

Residential street elements: Accessible design, inclusion for all



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Mobility equity and mobility justice

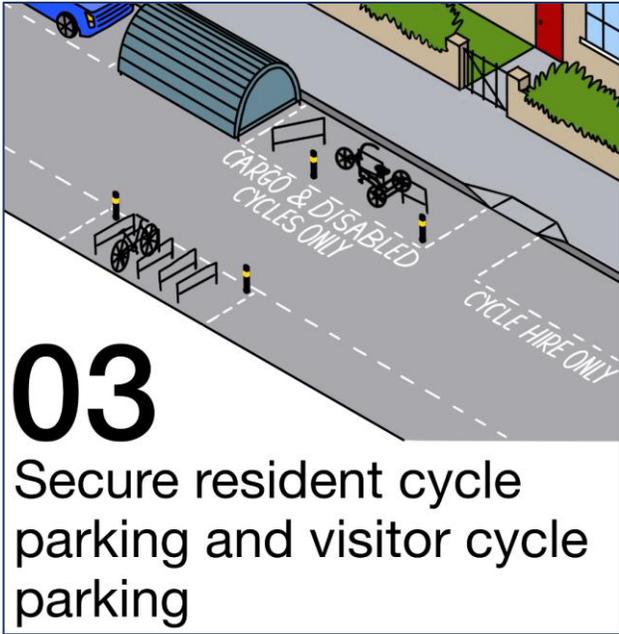
- Over 20% of the UK population are Disabled
- Disabled people are routinely excluded from all forms of transport:
 - Blocked and incomplete pavement routes.
 - Lack of provision for accessible cycling.
 - Lack of accessible public transport.
 - Insufficient access to private and private hire vehicles.
- **All these problems can be solved!** And resources like the Residential Street Elements are a great help.

Mobility Justice: we need to target resources towards those who have least access to transport and mobility rather than those with the most mobility privilege.



A wheelchair user travelling using a wheelchair-carrying cycle.

Cycle parking

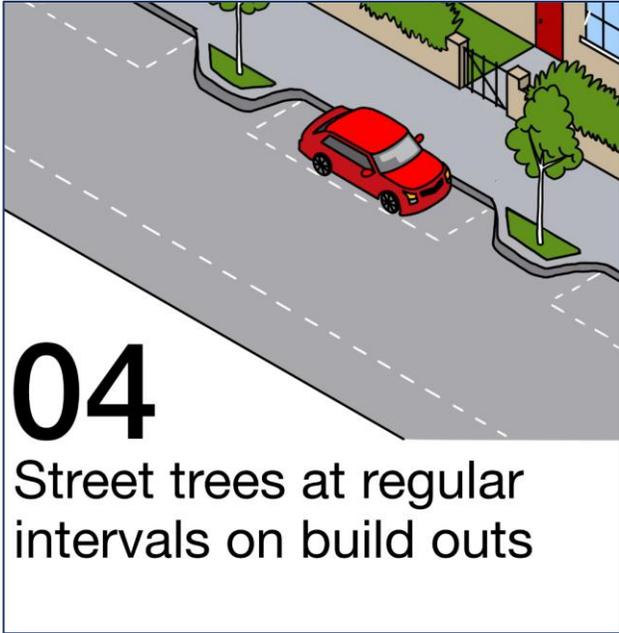


- No one-size-fits-all solution for accessible cycle parking.
- Flexible options can meet the needs of most Disabled people.



An on-street cycle hangar adapted to fit an upright/recumbent tandem
Photo credit: Cyclehoop

Street trees and green infrastructure

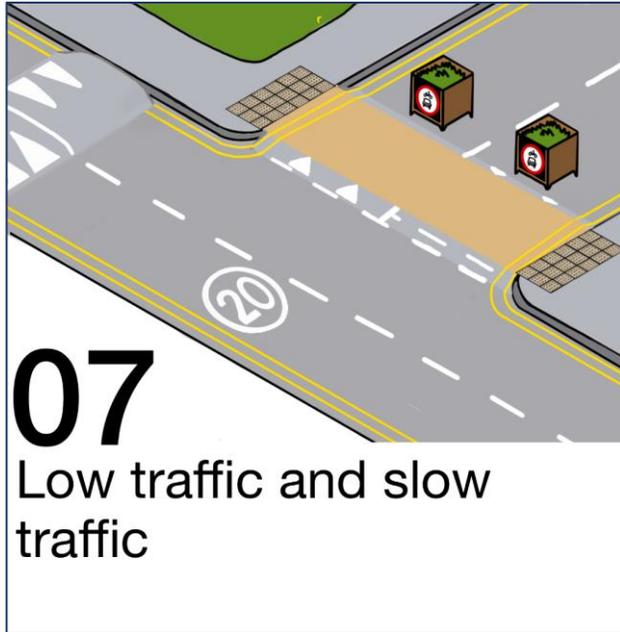


- Disabled people are more affected by extreme temperatures and weather.
- Green infrastructure reduces summer heat, shelters from wind, reduces flooding.



