Access & Inclusivity

All Clear Design, March 2020

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King's Cross Central: Bridge 2

Access & Inclusivity

Prepared by All Clear Designs Ltd

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20.03.20	1	Initial Issue DRAFT
24.04.20	2	Update

1.0 Access and Inclusivity

This Statement has been prepared to accompany the submission for the King's Cross Central ('KXC') Bridge 2

1.1 Role of Access Consultant

The access consultant has been involved in the preparation of the submitted proposals. The role of the access consultant is to advise the design team and appraise elements of the design at the relevant stages of the design process to ensure that the best possible level of access is achieved and that the proposals meet relevant legislation and S106 Agreement requirements and apply recognised good practice guidance.

1.2 Criteria for assessment and design guidance references

The following documents and guidance are used for assessment:

- Argent (King's Cross) Limited, King's Cross Central Access and Inclusivity Strategy, September 2005;
- Shaping Neighbourhoods Accessible London: Achieving An Inclusive Environment Supplementary Planning Guidance: October 2014;
- Building Regulations Part K, Approved Document K, 2015 edition (incorporating the 2013 amendments);
- Building Regulations Part M, Approved Document M, 2015 edition;
- British Standard BS8300:2018 Section 1 External and 2 Internal: Design of buildings and their approaches to meet the needs of disabled people – Code of Practice;
- BS EN 81-70 2018 Safety rules for lifts.
- British Standard BS9999:2017 Code of practice for fire safety in the design, management and use of buildings;
- DETR, Parking for Disabled People, Traffic Advisory Leaflet 5/95, 1995; and
- Other currently recognised good practice design guidance including; Guidance on the use of Tactile Paving (UK, DETR), Inclusive Mobility (DoT); Designing for Accessibility (CAE, 2004), The Access Manual, (Blackwell, 2006) and Manual for Streets (DfT and DCLG 2007).
- London Cycling Design Standards (LCDS) TfL 2014

In using these documents and this guidance, the design team and access consultant have observed and had regard to reasonable functional and financial practicalities.

1.3 Consultation

The proposals were considered electronically by the design and access forum and the following access related comments were made;

Issue	Response
This is a positive proposal; however I would suggest some improvements in the approach. Wheels for Wellbeing, who represent disabled cyclists, have been campaigning for many years for cycles to be recognised as mobility aids, just as wheelchair and mobility scooters. I would argue that the 'cyclists dismount' signage and the crossed cycle icon are negative signage. A more positive and fair approach is to encourage positive behaviours and avoid negative wording. I would recommend a 'pedestrian priority / pedestrian area' signage instead of 'no cycles'.	The King's Cross Estate is generally extremely welcoming of cyclists and both of the other bridges (one located 50 metres to the East and the Camley Street Bridge some 200 metres to the West) are mixed use for pedestrians and cyclists. In discussions with the Local Authority and as previously discussed with the Design and Access Forum this bridge is intended to be pedestrian (and wheelchair user) only. While recognising that there will be users who may consider the message of a 'no cycling' to be negative, the Estate and Local Authority consider that a strong message needs to be communicated on this bridge to avoid cyclists mounting and crossing the pavement and joining the pedestrian flow. Obviously, those with a disability that have vehicles suitable for pavement usage would be excepted as they are on the pavements leading to the bridge. It is felt without a strong message in this location that cyclists would generally use this pedestrian bridge.

2.0 Bridge 2

2.1 Overview

Bridge 2 is designed to provide a pedestrian route from Goods Way to the south, over the Canal and onto the northern side of the Canal and the southern side of Granary Square on the main King's Cross Site.

The bridge will provide adequate headroom to the towpaths along both sides of the canal as well as the canal itself.

