



## **Report on Walking routes in Lisburn City Centre**

**May 2013**

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## **About us**

Imtac is a committee of disabled people and older people as well as others including key transport professionals. Our role is to advise Government and others in Northern Ireland on issues that affect the mobility of older people and disabled people.

Our aim is to ensure that older people and disabled people have the same opportunities as everyone else to travel when and where they want.

Imtac receives support from the Department for Regional Development.

## **About this report**

This report is the second in a series of reports compiled by Imtac looking at the accessibility of key walking routes to disabled people and older people in town and city centres across Northern Ireland. The report was compiled following an inspection of Lisburn city centre with members of the Lisburn in Focus project in April 2012. It considers the provision of pedestrian facilities in Lisburn measured against accepted accessibility standards<sup>1</sup>. The report identifies potential barriers for disabled people and older people and recommends how these barriers could be resolved. The report also highlights examples of good practice. A key aspect of the report is linkage between the pedestrian environment and the bus and rail stations in Lisburn. Photographs have been used to highlight barriers or good practice.

## **Our findings**

Imtac has previously compiled a report<sup>2</sup> highlighting common barriers in the pedestrian environment which were identified by talking with

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<sup>1</sup> For the most comprehensive guidance see Inclusive Mobility (Department for Transport 2005)

<sup>2</sup> Highlighting barriers in the pedestrian environment - Report into issues, good practice and recommendations (Imtac 2012)

disabled people and older people. Many of these problems were also observed on the routes examined in the audit of Lisburn city centre including:

- Poorly maintained and uneven surfaces
- Poorly installed and maintained tactile paving
- Poorly installed controlled and uncontrolled crossings
- Clutter on pavements including bollards, bins, A-boards and seating
- Parking on pavements and across dropped kerbs
- Absence of appropriate pedestrian infrastructure such as dropped kerbs

Despite the barriers identified by this report there are numerous examples of good practice provision in Lisburn city centre. The quality of the provision of pedestrian facilities does indicate that Roads Service and others have worked with local disabled people and their organisations. Our discussions with organisations including Lisburn in Focus confirmed this to be the case. Imtac believes that engagement and involvement with disabled people is essential in improving access to the pedestrian environment. Lisburn provides a good practice example of this, a process that should be mirrored in other towns and cities in Northern Ireland.



## Audit of key routes

### Lisburn Railway station

- 1 There is no safe, accessible pedestrian route across the forecourt and car park of Lisburn train station to Bachelors Walk. The only route with dropped kerb access is via a set of steps. The alternative route is via the road.



## Bachelors Walk

- 2 Parked cars obstruct the pavement on the station side of Bachelors Walk





- 3 There is a controlled pedestrian crossing opposite the railway station. The crossing has no rotating cone and a section of tactile paving has been removed on one side following work by a utility company.





- 4 There is an in-line uncontrolled crossing at the junction of Graham Gardens and Bachelors Walk. However this is some way back from the junction and the absence of tactile paving makes it difficult for people with a visual impairment to locate.



- 5 There are good examples of controlled crossings at the junction of Bachelors Walk and Antrim Street.





- 6 There is some damage to tactile paving at these crossing which appears to be marked for repair.



### **Antrim Street**

- 7 At the service yard to Bow Street Mall on Antrim Street there is no tactile paving or appropriate dropped kerb provision.



- 8 The uncontrolled crossing at the vehicle entrance to Bow Street Mall contains damaged tactile paving, there is a significant cross-fall on tactile on one side of the crossing and very narrow island in the middle of the crossing which is unlikely to accommodate for example a powerchair user, a person with a rollator or parent with buggy.





- 9 Shop displays have been placed on pavements in Antrim Street. This has the potential to create obstructions and restrict pavement widths .



- 10 There is no tactile paving on one side of the uncontrolled crossing at the Antrim Street/McKeown Street junction.





- 11 There is an entrance to a car park on Antrim Street. The entrance does not have tactile paving. Signage and posts narrows the pavement considerably on one side of entrance.



- 12 At the corner of Antrim Street and Bow Street there is a vehicle entrance. A number of obstructions restrict the pavement width in this area considerably.





## Bow Street

- 13 There is significant clutter at the end of the pedestrian zone.



- 14 Whilst the pedestrian zone has clearly defined routes and furniture with visibility bands the sheer number of bollards and other obstructions including A-boards means the area is not particularly friendly for pedestrians.



- 15 There are several pavement cafes in the area which would benefit from better screening.



- 16 There is a wide pedestrian crossing at the end of the pedestrian zone – finding the control box is complicated by the placement of bollards and clutter.





- 17 There are good examples of controlled crossings at the Bow Street/Chapel Hill/Market Place junction. Utility covers reduce the tactile paving on one area of the crossing.