A residential street with street trees and a person riding a recumbent trike

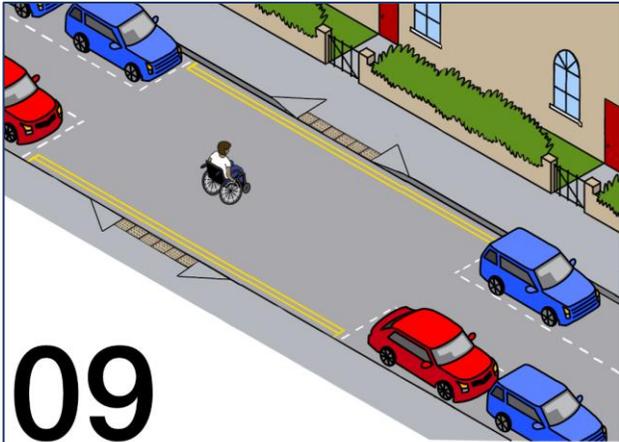
Low traffic and slow traffic



- Reducing motor vehicle numbers and speeds increases accessibility of streets – including for those who use vehicles.



Crossings at least every 100m



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Crossings every 100m
with clear sight lines and
flush drop kerbs

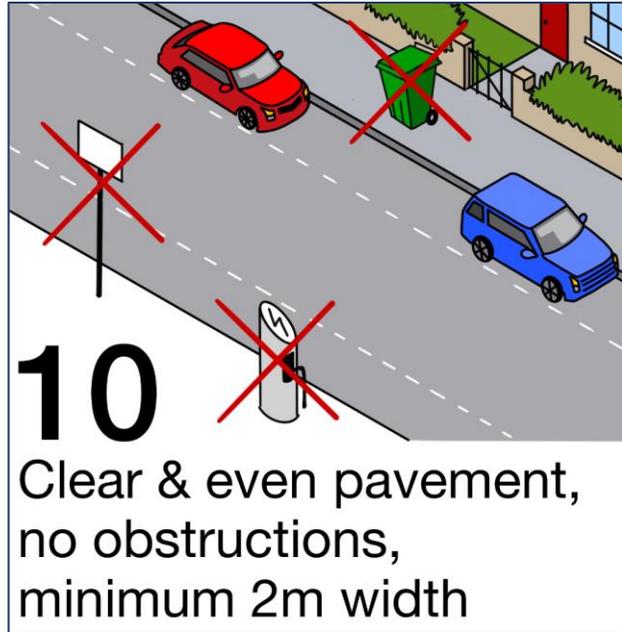
- Accessible, flush dropped kerb crossings, are essential for Disabled people's mobility



Street chasm

Image credit: Karl Jilg / Swedish Road
Administration

Minimum 2m width clear, even pavement

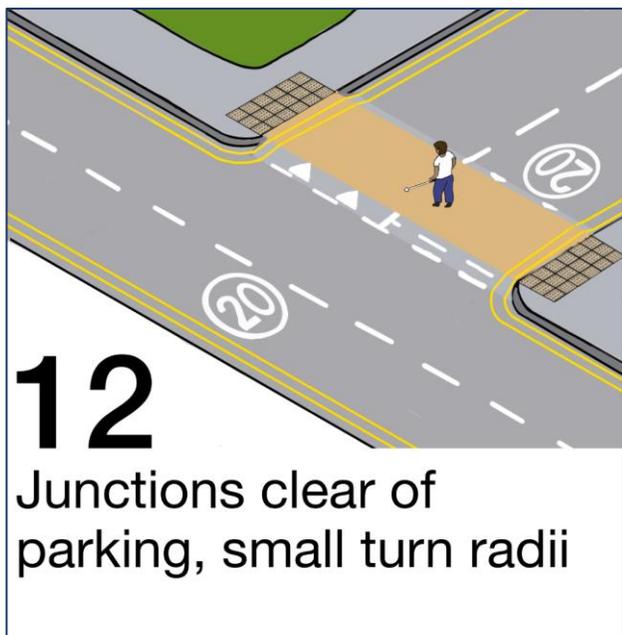


- Pavements and footways need smooth surfaces and no obstructions – from ground level up to min 2.3m for walking/wheeling, 2.4m for cycles



A 3m-width shared use path between residential housing, with overhanging trees <1.5m above the surface

Junctions clear of parking, small turn radii



- Small radii slow drivers and improve accessibility of dropped kerbs.
- Clear sight lines are essential.



Junction with small turn radii, no parking & bollards protecting corners
Photo credit: Google Streetview

Thanks for listening

- Take a look at our guides & campaigning activities:

<https://wheelsforwellbeing.org.uk/our-campaigns/resources/>



- Contact us for more information on our training and consultancy services:

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