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NLHF Project Ref: NL-21-00021

Kingswood Park: Our park at the heart of our community



# KINGSWOOD PARK ACCESS PLAN

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May 2021

# KINGSWOOD PARK ACCESS AUDIT

October 2019 (Updated April 2021)

Produced by



Rural Environment Practice

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# **1. AIMS OF KINGSWOOD PARK ACCESS AUDIT AND SURVEY**

This access audit has the following aims: -

- To review the 'Access Chain' for Kingswood Park; this is the chain of events that leads from a person's decision to visit the site, through the journey, arrival, visit around the site and then the journey home (See By All Reasonable Means, Natural England 2005, p13).
- Complete an audit and review the existing position with regard to access at Kingswood Park for the widest possible variety of potential users, i.e. the degree to which the site currently provides 'access for all'
- Compare current standards of access with BT Countryside for All Standards and where applicable BS3800:2018 Design of an accessible and inclusive built environment: Part 1: External environment — Code of practice and BS5709:2018 (Gaps, gates and stiles).
- Consult with South Gloucestershire Disability Action Group and the local community to obtain their views on how access to and around the site can be improved.
- Make recommendations on improvements to physical access, accessibility information, signage, interpretation and facilities which will improve the accessibility of the site, taking into consideration the following:
  - The topography / landform of the site
  - Impact of works upon tree roots and the character of the park
  - Take account of the more sensitive areas of the site
  - Potential for a circular route around the site
- Agree final recommendations with the South Gloucestershire Council Community Spaces Team and Friends of Kingswood Park.

## **2. INTRODUCTION**

### **2.1 The Site: Kingswood Park**

Kingswood Park is situated close to the centre of the town of Kingswood, 5.5 km east- northeast of Bristol City Centre. It is located on the High Street opposite the Civic Centre and is a short walk to the shopping centre. Along the boundaries of the park are situated Holy Trinity Church and its closed burial ground, Park Primary School and residential housing areas. The central location of the park attracts a wide range of users and it is a focus for many community events through the year.

A plan of the park showing entrances and numbered paths can be found in Appendix 1.

The northern section of the park close to the High Street is a level area laid out to formal gardens comprising lawns, annual flowers beds, rose arch and rose beds, mixed borders and mature trees with some more recent planting. There are a number of benches and the area is used by many to sit and enjoy the gardens. There is a toilet block situated on the northern boundary of the park which is accessed by the High Street; this includes a radar key accessible disabled toilet.

The central section of the park is situated immediately to the south of the formal gardens and the landform begins to fall away relatively steeply in a southerly direction. There is an amphitheatre constructed from brick sets / block paving which is used as a focal point for community events. It contains a bandstand which no longer has a roof in place and is accessed by six brick-built steps. The central area also contains a tennis court and enclosed community garden with raised beds, mixed borders, trees, wooden archway, meandering path and benches. There is also a children's play area, two seat / picnic bench sculptures, two youth shelters and a basketball area with a hoop.

To the south are more informal grassed areas with spring bulbs and trees, and a fenced off 'wetland area' that is used for Forest School activities. Kingswood Bowls Club is also situated in the southern area of the park and this is leased and managed by the bowls club. There is also a football goal post and 'kick about' area.

The park has numerous mature trees, and is located adjacent the Holy Trinity Church closed church yard for which improved links are proposed.

The park is managed by South Gloucestershire Council with the help of the Friends of Kingswood Park. The group has been involved with Kingswood Park since 2005 and have made a considerable contribution to improvements and changes in the park in that time.

Some improvements have been made to the park in recent years with the development of gated community garden.

Kingswood Park can be accessed easily by car, on foot and by bus. The main catchment for the park is local residents from Kingswood, New Cheltenham, Hanham, St. George & adjacent communities. The Council carried out a user survey in 2015<sup>1</sup> and this found that 85% of respondents were from the local BS15 postcode area.

The park is a short walk from the shops and businesses on Kingswood High Street. Car parking is in the adjacent residential streets and there is no dedicated car park or disabled parking bays.

The park is well served by local bus services and there is a stop outside the park on the High Street. Buses serving the bus stop are number 6 (Kingswood to Bristol City Centre), 19 & 19A (Bath to Cribbs Causeway), 35 (Bristol City Centre to Marshfield), 35A (Lawrence Hill to Bridgegate), 43 (Bristol City Centre to Cadbury Heath), 86 Yate to Kingswood and 634 (Tormarton to Kingswood). All services use low floor accessible buses.

There is a light-controlled pedestrian crossing point across the High Street in front of the toilet block and a further crossing in front of the Civic Centre.

The housing that surrounds the park is mainly three-bed semi-detached housing. The Park Primary school is situated directly opposite the park on Hollow Road.

Kingswood Park is laid out on mainly sloping land with the exception of the formal gardens in northern area which are mostly level. Access around the park consists mainly of tarmac paths, although there are some concrete paths and a resin bound gravel path in the community garden. There are two flights of steps to access the amphitheatre from the formal gardens, although these can be avoided by taking a longer loop route to the west of the park, however there are steep gradients to negotiate. There are also steps at the park entrance from Orchard Road and the entrance adjacent to the brick maintenance building on Hollow Road. There is a further flight of steps between path 9 and path 10. Kingswood Park contains a total of 1061m of path, in addition a further 40.6m of path has been surveyed outside the park boundary between the main entrance and toilet block.

The Council and Friends of Kingswood Park are developing a Round 1 National Lottery Heritage Fund (NLHF) bid to enhance the park and this will include proposals to improve its accessibility.

Please note that the play area has not been covered by this disability audit. A comprehensive redesign of the play area is planned and accessibility will be considered as part of this work.

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<sup>1</sup> Kingswood Park Masterplan Consultation Report - September 2015

## 2.2 Existing Information

### MyKingswood

<https://mykingswood.co.uk/kingswood/kingswood-park>

This is a community website with information about the local area. It includes a page on Kingswood Park with some basic information about the park, Friends Group and the consultation / survey work to develop a NHLF grant bid. The webpage mentions that the toilets have disabled facilities, however there is no other information on accessibility.

### South Gloucestershire Council Web Site:

<https://www.southglos.gov.uk/leisure-and-culture/parks-and-open-spaces/kingswood-park/>

The Council Kingswood Park webpage includes information regarding the consultation work to develop a NHLF grant bid. There is no information on accessibility.

### Walk to Health Routes

<https://oneyou.southglos.gov.uk/move-more/walking/>

The Council website also includes information on walks and trails on its 'ONEYOU' pages. This includes information on the 'Walk to Health' programme and links to a five 'Walk to Health' routes that start at Kingswood Park, as listed below.

Kingswood Park to Southey Road Park and back  
Kingswood Park to Woodstock Play area and back  
Kingswood Park to Lees Hill Park  
Kingswood Park to Hanham Road loop  
Kingswood Park to New Cheltenham Road Park

The routes do not include information on accessibility, however the webpage states that people of all ages and walking abilities are supported, including those who use wheelchairs or have other access requirements. There are contact details to find out further information.

### Parks& Gardens UK

<https://www.parksandgardens.org/places/kingswood-park>

The Parks & Gardens website contains some basic information on park facilities and history. There is no information relating to accessibility.

### Friends of Kingswood Park Facebook Page

<https://www.facebook.com/ourkingswoodpark/>

The Friends Group has set up its own Facebook page and this contains a home and events page, photos and videos page and community page.

There is no information relating to accessibility.

### **netmums**

<https://www.netmums.com/local//kingswood-park>

This site contains some basic information about the park however there is no information relating to accessibility.

## **2.3 Community Input / Expectations**

The Friends of Kingswood Park group works with officers from South Gloucestershire Council to maintain and improve the park. The group is very active and their statement of principle is: -

- To help the preservation and sustainable development of Kingswood Park, which is a historic and valuable community asset.

The group's aims and objectives are: -

- To work towards ensuring the provision of equality of access to all groups of people
- To work in partnership with the Council to safeguard and develop recreational, sporting and educational facilities in Kingswood Park
- To ensure all users of Kingswood Park and the Group members have an opportunity to have a say in the sustainable development of Kingswood Park
- To promote Kingswood Park's potential contribution to the area's economic growth

## **2.4 The Council's Aspirations for the Park & Funding.**

The Council is currently working on the development of a Round 1 NLHF bid and as part of this, is carrying out a wide-ranging consultation to identify community needs and encourage more people to use and enjoy the park. The key elements of the project are to: -

- encourage greater use of the park through events and activities
- provide new play facilities
- restore paths, walls, masonry and other features
- share the heritage of the park and research its history



- improve park facilities for all, making it a central focus for the community and contribute to the economic regeneration of Kingswood High Street
- investigate providing a new catering facility
- improve access for people with mobility difficulties
- explore the option to refurbish or provide new toilet facilities
- encourage voluntary groups and schools to make greater use of the park
- improve the park landscape and biodiversity

The funding bid is in partnership with the Friends of Kingswood Park who are committed to supporting these aims and have already made a significant contribution to Kingswood by using the park as focus for positive change and community events. The proposed works provide the opportunity to considerably improve accessibility. The recommendations of this report will be used in the development of the funding application to ensure that accessibility considerations are fully incorporated into the planning and design of restoration and improvement works.