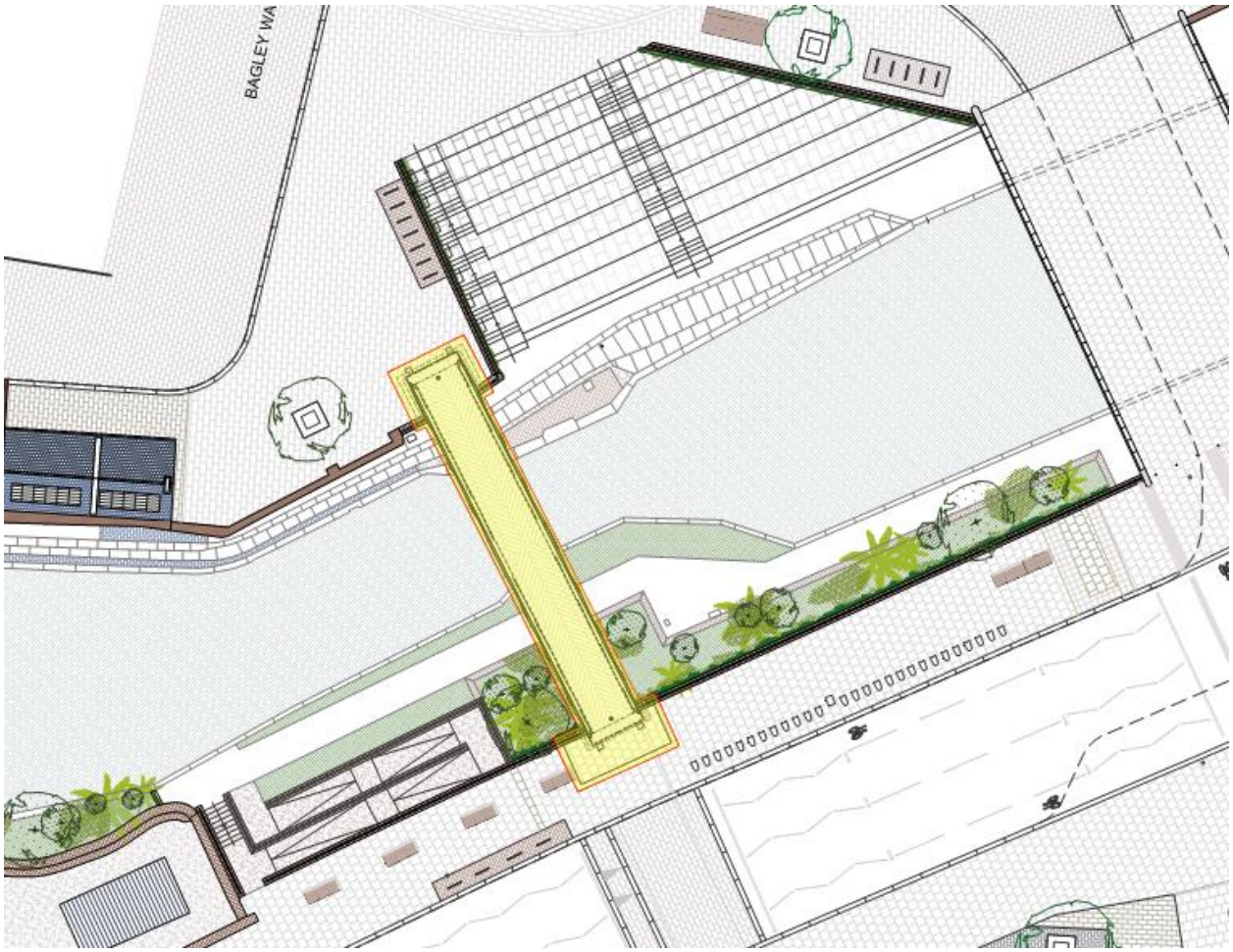

Figure 1 Site plan for Bridge 2 in yellow and planning boundary in red

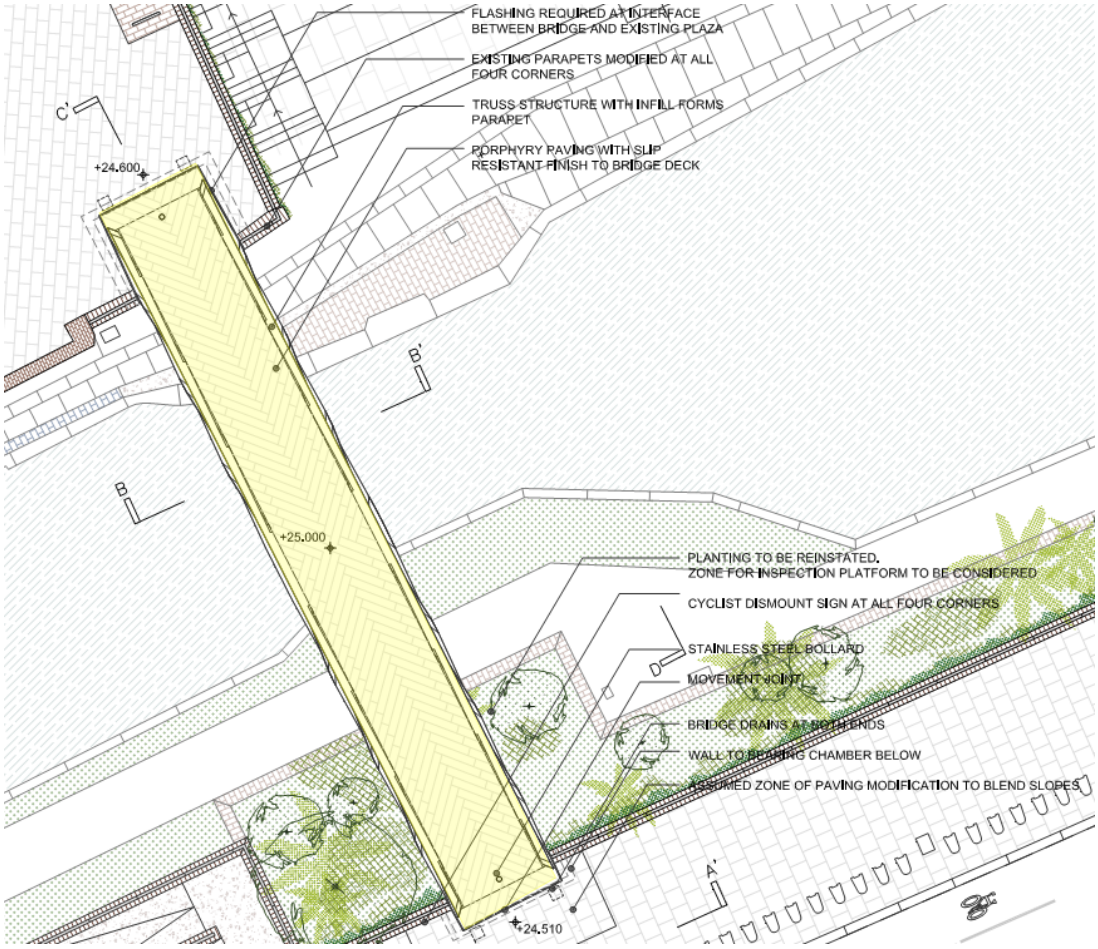

Figure 2 Bridge landing details

2.2 Parking

There is no parking associated with this piece of infrastructure.

2.3 Gradients

The south side of the bridge is AOD 24.510, the centre of the bridge AOD 25.000 and the northern landing level is AOD 24.600. The average gradient across the bridge is therefore approximately 1:21 which is effectively 'level' and involves a total change in level to the centre of approximately 500mm. There is no change in level (height) across the bridge.

The cross section of the bridge surface has falls required to clear rain water from the surface as illustrated in figure 3 below;

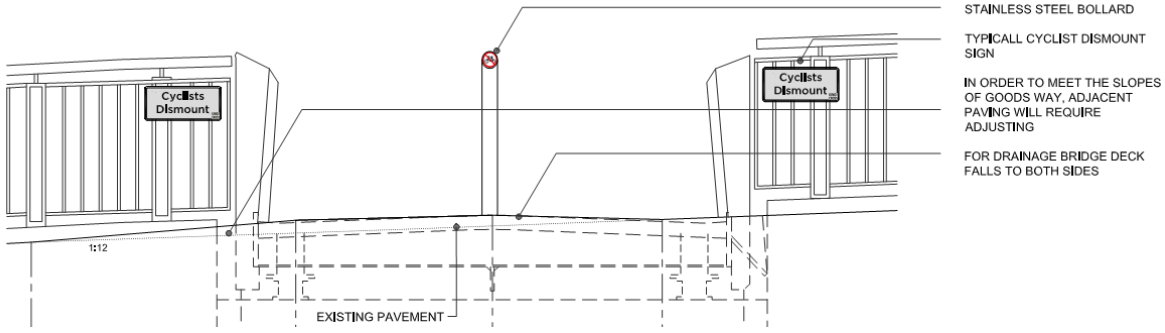

Figure 3 Bridge deck details

All parts of the bridge paved surface are therefore accessible.

2.4 Pathway

The bridge deck will have a continuous width of 3000mm between handrails and the surface is a free draining non-slip stone paving surface.

The surface is intended to be stone paving. It will be laid to meet Part M paving requirements with thin inter paving joints and a change in level of +/- 5mm across the joint.

BS8300:2018 recommends a footpath illumination of approximately 30 lux, and no less than 15 lux. The lighting is intended to achieve these levels from light sources that will be located in In two locations: within a small up stand 'kicker' running along both sides of the deck as well as below the lean rails, again along both sides of the deck. This will produce a glare free arrangement on the deck and structure.

2.5 Handrail

As the slopes are outside the definition of ramps there is no requirement for a handrail. There will be a continuous balustrade/structure to be provided at 1200mm affl on both sides of the bridge and a parapet infill with vertical rods placed at 100mm centres.

2.6 Tactile Warnings

There is no change in level or risk of cyclists and so no tactile warnings are intended to be used.

2.7 Cycling

This is a pedestrian bridge. It starts and finishes on the pedestrian pavement.

Central bollards on the bridge entrance and Signage will be located to indicate to cyclists that they should dismount, as illustrated in figure 3.

3.0 Conclusion

Details of the bridge have been discussed in detail during pre-application meetings with LB Camden and the resultant changes and completed design have produced a bridge proposal that will offer good access for a wide range of disabled people.