### Market Place

- 18 There are two good examples in line uncontrolled crossings on the west side of Market Place. Signage poles do introduce a potential hazard in this area.



19 A-Boards are a problem in this area.



20 There is a very wide entrance to the Market Square car park. There is only dropped kerb provision on one side of the junction.





- 21 The benefits of the wide pavement towards the bus station on Market Place are reduced through the numerous obstructions including a series of street lighting and traffic signage poles.



- 22 There are good examples of controlled crossings at the junction of Market Place and Smithfield Street.



- 23 There is satisfactory in line uncontrolled crossing at the entrance to the bus station.



- 24 Pavement width is restricted in this area because of pavement parking.





- 25 There is a good example of a controlled crossing on Smithfield Street near the bus station.



- 26 There are good examples of controlled crossings at the Smithfield Street/Market Street/Linenhall Street junction. Loose tactile paving does need to be repaired.



## Smithfield Square

- 27 There are good examples of dropped kerb provision and in-line uncontrolled crossings in this area. However illegal parking and unloading across kerbs minimise the benefits.





## Haslems Lane

- 28 There are minimal footpaths in this area with a lot of vehicular movement and addition obstructions such pavement cafes, bollards and refuse bins.



## Market Street

- 29 A-Boards cause obstructions and restrict pavement width on Market Street.



## Linenhall Street

- 30 A BT Telephone kiosk restricts pavement width and causes an obstruction.





- 31 There is an uncontrolled crossing close to the Roads Service car park on Linenhall Street. The gradient of the road makes using this crossing difficult. There is no tactile paving.



- 32 The controlled crossing at the health centre has no rotating cone.



33 There is no tactile paving at the Health centre car park entrance.



34 The lane linking Linenhall Street and Bridge Street is steep, has a significant crossfall and uneven surfaces.



## Market Square

- 35 The tactile paving uncontrolled crossing at the junction of Bridge Street and Market Square is non-standard and does not provide good contrast.



- 36 There is no tactile paving on the Linen Museum side of the controlled crossing on Market Square.



- 37 The control box is too far from the tactile paving at the controlled crossing at the east end of the pedestrian zone. Access on the far side is restricted by a bollard placed in the middle of tactile paving.



- 38 The tactile paving at the controlled crossing at the junction of Market Street and Market Square is damaged; there is also a significant crossfall and no rotating cone at this crossing.





- 39 Steps around the Linen Museum gardens are fitted with the appropriate tactile corduroy hazard paving.



- 40 A car parked on the pavement in Market Square North is causing an obstruction.



- 41 The dropped kerb at the controlled crossing between Market Square North and East is not flush and presents a trip hazard.



- 42 The granite paving on Market Square East is in poor condition with loose paving slabs presenting a number of trip hazards.





## Castle Street

- 43 The pavement on Castle Street is uneven, dish drainage channels and clutter add to the problems.



- 44 The granite paving around the controlled crossings on Castle Street/Railway Street/Market Square junctions is in a poor state of repair and present a tripping hazards. There is loose tactile paving on the crossing.



## Railway Street

- 45 There are two “rogue” bollards on Railway Street without visibility bands.



- 46 There is tactile paving missing from the uncontrolled crossing at the junction of Railway Street and Wallace Avenue. The crossing is not inline.





- 47 The controlled crossing on Railway Street does not meet good practice; the poles are located in the middle of the tactile paving, the control box is too high and has no rotating cone. The dropped kerb does not provide flush access.



- 48 Tactile paving needs to be provided at vehicle entrances along Railway Street.



- 49 There is an inline uncontrolled crossing at the junction of Railway Street and Wardsborough Avenue. There is no tactile paving here. There are also restricted views for pedestrians on one side making it very difficult to see traffic coming from Railway Street onto Wardsborough Avenue. A very dangerous crossing.



### **Wardsborough Avenue**

- 50 Cars parked on the pavement and A-Boards cause obstructions and restrict pavement width.



- 51 There is a good inline uncontrolled crossing at the junction of Wardsborough Avenue and Graham Gardens.



### **Graham Gardens**

- 52 Pavement parking with cars displaying a Blue Badge restricts pavement width on Graham Gardens.



## **Next Steps**

Imtac has previously been involved in a similar audit of pedestrian facilities in Belfast City Centre<sup>3</sup>. Following the publication of the Belfast report meetings were held with Roads Service to identify actions to address the barrier identified. Actions were identified as achievable in the short term, medium term and the longer term.

The Committee proposes to undertake a similar process in Lisburn. Following the publication of this report we will seek to meet with Roads Service and others including Translink to identify achievable actions to address the barriers identified in the report. We will seek to involve local organisations of and for disabled people in these discussions.

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<sup>3</sup> Belfast Streets Ahead Quality Walking Corridor Review (Aecom 2010)