### **3. THE ACCESS CHAIN & USER DEMAND**

#### **3.1 The Access Chain**

The access chain is a chain of events that leads from a person’s decision to visit a site or route, through the journey, arrival, and visit around the site or route and its facilities and then the journey home. If any one of the links in the access chain is broken, then the visit may either end unsatisfactorily or may never happen. (Sensory Trust 2005).

‘By All Reasonable Means’ (Inclusive access to the outdoors for disabled people, Natural England - 2005) states that the decision to visit a site or route is normally made at home. *“If there is insufficient information, or information is not accessible, then the decision is made difficult or might not be made at all. If suitable transport is not available, then the visit is unlikely. If the site itself is largely inaccessible, then a visitor might feel frustrated and may not return. Access improvements embrace all the links that make up the access chain. Otherwise piecemeal access improvements are likely to be under-used or have little impact”.*

The access chain for Kingswood Park is analysed in the table below, along with recommendations for improvement.

<b>Visitor Experience</b>	<b>Things to Consider</b>	<b>Current Situation</b>	<b>Recommendation for Improvement</b>
<b>Decision to visit</b>	Access information in accessible formats?	There is no leaflet available with information on the accessibility of the park, public transport, car parking or toilet facilities.  South Glos Web Page and other web information. No information about accessibility of site, bus services or disabled toilet facilities in the park.	Develop site leaflet with full information on accessibility, make available on website as pdf.  Include information on accessibility of site, bus services and disabled toilet facilities.

	Good publicity, good distribution?	Little publicity or distribution of information	Develop strategy for publicising the site to people with disabilities – consult with South Glos DAG and other Council Depts
	Welcoming Image?	The site does have a welcoming image for the general public including those with disabilities	Include accessibility information in information to make the site more welcoming
	Information about accessible facilities?	There is no information about disabled toilet facilities and accessible bus services.	Include this in relevant information
<b>Journey and arrival</b>	Accessible public transport?	Yes – all buses servicing the High Street bus stop outside the park are low floor	Publicise accessible routes in site information
	Timetables and route information available?	These are available on-line or by calling Traveline	Publicise where information can be obtained in site publicity information
	Close to bus stop or train?	Yes	Show bus stops in site information
	Accessible car parking?	No accessible car park or parking bays in adjacent residential streets	Provide accessible parking bays in appropriate locations or a dedicated parking area and publicise in site information. Consider disabled parking only bays near to park entrances.

	Welcoming entrance with staff on hand?	No dedicated park keeper, however entrances are welcoming (with exception of Orchard Road entrance), however can be improved	Make entrances more welcoming and accessible.
	Free entry for essential supporters, enablers and carers	yes	
<b>On site experience</b>	Routes and signposting for all levels of ability?	No	Conduct a signing audit
	Accessible information, interpretation and facilities	No	Develop site information on accessibility, interpretation and facilities as part of proposed NLHF bid.
	Highlights of site are accessible or alternative of equal quality is provided	Formal gardens to the north of park is most accessible due to more level landform. Bandstand not accessible for disabled performers. Central areas of the park and amphitheatre has poor accessibility. The play area is located on a steep path and the bowling club is accessed via a steep path (path 21 or 22) or via Orchard Road	Recommendations of this report will seek to make highlights more accessible

		where there are steps.	
	Highlights are identified in collaboration with disabled people and made accessible	Yes – disability access audit carried out with South Glos DAG & Warmley Park School and College	Views of South Glos DAG and Warmley Park School & College students incorporated into this report
<b>Return home</b>	Accessible public transport?	As above	As above
	Timetables and route information available?	As above	As above
	Close to bus stop or train?	As above	As above
	Accessible car parking?	As above	As above
	Feedback encouraged and learned from	User surveys and wide-ranging consultation carried out as part of NLHF bid.	Organise a review with South Glos DAG once access improvements have been implemented

### 3.2 User Demand

The Fieldfare Trust (Least Restrictive Access Guidelines - A Good Practice Guide to Disabled People's Access to the Countryside, 2005, p5) states that to be cost effective any expenditure of time, effort or money on a path must take into account who uses it, how many people use it and for what purpose. They identify three aspects to user demand:

**Manifest demand** is the actual use of the path now. You need to have some estimate of the number of people actually using the path at present and their reasons for choosing the route. Such factors are obviously going to be relevant to planning for use in the future. People using a path now are a good source of information about existing problems and difficulties and the sort of improvements that might be appropriate.

**Latent demand** relates to those people who would like to use the path but do not currently do so. Latent demand may be quite high among disabled people if there are physical restrictions along a path that prevent them from using it now.

**Potential demand** is the additional use that could materialise if improvements make it a more attractive option for a wider range of people.

Automatic people counters were installed in the park in August 2019 and the number of visits for an uninterrupted 12-month period (1st Sept 2019 to August 31st 2020) is 259,789. In a survey carried out by the Council between May and July 2015<sup>2</sup> 11% of the 123 respondents described themselves as having a disability and of those, 55% of respondents with a disability said they visited the park weekly.

In a survey carried out in 2019<sup>3</sup> 422 respondents provided an answer to the question – do you consider yourself to be disabled? In total 16% of respondents said that they did in the following categories: physical impairment (3%); sensory impairment (1%); mental health condition (5%); learning disability (1%); long-standing illness or health condition (5%). In a young person's survey also carried out in 2019<sup>4</sup> 12% of the 34 young person survey respondents reported that they had a disability, with 6% attributing this to a mental health condition and 6% to other reasons.

In a survey carried out in 2020<sup>5</sup> 151 respondents provided an answer to the question – do you consider yourself to be disabled? In total 18% of respondents said that they did in the following categories: physical impairment (6%); sensory impairment (1%); mental health condition (9%); and learning disability (2%)

It is clear from the surveys described above that there is a high 'manifest' demand to use the paths in the park from people with disabilities, with 11%, 16%, 12% and 18% of people reporting that they had a disability in four surveys.

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<sup>2</sup> Kingswood Park Masterplan Consultation: Consultation Report – September 2015

<sup>3</sup> Kingswood Park National Lottery Heritage Bid Consultation Output Report. South Gloucestershire Council, October 2019

<sup>4</sup> Kingswood Park National Lottery Heritage Bid Consultation Output Report. South Gloucestershire Council, October 2019

<sup>5</sup> Kingswood Park Covid 19 Output Report. South Gloucestershire Council – January 2021

## **4. ACCESS AUDIT AND SURVEY**

### **4.1 Legislative Background**

The Disability Discrimination Act (DDA) 1995 did not define specific access standards but required that 'reasonable' provision should be made'. The Disability Discrimination Act 2005 brought significant changes and required public bodies to have Disability Equality Schemes in place by December 2006. Disability Equality Schemes need, amongst other things, to help remove barriers for all disabled people. The [Equality Act 2010](#) has now replaced the DDA; most of the DDA's content is now part of the Equality Act however, the new legislation has made some changes to requirements for the inclusion of disabled people.

In the absence of statutory access standards the BT Countryside for All Accessibility Standards were developed in 1996 to provide countryside and green space managers with a standard to work to. In 2018 a new British Standard relating to accessibility in the external environment was published - BS3800:2018 Design of an accessible and inclusive built environment: Part 1: External environment — Code of practice.

### **4.2 What is Disability?**

The Equalities Act 2010 defines disability as '*a physical or mental impairment which has a substantial and long-term adverse effect on [a person's] ability to carry out normal day-to-day activities*'. This includes the following: -

- wheelchair users and ambulant disabled people
- people with poor manual co-ordination or little strength
- people with sensory impairments, including impaired sight and hearing
- people who lack memory, concentration or understanding

The definition of disability is also extended to include a person with a progressive condition such as multiple sclerosis, HIV or cancer.

People with different types of disabilities can face a range of barriers to access in the countryside and green spaces. A summary of the kind of difficulties that can be encountered is included in Appendix 2.

### **4.3 Least Restrictive Access**

The principle of Least Restrictive Access (LRA) requires that all work, whether a planned improvement or ad-hoc maintenance, must meet the highest possible standards for that piece of work.

Where the highest standards cannot be achieved – for example, because of a lack of funding, practical problems or other factors, there should be a clear justification to use a lower access standard. The application of the LRA approach can help raise the overall standard of access of a site (or route) over a period of time.

