

Appendix C: WECIL audit recommendations

Priority 1 – Immediate Action (To address critical safety and access risks)

- Install tactile paving at all cycle and pedestrian crossing points to protect visually impaired users.
- Introduce temporary drop kerbs at all key crossing points, particularly where no alternative exists for wheelchair users. (e.g., Shaftesbury Terrace, Beaufort Road) these will also help to provide safe escape routes for wheelchair users who are otherwise trapped in the road.
- Address pavement obstructions including tree root damage and parked vehicles, particularly near care facilities and directly outside places of residence.
- Review and adapt accessible parking bays to meet minimum space requirements, including transfer zones for wheelchair accessible vehicles (WAVs).
- Urgently repaint or resurface multicoloured crossing points at Beaufort Road and similar areas to reduce confusion and improve grip, especially for manual wheelchair users.
- Ensure that the online map is available in a high-resolution format and explore accessible format options for visually impaired people and easy read versions for those who may require more support to understand the changes.
- Resurface or adapt painted bus gates and multicoloured road markings to improve grip and reduce sensory confusion, particularly for visually impaired, neurodivergent, and manual wheelchair users.
- Introduce urgent pavement parking prevention measures in Beaufort Road and other hotspot areas, including physical barriers and reinforced double yellow lines, to maintain pedestrian access and ensure clear turning space near planter barriers.
- Improve signage at bus gates to clearly state exemptions, eligibility, and alternative routes, ensuring Disabled visitors and carers are not excluded.
- Address obstructions caused by planters and raised seating that block pavements, ensuring wheelchair users can navigate without entering roadways.
- Provide safe crossing points between Wellspring Settlement and the playground, with tactile paving and dropped kerbs.
- Replace or treat unsafe wooden benches to remove splinter hazards, and secure planters in children's play areas to reduce injury risks.
- Trim overgrown shrubbery at Ducie/Morton junction and remove toxic berry plants to restore safe path of travel.

Priority 2 – High Priority (To prevent service disruption and ongoing accessibility issues)

- Introduce traffic calming measures on streets now affected by increased pavement parking due to reduced through traffic.
- Install clear directional signage at road ends and closures, including "no through road" and "accessible route" markers.
- Improve map visibility and legibility on official documentation, ensuring downloadable maps are high-resolution with clear street names.
- Implement consistent wayfinding for cemetery access to avoid confusion for visitors and residents.
- Repaint or adapt road surface markings to reduce sensory overload and enhance clarity for neurodivergent users and those with dementia.
- Provide clear, accessible communication of route changes and diversions, including high-resolution maps, video walkthroughs, and easy-read versions for elderly and neurodivergent residents.
- Extend Blue Badge exemptions to cover citywide eligibility, not just local residents, ensuring fair access for visiting Disabled people and carers.
- Relocate or redesign raised seating to include inclusive options with ramped access, clear space for wheelchairs, and adequate pathway clearance.
- Review vehicle sightlines on hilly streets and cul-de-sacs, introducing double yellow lines, turning bays, or refuges to improve safety.
- Redesign or resurface coloured road markings to reduce confusion for guide dog users, neurodivergent people, and visually impaired pedestrians.
- Improve signage clarity by repositioning angled indicators to face users and standardising cycle access and one-way symbols across the scheme.

Priority 3 – Medium Priority (To support inclusive infrastructure over time)

- Develop a responsive access plan in collaboration with emergency services, carers, and Disabled residents, including trialling bus gate vehicle access for Blue Badge holders. Currently Bus gate exemptions have been introduced for:
 - Disabled class vehicles (tax class)
 - Parents of SEND (Special Educational Needs and Disabilities) children
 - Professional carers

However, there is no provision for unpaid carers and privately owned vehicles owned by Blue Badge holders – not all Disabled people are eligible for Disabled tax class, for examples those who own businesses or use a company car.

- Introduce a monitored resident parking scheme to control pavement parking and ensure accessibility is preserved.
- Create safe car free pedestrian refuge zones at points where roads are narrowed by on-street parking.
- Install rest areas or seating at intervals on steep routes and long pedestrianised areas to support ambulant Disabled people.
- Expand cycle storage provision, ensuring inclusion of adaptive cycle hangers (trikes, recumbents, cargo bikes) and visitor-use options. Ensure the design of the hangers is accessible by working with local Disabled People's Organisations.
- Pilot sensory-friendly surface markings that support safer school crossings without creating confusion for guide dogs or neurodivergent residents. Replace existing decorative road artwork in critical navigation areas with functional, high-contrast markings that support safe use by all pedestrians.
- Explore exemption models such as one vehicle per household with a nominal fee to fund accessibility improvements and ongoing development.
- Audit and realign seating layouts to ensure consistent wheelchair companion seating is available throughout the area.
- Incorporate shrubbery maintenance schedules into routine works to avoid recurring navigation hazards.

Priority 4 – Long-Term Planning (To embed inclusive design in future schemes)

- Conduct a localised disability access impact survey before implementing future changes, ensuring lived experience informs design.
- Invest in regular maintenance audits to monitor wear and damage to tactile paving, painted surfaces, and signage.
- Implement universal design training for all council officers and contractors involved in the scheme.
- Review public transport route planning to avoid reducing service levels for areas that rely on accessible buses.
- Incorporate localised access impact assessments into all future Liveable Neighbourhood changes, ensuring Disabled residents lived experience informs design.
- Standardise cycle storage designs to reduce exclusion caused by varying hanger mechanisms.
- Continue partnership with community organisations and local bike shops to support active travel confidence-building, with specific inclusion of Disabled cyclists.
- Review delivery driver access to reduce emissions from longer routes while maintaining accessibility and safety for residents.

- Embed universal design and inclusive consultation processes in all phases of scheme development.
- Standardise infrastructure quality across all phases of the EBLN scheme to improve predictability for Disabled users.
- Involve Disabled People's Organisations in early design stages to prevent inconsistent accessibility outcomes.
- Review alternative planting options to replace decorative but hazardous elements, prioritising safe, low-maintenance greenery.
- Develop a rolling maintenance programme for seating, signage, and surface markings to preserve long-term accessibility.

All of the WECIL recommendations have been considered and responded to.