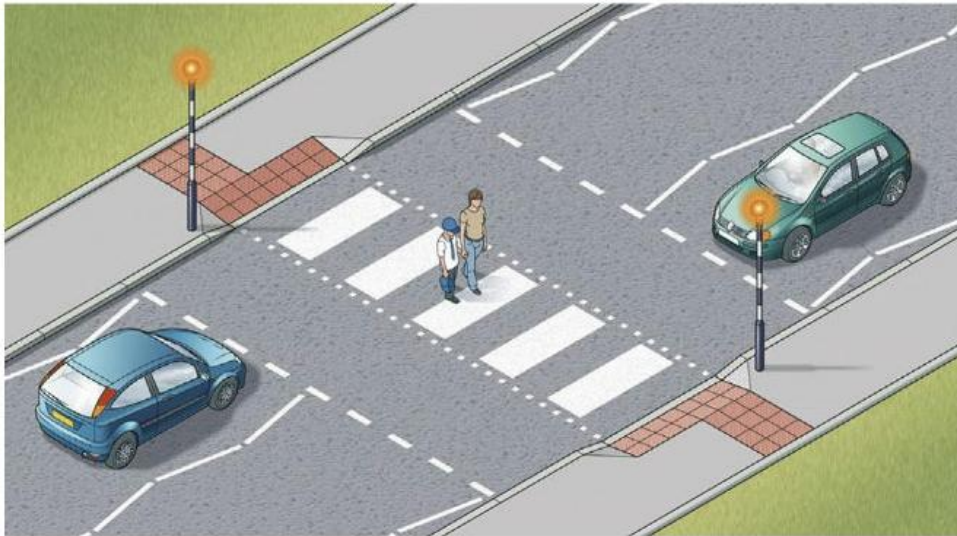
Summary of feedback:

- Experiences of conflict with cyclists and pedestrians, on the crossing and exiting the crossing.
- Anecdotes of canes becoming tangled with bicycle wheels and guide dogs being hit.



# Zebra Crossing

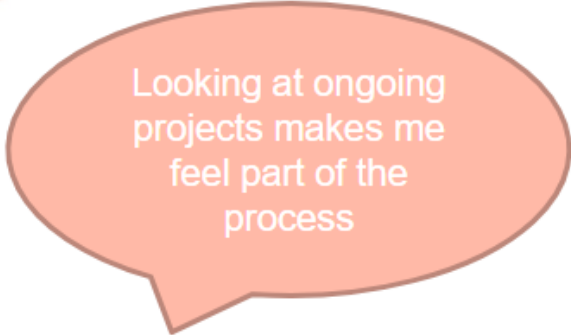
Drivers and riders should give way to pedestrians waiting to cross and **MUST** give way to pedestrians on a zebra crossing.



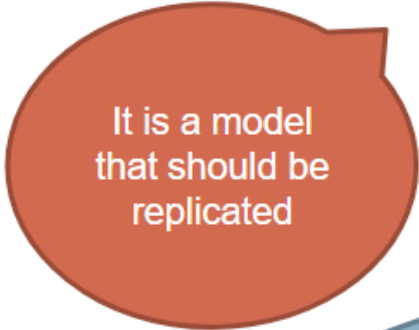
Summary of feedback:

- At one time there was concern that push-button controlled crossings were being downgraded to Zebra crossings.
- Push-button controlled crossings preferred as it gives confidence that it is safe to cross.
- Preferred to have a zebra / mini zebra than no crossing facility.


# Feedback from HAG Members



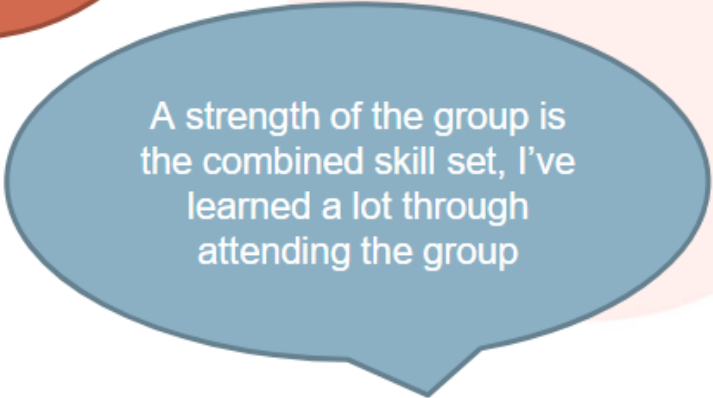
Looking at ongoing projects makes me feel part of the process



It is a model that should be replicated



Members and officers are supportive



A strength of the group is the combined skill set, I've learned a lot through attending the group

- Thank you for listening
- Any questions ?

Mike Peet

[mikepeet@amnitransportation.com](mailto:mikepeet@amnitransportation.com)