#### **4.4 BT Countryside for All Accessibility Standards (Physical Accessibility Standards)**

There are no statutory benchmarks for reasonable practice in the outdoors set out in the DDA 2005 and Equalities Act 2010. However, the standards contained in the BT Countryside for All Good Practice Guide form the benchmark for meeting the needs of disabled people when considering access to the countryside or green spaces. The standards provide the means by which countryside / green space managers can develop and manage accessible paths in all countryside / green space environments. The guide recognises that not all paths will, for one reason or another, achieve the required standard. Where this is the case the BT Countryside for All Good Practice Guide recommends the application of the ‘least restrictive option’.

The BT Countryside for all Accessibility Standards applies different standards to different countryside / green space settings. The settings against which sites are assessed are categorised as ‘Urban and Formal Landscapes’, ‘Urban Fringe and Managed Landscapes’, and ‘Rural and Working Landscapes’.

#### **4.5 BS8300 Design of an accessible and inclusive built environment. Part 1: External environment — Code of practice**

In January 2018 a new British Standard on the design of an accessible and inclusive built environment was published and this contains guidance on accessibility standards for paths in the external environment. Section 12.1 on Nature Trails includes a note as follows – *‘for further information on the design of rural paths, see the Fieldfare Trust publications Least restrictive access guidelines and Countryside path network guidelines, and BS5709’*. The accessibility standards contained in BS8300 do not distinguish between different countryside / green space settings, however the note does refer the reader to the Fieldfare Trust Least Restrictive Access Guidelines which are based on the BT Countryside for All Accessibility Standards. This would imply that BS8300 supports the use of the BT accessibility standards, however it does not explain how they should be applied in context of the new accessibility standards that BS8300 sets out. Our interpretation is that it is reasonable to replace the ‘Urban and Formal Landscapes’ with those contained in BS8300 but continue to use the ‘Urban Fringe and



Managed Landscapes' and Rural and Working Landscapes' standards as contained in the BT Countryside for All Accessibility Standards.

A summary of the BS8300 standard is included in Appendix 3.

#### 4.6 BS 5709:2018 Gaps, gates and stiles - specification

A new British Standard for gaps, gates and stiles was published in February 2018. This specifies a variety of structures and the standards should be followed when installing such structures. The introduction to the British Standard draws attention to the Equalities Act 2010 which requires local authorities authorising the installation of gates, stiles and other works on public rights of way to have regard to the needs of people with disabilities.

#### 4.7 Selecting Standards for the Kingswood Park Audit

The BT Countryside for All Standards were applied to Kingswood Park, as set out in table 1 below.

**Table 1 – BT Countryside For All Standards**

Feature	Expectation	Criteria	Score	Kingswood Park
Visitor centre encouraging or helping people enjoy the countryside	More chance of meeting other people. Evidence of management. Less challenge or risk.	Visitor centre less than 500 metres away.	10	0
		Visitor centre between 500 metres and 1000 metres away.	5	0
Parking areas of 20 spaces or more (including lay-bys and road-side parking)	More chance of meeting other people. Less naturalness.	Parking area less than 500 metres away	8	8
		Parking area between 500 metres and 1000 metres way	4	
Parking areas of 20 spaces or less (including lay-bys and road-side parking)		Parking area less than 500 metres away	6	
		Parking area between 500 metres and 1000 metres away	3	

Feature	Expectation	Criteria	Score	Kingswood Park
How the land lies	More naturalness. Greater challenge or risk.	Steepest slope of the ground on which the path lies is greater than 1:6	-3	
Habitation	Less naturalness. More chance of meeting other people.	Group of at least 100 buildings within 1000 metres	8	8
		Group of at least 25 buildings within 500 metres	6	
		Group of at least 25 buildings between 500 metres and 1000 metres	3	
Character of path	Some naturalness. Management. Need to rely on yourself more.	Path surface tarmac or concrete	2	2
		Path surface not constructed (in other words earth trodden by use, or across open ground)	-4	
Public transport point	More chance of meeting other people. Need to rely on yourself more.	Bus stop, station and so on within 1000 metres	5	5

The scores allocated in the table for Kingswood Park give a total of 23.

**Table 2 – Selecting the Standard**

Score	Standard
More than 20	Urban and formal landscapes
15 to 20	Urban fringe and managed landscapes
10 to 17	Rural and working landscapes
Less than 10	Open country, semi-wild and wild land

Applying this score to table 2 above, Kingswood Park is classified as 'Urban & Formal Landscape'.

**Table 3 – Selecting the Standard**

Score	Standard
More than 20	Urban and formal landscapes
15 to 20	Urban fringe and managed landscapes
10 to 17	Rural and working landscapes
Less than 10	Open country, semi-wild and wild land

As described in section 4.5 the assumption is that BS8300 standards should replace the urban and formal landscape standard so this has been applied to Kingswood Park. As stated previously, a copy of the standard is included in Appendix 3.

#### **4.8 Site Condition Survey**

##### **Condition survey of footpaths**

An audit of all paths was conducted on September 10<sup>th</sup> 2019 to the BS8300 standard. Survey forms and photographs of each path are held by South Gloucestershire Council and can be made available for inspection. The results of the audit are included in Appendix 4 and the associated path numbers and entrances are as shown on the plan in Appendix 1. This information provides a baseline of information to compare against the BS8300 standard and planned access improvements.

After completing the audit general comments related to accessibility are: -

- The topography of the park is varied and challenging in some areas. The northern formal garden section is relatively level however the topography falls steeply to the central and southern areas of the park and many paths in these areas have challenging gradients for wheelchair users and people with mobility difficulties



- A large number of paths are in poor condition, with cracks, bumps and surface breaks due to tree root heave, weathering, and wear and tear. There are also crossfalls on many paths which are greater than the 1:50 maximum standard. The poor state of the paths and crossfalls restrict access for some people.



- There are flights of steps at six locations within the park which act as a barrier for some people. The only route avoiding steps from the northern formal gardens to the central area (amphitheatre / bandstand / play area) involves negotiating path 12 which has gradients up to 1:9. Steps also restrict access to the park for some people from Hollow Road along paths 25 and 15, and also from Orchard Road (path 22).



- There is no dedicated car park and no disabled parking spaces on roads around the park.
- There are six entrances to the park which are marked A-F on the plan in Appendix 1. The High Street entrance (entrance A) is closest for people arriving by bus and provides level access to the northern formal gardens area, however there is no parking nearby. There are three entrances from Hollow Road and each has its own difficulties. Entrance B provides access to path 10 and steps have to be negotiated to gain access to the northern formal gardens area, or central areas of the park, unless a long loop via the steep gradients on path 12 is taken. Entrance C involves negotiating a flight of steps and narrow path 15, and is inaccessible for some people, particularly wheelchair and mobility buggy users. Entrance D provides the best access to the central area of the park from Hollow Road, but still has issues with path width, surface breaks, crossfalls, lack of parking and distance from the bus stop. Orchard Road (entrance E) has two flights of concrete steps that act as a barrier to many people and steep gradients along path 22. Edward Road (entrance F) has on-street parking nearby and a wide entrance gate, however steep gradients along path 12 and 24 have to be negotiated to access the main facilities in the park

- There are 26 seats / benches in the park. These are mostly on tarmac or concrete plinths, and many are recessed back from the path. The surfaces around the seats are often breaking up and contain multiple steps and surface breaks. Some seats have room for a wheelchair adjacent on a hard surface, but others do not. There are empty seat plinths where seats have been removed in the past and not replaced. Three seats are located on grass areas with no hard surfacing access. There are two seat / picnic sculptures which are located on grass with no hard surface access. There are also two seats in the play area which have no hard surface access and are inaccessible for some people with disabilities. There are no seats along path 22 from the Orchard Road entrance or path 19 from Hollow Road entrance D. Nine seats / benches do not have arms which makes it difficult for some people to lever themselves upwards when standing, this includes the three benches in the Community Garden (path 16). The height and position of seating needs to be considered to ensure full accessibility.



- Access to the amphitheatre / bandstand area is challenging for people with mobility difficulties due to numerous step flights, steep gradients, narrow path widths and poor surfaces on the surrounding path network. The accessibility of the amphitheatre and bandstand features is also poor due to steps, gradients, crossfalls and surface breaks.



#### **4.9 Consultation with Warmley Park School & College**

On September 25<sup>th</sup> 2019 six post 16 students and two members of staff from Warmley Park School & College visited the park with Community Spaces Team members to carry out a survey of the facilities and assess whether they are suitable for people with disabilities. Warmley Park School & College offers provision for pupils aged 3-19 with severe learning difficulties, profound and multiple difficulties, and those on the autistic spectrum. They also cater for pupils with additional needs including sensory impairments and physical disabilities. The school is approximately 2km from Kingswood Park and it has students that live in the park catchment area and visit the park on a regular basis. The school also use the park but would use it on a more regular basis if accessibility and facilities were



improved. The school has a bus stop immediately outside which can be used to get to the park.

