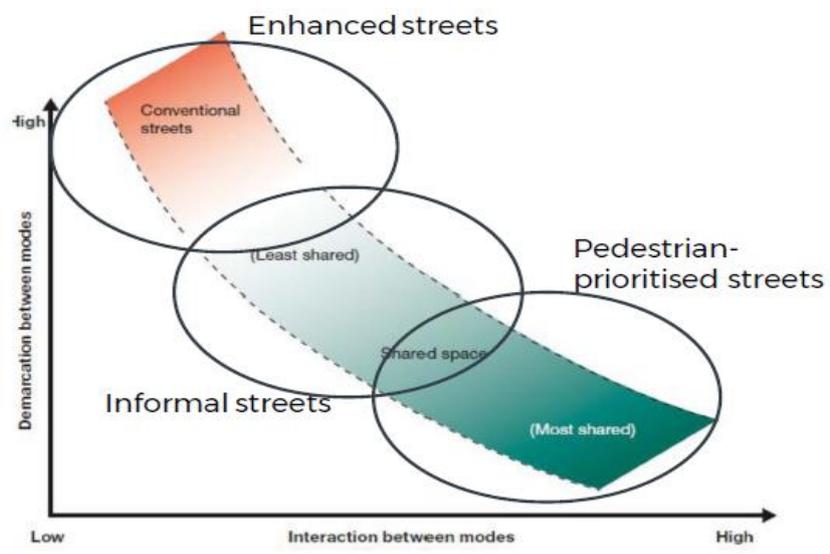


Courtesy: WSP

## Creating Inclusive & Accessible Streets 28.04.2020

- The **Equality Act 2010** and the **Inclusive Transport Strategy 2018** require designers to promote equal access for people with disabilities and ensure that streets meet the requirements of all users.
- **Streets should enable movement of people and goods and make a positive contribution to the place within which they sit.** Highways make up a significant proportion of our public realm and provide a variety of functions including access to services, businesses and shops. Our Streets should provide access for all.
- Following on from the suspension of the LTN 1/11 Shared Space the 2018 CIHT Report on Creating Better Streets: Inclusive and Accessible Places Reviewing Shared Space, concluded that **the term 'shared space' is unhelpful as there is no agreed definition of shared space. Shared space is a concept and not a design approach in itself.**
- **CIHT recommends practitioners adopt one of three different design approaches depending on the streets movement and place characteristics.** These are pedestrian priority streets, informal streets and enhanced streets approaches.
- **Following case review, CIHT concluded that designers should begin with a clear set of scheme objectives that includes the following indicators.** These can be measured pre and post implementation and provide a framework to judge the schemes success: inclusive environment, ease of movement, safety and public health, quality of place and, economic benefit .
- **CIHT also recommended further research into user needs and engagement and updating guidance on tactile paving.** This has recently come forward in the consultation draft of Accessible Public Realm: Upgrading Guidance and Further Research Recommendation 2020 by TRL and Urban Movement. The report seeks to update for Inclusive Mobility Guidance 2002 and the [Guidance on the Use of Tactile Paving Surfaces 1998](#).
- **The TRL research confirmed most practitioners fear that whilst 76% of users understood blister paving, less than 50% understand corduroy and only 15% understand at least one other type** (there are 7 types in all: blister, corduroy (hazard), platform blister (off and on street), ladder / tramlines, guidance and information paving. The picture was similar for practitioners who find the guidance to be confusing. Furthermore evidence shows that the guidance is inconsistently applied.
- **The report recommends a simplified approach, in common with many other countries, potentially using only two types of tactile paving i.e. blister and hazard.** Changes to the content and format of the guidance with more guidance on bus stop bypasses are also recommended.
- Looking forward Transport Scotland is planning to publish their '**Inclusive Engagement and Street Design Research**' soon which will address some of the issues outlined above.



Courtesy: WSP

**Speakers:**

Glenn Higgs, WSP  
John Dales, Urban Movement

**Attendees:** 100