The group of students that surveyed the park had a range of additional needs including sensory impairment and physical and learning difficulties.

Following the visit students at the school organised a group discussion and summarised their findings in the two-page document included in Appendix 5. The main conclusions of the students were as follows:

- They thought access to the park was bad, with no flat access from any parking area
- There were no signs near entrances and students thought there should be more signs around that are clear, visual and bold
- Students concluded that that paths were generally in poor condition with pot holes, tree roots and some trip hazards. They also highlighted that some paths were very narrow and too narrow for wheelchairs
- They thought that the wheelchair and buggy paths needed to be re-designed and plotted around the whole park, and the path layout needed updating to improve accessibility
- They reported that the play area has uneven ground and old flooring and that the equipment was old, average and not that inclusive
- The toilets were judged to be old and in need of modernisation, with access from within the park (not just the main road). Access to the toilet block from the main road was assessed as being uneven with steps
- They observed that there was not a café in the park, but the café at the Park Centre was quite close
- Other observations included that the Forest School / wildlife area was in need of care, however the trim trail equipment was ok
- In terms of sports and other outdoor facilities the students observed that the tennis courts had poor access for wheelchairs due to a narrow path, the basketball area needs updating and the football goal area was not inspiring



Improvements to the toilets and provision of more shade were issues picked up by the students on the survey day.

In a separate meeting with Marian Lovell, Head of College Warmley Park School & College on 20<sup>th</sup> September (prior to the student survey) the following list of

physical improvements were identified to support the school to visit on a more regular basis: -

- Accessible toilet with a changing bed – this would be unique in a park and would mean they could use the park for a full day
- Play area with inclusive play equipment – rope net swings and wheelchair equipment
- Amphitheatre with a roof for shade in a summer and shelter in a winter
- A textured walk – sand, bumpy, leaves and an area of grass where the children could walk bare foot would have to be fenced off
- Minibus parking

#### **4.10 Consultation with South Gloucestershire Disability Action Group**

Consultation with South Gloucestershire Disability Action Group took place on 21<sup>st</sup> October 2019. The consultation involved a pre-meeting to describe Kingswood Park and the aims of the audit, an overview of the proposals for the NHLF bid, and an introduction to the Friends of Kingswood Park group. Following the introduction, the group undertook an inspection of the paths and facilities around the park and a working lunch was held to discuss ideas for improvement.



The aim of the consultation was to obtain the views of people with a range of different disabilities on how access can be improved both within and to the site. The DAG participants included a mobility scooter user, stick user and people with other disabilities

The ideas for access improvements identified at the consultation visit are listed below in no

particular order of priority.

#### **Provision of disabled car parking**

- The group agreed that lack of disabled parking was a barrier to people with mobility difficulties visiting the park
- Possible options to provide disabled parking were discussed and the provision of dedicated disabled parking spaces by the brick maintenance

building on Hollow Road was agreed by all as the preferred solution as this offered the possibility of level access to the central areas of the park

## **Toilet**

- The poor accessibility and condition of the toilet block was identified – not accessible from inside the park and young children would not be allowed to leave the park by their parents on their own to use the toilets
- A 'Changing Places' toilet was suggested as the standard required for a newly refurbished facility – so that people with complex disabilities who need assistance can visit the park and take part in activities and events. Changing Places standard requires a height adjustable adult-sized changing bench, a tracking hoist system, or mobile hoist if this is not possible, adequate space in the changing area for the disabled person and up to two carers, a centrally placed toilet with room either side, a screen or curtain to allow some privacy. It also requires a safe and clean environment with wide tear off paper roll to cover the bench, a large waste bin for disposable pads and a non-slip floor

## **Paths**

- The poor condition of the paths was identified and agreement that resurfacing was required to produce smooth hard surfaces with no breaks and steps and ensure narrow paths were widened
- It was agreed that access to the central areas of the park could be improved greatly by providing an accessible route from the proposed new disabled parking area by the brick maintenance building to the amphitheatre area. Options discussed were upgrading / ramping / widening path 15, or creating a new path through the grassed area to the north of path 15
- The paths to the bowling club (paths 21 and 22) were identified as being steep and inaccessible. Path 21 has steps and path 22 is narrow and has an unsuitable paving stone surface with a tight corner which mobility scooters find difficult to negotiate

## **Steps**

- The steps were identified as a major barrier to access and there was agreement that where it was not possible to remove them, they should be re-built to BS8300 standards with handrails in place
- The option to remove the steps on path 9 and replace them with ramped access was discussed and it was agreed that this was a good option and should be linked via a new path to the proposed new disabled parking area at the brick maintenance building

## **Amphitheatre area**



- The difficulty of accessing the amphitheatre area was identified along with the poor accessibility of the feature itself. The low steps make it difficult for many people to sit and stand up again, there were loose bricks forming steps and breaks and access for wheelchair users was identified as difficult
- It was agreed that a rethink and redesign was required to make the feature more accessible and inclusive

### **Signing**

- The need for more interpretation and clear and legible signing was identified to provide more information about the park and enable people to orientate and find their way around the park on accessible routes

### **Seating and picnic facility**

- It was identified that some seats are missing and there is a need for seating with different heights as most existing ones are low. Higher seats will make it easier for people to sit and stand. All seats should have arms for people to leaver themselves up – some seats in the park do not have arms and have slats missing
- More seating required around the park, particularly on steeper paths such as path 12 and path 22
- The picnic / seating sculptures were identified as a better height – but no accessible path to get to them!
- Low bench seating in community garden – at least one should be replaced with accessible seating

### **Other issues**

- Litter / recycling bins should be accessible from hard surfaced paths
- Community garden area should be developed to make it more of a sensory garden
- Gates into community garden should be two way opening

### **4.11 Observation of Park Staff**

Grounds maintenance operatives working in the park have observed that people struggle with the many sets of steps and regularly witness people with mobility difficulties, the elderly and parents with push chairs having difficulty getting up and down steps. This is particularly so for the barrier / parking bay off Hollow Road (path 25 and 15) and the steps in the formal garden by the berberis hedge (path 9).

#### **4.12 Designing Dementia- Friendly Outdoor Environments**

The Oxford Centre for Sustainable Development and the Housing Corporation has produced 'A checklist of recommendations for designing dementia-friendly outdoor environments' (2004). Dementia has become a key priority for local and national governments because of the enormous challenge our society faces with an aging population. Already, it costs more to the healthcare systems than cancer and heart disease put together. 1 in 3 people over 65 will get the disease, and currently 2/3 of people with dementia live in our communities. Making our communities more supportive and accessible for people with dementia is essential to keeping people active and living their normal lives for as long as possible, which will reduce the burden on the health care systems.

Simple changes to the public realm can be made which make it much more accessible to people with dementia, and these changes often benefit people from other disability groups, for example the visually impaired. Changes which encourage activity in older people should also be considered to benefit people with dementia, as keeping physically active is now accepted as being one of the most important ways to prevent the advance of dementia. Recommendations on planning the public realm for older people and people with dementia can be found here:

<http://www.housinglin.org.uk/Topics/browse/HousingandDementia/Design/?&msg=0&parent=5091&child=6988>  
[http://www.idgo.ac.uk/about\\_idgo/docs/Neighbourhoods.pdf](http://www.idgo.ac.uk/about_idgo/docs/Neighbourhoods.pdf)  
[http://www.idgo.ac.uk/design\\_guidance/streets.htm](http://www.idgo.ac.uk/design_guidance/streets.htm)

The checklist of characteristics for dementia-friendly outdoor environments should be consulted when designing accessibility improvements in the park.

## **5. RECOMMENDATIONS**

The baseline information collected during the audit has been compared against the BS8300 standard included in Appendix 3.

There are a number of constraints which impose limits on the accessibility of Kingswood Park for current park users. These can be summarised as follows: -

- The topography of the park creates challenging gradients along some paths (up to 1:9) and this reduces the accessibility of the park for some people, particularly wheelchair users and people with stamina and other mobility difficulties
- Most path surfaces are in poor condition with surface breaks and uneven surfaces caused by tree root heave, wear and weathering. There are also crossfalls on most paths which are greater than 1:50
- There are six flights of steps that act as a barrier for some people
- There is no disabled parking provision
- Access to the central area of the park is difficult from all entrances
- The accessibility of the amphitheatre / bandstand area is poor
- There is a need for a better distribution of resting points on steeper paths sections. There are steps and surface breaks to negotiate for people wishing to use the existing seats and there are a number of benches without arms.
- The toilets are in poor condition and cannot be accessed from within the park

Despite these constraints, it will be possible to achieve BS8300 standards in some areas of the park whilst improving accessibility elsewhere by applying the principle of 'least restrictive access' (see section 4.4). The Council is submitting a Round 1 Heritage Grant application to NLHF which will include proposals to improve accessibility. These proposals should follow the recommendations below and be read in conjunction with the 'works required' column in the Access Audit Summary of Results (Appendix 4).

### **Recommendation 1: Improve existing path surfaces, crossfalls and widths**

All existing tarmac paths in the park should be resurfaced to ensure a hard, smooth surface free from steps, root heave and surface breaks. Resurfacing works should ensure that crossfalls on all paths are <1:50. Areas around all seat plinths should be resurfaced and steps removed around drain and manhole covers and the gate guide rail on path 2. Paths should be maintained to ensure they are kept free of leaf litter.

A number of paths are narrower than the BS8300 standard of 1800mm. These paths should be widened when resurfacing works are taking place, or alternatively,

if resources do not allow this, passing places should be installed in direct sight of each other, or a maximum distance of 25m from each other. Passing places should be 2000mm long x 1800mm wide. Recommendations for individual paths are below: -

Path 10 – the first 4.6m of the path from Hollow Road are 1600mm wide. Widen to 1800mm

Path 13 - this path is 1600mm wide. Widen to 1800mm or install a passing place midway along the path.

Path 15 - Widen to 1800mm depending upon options discussed in recommendation 2 below.

Path 16 - this path is 1500mm wide. Either install a passing place midway along the path or reconstruct path to BS8300 standards – see recommendation 11 below.

Path 17 - this path is 900mm wide. Widen to 1800mm.

Path 18 - this path is 900mm wide. Widen to 1800mm.

Path 19 - widen narrower sections of path to 1800mm.

Path 20 & 21 - see recommendation 8 below.

Path 22 - this path is 1500mm narrowing to 1400mm. Widen to 1800mm or install passing places every 25m. Widen short path entrances to the bowling club to 1800mm.

Path 23 - this path is 900mm wide. Widen to 1800mm.

**Recommendation 2: Provide a dedicated disabled parking area and an accessible route to the central & formal garden areas of the park**

The natural topography of the park means that there is no fully accessible route to the central area of the park where the amphitheatre, bandstand and play facilities are located. The following solution would provide an accessible route to the central and formal garden areas of the park from a disabled parking area: -

- Construct a level disabled parking area on Hollow Road where the brick maintenance building is located with room for two or three parking spaces. Construct an accessible path to BS8300 standards to link the car park with the formal garden area at path 10, to the north of the car park

There are then two options: -

- **Option1:** Widen path 15 to 1800mm and provide ramps and landings to BS8300 standards to link the car park and amphitheatre area. This option would require steps from path 15 / car park area to access path 16 through the community garden
- **Option 2:** Create a new 1800mm tarmac path through the grass area to the north of path 15, linking the car park and amphitheatre area, with ramps / landings as necessary to BS8300 standards. This path would also link with the new accessible path to the formal garden area described above

### **Recommendation 3: Improve the accessibility of step flights**

There are six flights of steps in the park which were installed to overcome falling levels through the park. These act as barriers for some people. Sections 9.1 to 9.1.7 of BS8300 provides guidance on the construction of steps.

Path 9 – remove steps where they link with path 10. Replace steps with a ramped access with landings to BS8300 standards to join with path 10 and the new path to the disabled parking area proposed in recommendation 2.

Path 3, path 14 - reconstruct steps to conform with BS8300 guidance.

Path 10 (into grassed area) - reconstruct steps to conform with BS8300 guidance.

Path 15 – If the path is not upgraded as a fully accessible route from the car park to the amphitheatre as described in recommendation 2 the steps should be rebuilt to conform with BS8300 guidance with the two steps that block path 15 removed.

Path 22 – reconstruct steps to conform with BS8300 guidance as part of a wider enhancement scheme to make the Orchard Road entrance more welcoming, open and attractive.

### **Recommendation 4: Provide more accessible seating & resting points**

There are 26 seats / benches in the park and many are positioned on plinths with broken and degraded surfaces and some are on grass. There are areas of the park where there are few, or no resting points.

As per recommendation 1, all existing seat plinth areas should be resurfaced so that there are no surface breaks or steps.

To conform with BS8300 section 10.7 in an area *‘where a significant number of benches / seating are provided in one location, 50% of the seating should provide*

*the following features’ and ‘where one seat or bench is provided in isolation to other seating, or in a location with existing less accessible seating, it should always incorporate the following features’*

- A variety of seat heights should be provided at 380mm, 480mm and 580mm. Where only one seat is installed the seat height should be between 450-480mm and have both back support and arm rests.
- For some seats back support and arm rest should be provided as some people require both for support
- To enable a wheelchair user to transfer laterally onto one end there should be a level transfer area with arm rest set in 500 to 750mm from the transfer space, with a choice of left or right transfer
- Arm rests and back support should be provided with arm rests at 200mm above the seat surface (and should extend from the back-support forwards to cover at least 80% of the depth of the seat) and back support at a height of least 300mm from seat level. Arm rests should contrast visually with the rest of the seat

The location of seating to provide a variety of views and sun / shade aspects should be considered.

A numbered plan showing the location of existing seating is included in Appendix 6 along with a seating audit in table form. Table 4 has columns for seat number (which corresponds with the numbered seating plan), the height of the seat and armrest in mm, a description of the seat and a recommendation on whether to retain, replace with a new seat or remove. Existing seats that are close to the BS8300 seat heights of 380mm, 480mm and 580mm are colour coded.

Table 5 shows the recommended location of 16 additional new seats and the seat heights / wheelchair transfer seats that are required. There is then a summary of seating requirements.

If the recommendations in Appendix 6 are followed there will be a total of 40 seats in the park, of these 9 seats will be 380mm height, 13 seats 480mm height, 9 seats 580mm height, 5 wheelchair transfer seats and there will be 5 retained existing seats between 425-450mm height. Locations for the 580mm height seats and wheelchair transfer seats have been suggested where there are good views of the park’s highlights, or to be close to the highlights. Following these recommendations will ensure a good balance of different seat heights and wheelchair transfer seats and will conform to the BS8300 guidance. The recommendations will require the purchase and installation of 29 seats.

### **Recommendation 5: Provide disabled toilet facilities to ‘Changing Places’ standard**

The toilet block is in poor condition and access to the radar locked disabled toilet does not meet BS8300 standards. A question on the future of the toilets was included in *Kingswood Park National Lottery Heritage Bid Consultation Output Report South Gloucestershire Council October 2019* and only 7% of the 425 respondents to a question on the toilets thought it was fit for purpose. South Gloucestershire Disability Action Group and Students from Warmley Park School & College also identified that it should be refurbished and facilities for disabled access improved.

The toilets should be refurbished and made fully accessible from within the park to prevent the need to go along the busy High Street. A dedicated ‘Changing Places’ facility should be provided, with radar key access. This facility will enable people with complex disabilities who need assistance to visit the park and take part in activities and events. It will also enable organisations and schools such as Warmley Park School and College to visit on a regular basis and stay longer.

### **Recommendation 6: Enhance the accessibility of the amphitheatre / bandstand area**

The accessibility of the amphitheatre and bandstand area is poor. The height of amphitheatre seat steps and landings is not uniform, there are surface breaks, loose blocks forming steps, gradients and crossfalls, and steps on concrete access paths. Access to the bandstand is via six steps which is a barrier to disabled performers.

BS8300 guidance (page 36) states that where amphitheatre-style seating in excess of three tiers is used, steps should be provided to give access to the seats. It also recommends that advice on raked seating areas given in BS8300-2:2018, 17.40 may be used as a principle on which to base the design of amphitheatre-style seating in the external environment, but the precise details should be determined on a case by case basis.

Solutions to enhance the accessibility of the amphitheatre area should be explored following the guidance in BS8300 2:2018, 17.40. This should include providing uniform steps to access the seating, handrails, level spaces for wheelchair users and higher seating areas for people who cannot sit in a low position.

As part of plans to enhance the bandstand the re-design should make it fully accessible to disabled performers.

### **Recommendation 7: Create a circular route around the park**

There is an aspiration to create a surfaced route around the edge of the park that can be used by walkers and runners. To achieve this, it is necessary to construct a new 'missing link' path between path 22 to the south of the bowling club and path 12 in the vicinity of the Edward Road entrance. This path should be designed to be fully accessible as per BS8300 standards.

### **Recommendation 8: Remove paths 20 and 21 and provide a more accessible route from path 19 to path 22**

Access to the bowling club and areas south of it towards the Orchard Road entrance is very challenging for people with disabilities. Many people wishing to access the bowling club do so from entrance D on Hollow Road, via path 19. This then involves either negotiating path 21 which has steep gradients of up to 1:10 and a flight of four steps, or path 20 which is constructed from paving slabs, has a width of 1010mm, a tight 'switch back', surface breaks of 20mm between slabs and gradients up to 1:10.

It is recommended that paths 20 and 21 are removed and that a new accessible route is constructed to link path 19 and path 22, taking a line through the grass and trees to the east of path 21. This will involve appropriate ramps and landings to BS8300 standards. This will make the route to the bowling club and the circular route proposed in recommendation 7 more accessible for a wider range of people.

### **Recommendation 9: Provide an accessible path to the seat / picnic sculptures, or provide alternative facilities**

There are no accessible picnic facilities in the park. The two-existing seat / picnic sculptures are located on a grassed area close to the play facility and are not accessible to many people. There are two options: -

- Install a tarmac path to BS8300 standards from path 19 to the seat sculptures, ensuring that the seat concrete bases are also full accessible
- Provide an alternative fully accessible picnic facility in the central area of the park, where there are good views of the main highlights

### **Recommendation 10: Provide on-site interpretation and signing**

The need for clear and legible interpretation and signing in the park has been identified by South Gloucestershire Disability Action Group and students from Warmley Park School & College. This will enable people with disabilities to orientate themselves, know where the accessible routes and facilities are located,



and learn about the heritage. An interpretation and signing plan should be developed to set out a co-ordinated framework for the signage and interpretation of the park.

A key element in the design and provision of new signage and interpretation within the park should be the needs of people with disabilities. Many disabled people can find signing and interpretation difficult to understand, particularly if small print and confusing colour contrasts are used. As with most people, they will also find it difficult to understand if it is not written in plain English.

BS8300 section 8.3 provides guidance on information and signage and this should be consulted and complied with. More detailed guidance is provided by the Fieldfare Trust, a charity that has worked with people with disabilities and countryside / open spaces managers to improve access to the countryside and open spaces for everyone. Unfortunately, the charity dissolved in 2018 however its advice and guidance were given to 'Paths for All' and it is available online. This includes the Fieldfare Trust '*Interpretation Guidelines – Providing Accessible Countryside Interpretation*'. It is important that the people involved in the detailed design of the signing and interpretation consult these guidelines and test out the designs with disabled people before producing the final product. The guidelines cover a whole range of issues such as making interpretation panels and signs accessible for wheelchair users, using print sizes and colours which people who are partially sighted can see and things to consider when planning person to person interpretation.

The following objectives should be used to for the design and location of new signing in the park: -

- Signing / interpretation should be of good quality; clear and easy to read; messages are friendly and welcoming; located at strategic points throughout the site where needed; robust and durable, with consideration given to time and cost of maintenance; and well maintained and kept clear of graffiti. People with disabilities should be able to get close to the signs.
- Maps of the park should be included where appropriate; to enable people to orientate themselves and know where park facilities and special features are located. Map / site descriptions should include full 'access for all' information, to enable people with disabilities / mobility restrictions to make informed decisions about where they can go in the park.
- Signage should give people basic information about the site, for example: who owns it; who manages it; the opening and closing hours (if applicable); a 'help-line' telephone number; and a website or email address.

The Interpretation guidelines are available here:

<https://www.pathsforall.org.uk/mediaLibrary/other/english/countryside-for-all-guide.pdf>

**Recommendation 11: Develop the community garden area as a more sensory experience and improve access to it from path 19**

The community garden is a quiet enclosed space which is suitable to be developed to provide a more 'sensory' experience. The path through the community garden is a resin bound surface that was laid in 2015. Unfortunately, it does not meet BS8300 standards because of the 1500mm path width, crossfalls which are >1:50 and path gradients that are 1:12 or greater in three sections. Ideally, if resources allow, the path through the community garden should be reconstructed to conform to BS8300 standard. However, the provision of a passing place, more accessible seating and replacement of the double wooden latch gate (junction with path 19) with a two-way opening gate that conforms with *BS5709:2018 gaps, gates and stiles* will make the area more accessible by applying the principle of 'least restrictive access'. There is also a need to raise the height of the pergola to provide a 2500mm clear walking tunnel. The access from the community garden to path 15 will also need to be considered, depending what option is chosen under recommendation 2, and it may only be possible to access the area from path 19 given the steps, narrow width and other challenges on path 15.

The Sensory Trust is a leading authority on inclusive and sensory design and they provide advice on developing sensory gardens and trails at the following link: - <https://www.sensorytrust.org.uk/information/factsheets/sensory-garden-1.html>

**Recommendation 12: Improve all components of the 'Access Chain' for Kingswood Park.**

It is necessary to ensure that the chain of events that leads to a person's decision to visit the park, their journey to the park, their visit around the site and their journey home is supported by high quality and accessible information. This information will allow them to make informed choices on how they can access the site, where they can go and the experiences that they will have.

The 'Access Chain' for Kingswood Park was analysed in section 3.1, recommendations for improvement are as follows: -

**Decision to Visit:**

- Develop a site leaflet with full information on accessibility, make available on website as pdf, including public transport, car parking and toilet facilities

- Update South Glos Council website and Friends of Kingswood Park Facebook pages to include information on accessibility of site, parking, bus services and disabled toilet facilities
- In tandem with access improvements develop a strategy for publicising the site to people with disabilities – consult with South Glos DAG and other Council Depts

### **The journey to / from Site**

- Publicise accessible bus routes and location of bus stop in all relevant information. Also include details of where the public can obtain information on routes and timetables
- Publicise the location of a dedicated parking area or accessible parking bays in appropriate locations (depending on what is provided)

### **On Site Experience.**

- Make entrances more welcoming
- Improve signing – conduct a signing and interpretation audit, develop a signing & interpretation plan and make recommendations for improvement.
- Make sure accessible routes are included in site literature and site signing
- Interpret special features of the park and make sure this information is fully accessible. Consult with South Glos DAG in the design of site interpretation and information.

### **Evaluation and Monitoring**

- Following site improvements organise a site consultation with South Glos DAG to review works and plan further improvements.

### **Recommendation 13: Draw up a fully costed programme of works and seek external funding to implement works**

A fully costed programme of works and a timetable for implementation should be drawn up during the development phase of the NLHF application.

## **REFERENCES**

1. 'By All Reasonable Means' (Inclusive access to the outdoors for disabled people, Natural England - 2005)
2. BS3800:2018 Design of an accessible and inclusive built environment: Part 1: External environment — Code of practice and Part 2: Buildings — Code of practice
3. BS5709:2018 (Gaps, gates and stiles).
4. Kingswood Park Masterplan Consultation Report - September 2015
5. Fieldfare Trust Least Restrictive Access Guidelines - A Good Practice Guide to Disabled People's Access to the Countryside, 2005
6. Kingswood Park National Lottery Heritage Bid Consultation Output Report. South Gloucestershire Council, October 2019
7. The Oxford Centre for Sustainable Development and the Housing Corporation has produced 'A checklist of recommendations for designing dementia-friendly outdoor environments' (2004)
8. Equalities Act 2010

# KINGSWOOD PARK



OUR PARK AT THE  
**HEART** OF OUR  
COMMUNITY



FRIENDS OF  
KINGSWOOD PARK



South Gloucestershire  
Council

## **APPENDIX 2: GUIDANCE ON TYPES OF DISABILITY AND ACCESSIBLE COUNTRYSIDE PATHS (TAKEN FROM FIELDFARE TRUST)**

The following list highlights some of the barriers that can be faced by people with a range of difficulties.

### People with visual impairments

- they may be in danger from over hanging obstacles
- on narrow paths they may find it difficult to pass other users
- irregular or uneven surfaces may cause them to trip
- they may be unable or unwilling to use stiles
- gates with unusual latches or complicated fencing arrangements may be difficult to use
- paths with poorly defined edges may be difficult to follow

### People with dexterity difficulties

- latches on gates may be difficult to operate
- they may be unable or unwilling to use hand hold on stiles
- hand rails on bridges or steps may be difficult to grasp

### People with reaching difficulties

- gate latches may be difficult to operate
- hand holds and hand rails may not be within reach

### People with balance difficulties

- on narrow paths they may find it difficult to pass other users
- irregular or uneven surfaces may cause them to trip
- gradients along or across the path may cause them difficulties
- they may not be able to negotiate steps

### People with strength or stamina difficulties

- gradients along the path may prevent them from progressing comfortably
- a lack of resting points may limit their range
- gates that are stiff or have heavy self-closing mechanisms may prevent them getting through
- they may not be able to use sprung or stiff latches on gates
- they may not be able to negotiate even quite short flights of steps

### People with difficulties walking










- irregular or uneven surfaces may cause them to trip
- they may be unable or unwilling to use stiles
- if using sticks or crutches gaps in the surface (grills, board walks) may cause difficulties


















- on narrow paths they may find it difficult to pass other users
- gradients along or across the path may cause them difficulties
- they may be unable to manoeuvre through kissing gates or hold self closing gates open to pass

People using wheelchairs















- irregular or uneven surfaces may stop them or restrict their progress
- gradients along the path may be impassable or unduly restrictive
- gradients across the path may make progress strenuous, uncomfortable or impossible
- steps and stiles may be an impassable barrier
- gates

**Observations on the Criteria for Accessible Countryside Paths  
(FieldfareTrust)**

<p><b>Path Surface</b></p>	<ul style="list-style-type: none"> <li> everyone uses a path's surface</li> <li> the worse a path surface is the more likely it is to be an absolute barrier for disabled people</li> <li> many more people will not use a poorly surfaced path if they have to concentrate on every step they take or if they experience discomfort which limits enjoyment</li> <li> people with and without disabilities tend to follow the most comfortable route (braiding of paths usually arises as people avoid rough, wet or difficult surfaces)</li> </ul>
<p><b>Path width</b></p>	<ul style="list-style-type: none"> <li> the narrower a path the fewer people will be able to use it</li> <li> below 1200mm some disabled people will be restricted</li> <li> below 700mm most categories of disabled people will either face an absolute barrier or some restriction</li> </ul>
<p><b>Acceptable width restrictions</b></p>	<ul style="list-style-type: none"> <li> the width restrictions given in the BT Countryside for All standards are already the minimum that will allow some disabled people access</li> <li> where path widths are unavoidably restricted they should apply for as short a length of the path as possible</li> </ul>

<p><b>Barriers (gates, stiles, fences etc.)</b></p>	<ul style="list-style-type: none"> <li> gates that are easy to operate should only be a barrier to few people</li> <li> kissing gates with narrow entrances (less than 815mm) or v-shaped refuges are more restrictive than ordinary gates</li> <li> the larger the refuge of a kissing gate the more disabled people will be likely to be able to use it</li> <li> stiles are an absolute barrier to a great many disabled people and an inconvenience for most path users</li> <li> no countryside users should be expected to climb walls, fences or locked gates</li> </ul>
<p><b>Passing places</b></p>	<ul style="list-style-type: none"> <li> a lack of passing places will rarely make it impossible for disabled people to use a path if other users have room to step aside to let them pass</li> <li> the busier a path is the more inconvenient it will be for all users if there are few passing places</li> <li> the busier a path the more likelihood that two disabled people who are unable to move off the path will meet</li> </ul>
<p><b>Resting areas</b></p>	<ul style="list-style-type: none"> <li> seats do not have to be formal benches or perches, boulders, low walls and tree stumps may be useable</li> <li> some people may be able to rest standing up, leaning on a gate, fence or wall, or sitting on the ground, but many will find this impossible, uncomfortable or inconvenient</li> <li> rest areas should be provided more frequently where a path climbs steps or a gradient</li> </ul>
<p><b>Gradients along the path</b></p>	<ul style="list-style-type: none"> <li> gradients steeper than 1:20 are considered to be ramps</li> <li> even gradients to the BT Countryside for All standards (1:12 and 1:10) will restrict some users</li> <li> the steeper the gradient the greater number of disabled people will find it a barrier</li> <li> gradients of 1:8 or steeper can be climbed by a few very fit wheelchair users, so ramps are usually better than steps</li> <li> some powered buggies are reputed to be able to climb gradients of 1:4</li> <li> any gradient of 1:6 or steeper should be regarded as a severe barrier to a great many disabled people</li> </ul>



<p><b>Height rises along ramps</b></p>	<ul style="list-style-type: none"> <li> the steeper a ramp the more frequently level landings should be provided</li> <li> the longer the overall climb up a gradient the more level landings should be provided</li> <li> where disabled people have to manoeuvre round a turn on a ramp a flat level area should be provided</li> </ul>
<p><b>Gradients across the path</b></p>	<ul style="list-style-type: none"> <li> the steeper the cross gradient the more difficult it is for wheelchair users and other disabled people to negotiate</li> <li> the longer an excessive cross gradient exists along the path the more difficult it will be for disabled people</li> <li> a double cambered path provides a central level route for disabled people</li> </ul>
<p><b>Small level changes</b></p>	<ul style="list-style-type: none"> <li> on otherwise level paths small steps, lips or level changes are a trip hazard for all users</li> <li> the higher small steps and level changes are the more difficult it will be for wheelchair users and other disabled people with mobility difficulties to gain access</li> <li> where small steps are unavoidable a low riser and long tread onto which a wheelchair or buggy can fit will allow access for some people using these aids</li> <li> a series of small steps with low risers and long treads should be easily converted to a ramp</li> <li> good steps provided up gradients that are steeper than 1:4 will possibly not restrict any more people than a ramp at this gradient would (the restrictions imposed by steps or a 1:4 ramp will apply to different people)</li> </ul>
<p><b>Surface breaks</b></p>	<ul style="list-style-type: none"> <li> holes and irregularities in constructed paths are a safety risk for all and may be a liability on those responsible for the path</li> </ul>
<p><b>Clear walking tunnel</b></p>	<ul style="list-style-type: none"> <li> there is a safety risk for all path users where low structures or vegetation overhang a path</li> <li> the lower overhangs intrude above a path the more people will be restricted or find difficulty</li> </ul>

# BS8300 STANDARDS

	Path surfaces	Path widths	Width restrictions	Barriers	Max distance between passing places	Max distance between rest areas	Max steepness of ramps	Max height rise on landings steeper than 1:20	Max slope across path	Max step levels	Surface breaks (grills, board walks etc.)	Clear walking tunnel
<b>BS8300 Standards</b>	Surface should be firm, slip-resistant and reasonably smooth (cobble, bare earth, sand & unbonded surfaces should not be used)	1800mm for general use, where less than 1800mm passing places should be provided	It should be at least 1200mm and not extend for more than 2m length	Should not contain steps or other barriers	Should be in direct sight of each other, or a maximum distance of 25m from each another (should be 2000mm long x 1800mm wide)	Every 50m	Between 1:60 & 1:20 should be a landing for every 500mm rise and where there is a change in direction.  Where >1:20 access should be ramped and be lowest practicable gradient between 1:20 and 1:12  Width or ramp > 1500mm and length >1500mm  Intermediate landings 1880mm x 1800mm at passing	See table section 9.2.2 BS8300 – Height and length of ramp varies according to gradient	1:50 maximum	Undulations under a 1m straight edge should not exceed 3mm	Joints between paving and utility covers should have level difference < 5mm  Recessed filled joint width < 10mm. level difference <2mm  Unfilled joints joint width < 5mm, level difference <2mm	1800 wide x 2500 high

							places where no clear line of sight or .> 3 ramps					
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**Urban and formal**

**Other Relevant Guidance from BS8300**

Location of street furniture – should be beyond boundary of access path – if not there is specific guidance

Gates Should be side hung gate capable of being opened both directions, easily opened both hands and self-closing. Minimum 1000mm wide & 300mm clear space to pull and push sides of leading edge. Revolving gates, turnstiles, kissing gates and A frames should not be used unless adjacent accessible route.

Steps / Stairs – see guidance– should be 150mm to 180mm for risers, 300mm to 450mm for on going. Rise and on going should be uniform, flights should not exceed 20 risers to a landing, number od steps in successive flights should be uniform. Single steps should be avoided as trip hazard. Width of stair not less than 1200mm. Two steps of more should include handrails. Handrails more than 100mm wide, but not more than 2000mm.

**KINGSWOOD PARK**  
**ACCESS AUDIT SUMMARY OF RESULTS**

Site inspection was undertaken on 10th September 2019.

Path no.	Path Length (M)	Description	Survey Findings	Comments / Works Required.
1	14	Tarmac path from main entrance (double yellow lines) on High Street to path 2	<p>1m. Entrance gate. 4600mm width between pillars</p> <p>0.7-2.5m. Metal guide rails that serve the entrance gates have steps above 3mm</p> <p>0-14m. Surface breaks and cracking throughout tarmac surface, steps up to 15mm and breaks up to 35mm. Gradient of path between 1:250 and 1:45</p> <p>0-14m. Crossfall increases to side of path, 1:145 in centre of path rising to 1:23 to edges of path</p>	<p>Reduce step to gate guide rails to below 3mm</p> <p>Resurface and re-grade crossfall to &lt;1:50</p>
2	52.7	Circular path measured clockwise from junction with path 1	<p>Path width 5600mm.</p> <p>0-52.7m. Surface breaks and cracking throughout surface with areas of moss and vegetation growing through, particularly close to benches</p> <p>0-52.7m. Some localised undulations where crossfall above 1:50, however generally within BS8300 specification. (measurements taken were 1:70@20m; 1:90@30m; 1:110@40m; 1:145@50m)</p>	<p>Resurface and re-grade crossfall to &lt;1:50</p>

			4 seats on tarmac surface spaced around circular path	Resurface around and under seats
3	15.23	Double path under rose arch from path 2 to bottom of steps	<p>Double path under rose arch separated by lavender bed leading to steps at southern end of path. East path 1840mm wide and west path 1900mm.</p> <p>0-13m. Both east and west paths have widespread surface breaks, heaving and cracking above 3mm</p> <p>0-13m. Both paths have gradients between 1:40 and 1:22.</p> <p>0-13m. Crossfall are in specification to centre of paths up to 1:52, however on the east path there is a crossfall of 1:22 on the path edge.</p> <p>13-15.2m. Four steps with pre-cast concrete (PCC) kerb risers and block paving treads. 10mm step onto top PCC edge from tarmac. Three step riser heights at 140mm and one at 190mm. Treads uniform at 710mm. No handrails to side of steps, gradients measured on step treads 1:500; 1:37 and 1:30. Crossfall on steps in specification. Joints on block paving should be &lt;5mm and level difference &lt;2mm, so fails specification on this</p>	<p>Resurface both paths</p> <p>Regrade crossfalls to 1:50 standard when resurfacing</p> <p>Remove step from tarmac surface to top of PCC step kerb. Reconstruct steps to standards set out in BS 8300 1:2018, 9</p>
4	28	From path 1 to wall of toilet block	<p>2300mm wide tarmac path</p> <p>0-28m. Heave, cracking and surface breaks throughout length of path</p> <p>1.7 – 6.5m. Undulations in surface causing localised ramps between 1:9 and 1:13</p>	<p>Resurface path</p> <p>Regrade during resurfacing works to remove undulations and heave, and create crossfalls &lt;1:50</p>

			<p>8-11.7m. Crossfall up to 1:16</p> <p>18.2-20.2m. Crossfall 1:43</p> <p>Two seats along path with tarmac hardstanding adjacent, moss growth around tarmac plinth areas</p>	<p>Regrade crossfalls to 1:50 standard when resurfacing</p> <p>Resurface seat plinth areas retaining adjacent hardstanding so that wheelchairs can manoeuvre next to seats</p>
5	36.2	From path 1 to path 9	<p>Tarmac path with 2500mm width</p> <p>0-36.2m. Cracking and surface breaks throughout length of path</p> <p>9-14m. Clear walking tunnel overhanging vegetation below 2.5m</p> <p>Seat plinth with missing bench and crumbling, broken surface</p> <p>Seat in plinth recess with hardstanding adjacent for wheelchair, moss and vegetation growth underneath</p>	<p>Resurface path to specification including seat plinth areas</p> <p>Cut back vegetation to clear walking tunnel</p> <p>Replace seat on newly surfaced plinth with model that conforms with BS 8300 1:2018, 10.7</p> <p>Resurface seat plinth area</p>
6	50	Path from toilet block to path 10	<p>Variable path width to rear of toilet block between 1800mm and 5000mm. path width becomes uniform at 2800mm from 12.8m</p> <p>0.2m. Drain cover with 25-35mm step from tarmac surface</p> <p>0-12.8m. Crossfalls &gt;1:50, measurements 1:26@3.5m; 1:27@9.7m</p> <p>45m. Manhole cover with surface breaks around</p> <p>0-50m. Heave, cracking and surface breaks over wide areas</p>	<p>Remove steps when resurfacing</p> <p>Regrade crossfalls when resurfacing</p> <p>Remove breaks when resurfacing</p> <p>Resurface paths and regrade profile to remove crossfalls</p>

			<p>Gradient along path gets steeper from 43m onwards. Prior to this, gradients are between level by toilet block and 1:26@43m. Becomes steeper and 1:15@47m and 1:12.5@50m. Not more than 500mm rise in gradient so landings not required</p> <p>Two empty seat recessed plinths along path</p>	<p>Resurface plinth recesses and replace seats with model that conforms with BS 8300 1:2018, 10.7</p>
7	23.8	From path 6 to path 2	<p>Uniform path width of 2500mm</p> <p>0-23.8m Surface breaks and cracking throughout</p> <p>2.5-5m Edge of path broken away and crumbled</p>	<p>Resurface path</p>
8	25.7	From path 2 to path 9	<p>Uniform path width of 2500mm</p> <p>0-25.7m. Cracking and surface breaks widespread. At 16.1m surface break up to 45mm wide and other breaks up to 40mm</p> <p>Gradient of path 1:48@1m; 1:21@10m; 1:50@20m</p> <p>Crossfalls in specification to centre but at edges of path over 1:50 where broken and crumbling away</p>	<p>Resurface path and regrade to crossfalls &lt;1:50</p>
9	47.5	From path 5 to path 10	<p>Uniform path width of 2500mm</p> <p>0-3m. Substantial root heave causing severe damage and uneven path with breaks and ramps up to 1:11</p> <p>0-47.5m. Surface breaks and cracking throughout with breaks up to 60mm width</p>	<p>Regrade and resurface</p> <p>Resurface to BS8300 standard throughout path length</p>

			<p>Gradient along path varies 1:28@10m; 1:76@20m; 1:31@30m; 1:30@40m</p> <p>3.8m-6.6m, 18.4m and 29.8m. Overhanging vegetation protruding into walking tunnel at 1.5m and 1.7m height</p> <p>44m surface break between tarmac and start of step flight 230mm width and 15mm depth</p> <p>Step flight with four flagstone steps, 3 steps riser height of 190mm and 1 riser 170mm. Tread length (going) 740mm. No hand rails and surface breaks between flags</p> <p>1 x seat set on recessed tarmac plinth and 1 empty tarmac plinth. Both have room for wheelchair next to seat. Poor condition of plinth surface</p>	<p>Manage vegetation to clear walking tunnel</p> <p>Resurface flush with top of step</p> <p>Remove steps and provide ramps and landings to link with path 10 to BS8300 standards</p> <p>Resurface plinth areas and replace missing seat with model that conforms with BS 8300 1:2018, 10.7</p>
10	91.3	From park entrance Hollow Road to west park boundary	<p>0m. Pot hole in entrance gate surface with 20mm step</p> <p>0-1.5m. Crossfall of 1:20</p> <p>0-4.6m. Green metal gate at entrance 1200mm width. The width of the path is then constrained by retaining walls to 1600mm before widening to 1800mm at 4.6m along path. BS8300 standard is that a width restriction should be at least 1200mm and not extend for more than 2000mm length along path</p> <p>7.5-11m. Breaks and root heave</p> <p>18m. Steps down to grassed area to south of path. 4 steps constructed from paving</p>	<p>Resurface to remove pothole</p> <p>Regrade and resurface to reduce crossfall to &lt;1:50</p> <p>Widen path width to 1800mm along all or part of path section to reduce length of width restriction to 2000mm or less</p> <p>Resurface and remove root heave</p> <p>Reconstruct steps to standards set out in BS 8300 1:2018, 9.</p>



			<p>slabs. 10mm break onto top step. Riser heights between 50mm and 160mm. Tread length 620mm. Steps do not meet BS8300 standards.</p> <p>5-91.3m. Crossfalls .1:50, measurements include 1:21 @8m; 1:15 @12m; 1:13 @18m; 1:17 @30m; 1:24 @50m; 1:16 @70m and 1:10 @90m</p> <p>21.7-91.3m. Surface breaks mainly to edges of path and around benches</p> <p>3 X seats at 22m, 30m and 84m along path. All have surface breaks and steps around base of seats</p>	<p>Regrade path crossfall to &lt;1:50</p> <p>Resurface path</p> <p>Resurface around base of seats as part of wider path works</p>
11	40.6	From park main entrance to disable toilet block outside park	<p>0m. Path width from gate pillar to edge of first kerb 1750mm and from path edge to flowerbed retaining wall 2200mm</p> <p>3.8m. Tactile paving area has 10mm step on loose paving</p> <p>1.5-31.5m. Crossfall exists along length of tarmac path to serve drainage channel &gt;1:50. Measurements are 1:30 @1.5m; 1:26 @9m; 1:41 @17m and 1:41 @30m</p> <p>31.5m. Block paving in front of toilet block before tarmac area has breaks &gt;5mm (up to 10mm)</p> <p>32-37.3m Tarmac in front to toilet block has root heave and gradient of 1:17</p> <p>37.3-39.7m. Concrete ramp to disabled toilet has gradient of 1:11. There is then a level landing to 40.6m. The ramp is</p>	<p>Re-fix loose tactile paving to remove step</p> <p>Regrade path to toilet block to &lt;1:50 crossfall</p> <p>Replace block paving surface to remove breaks</p> <p>Regrade and resurface to remove tree heave</p> <p>Ensure ramp is &lt;1:12 as part of any works to the toilet block and ramp and landing are each a minimum 1500mm x 1500mm.</p>

			2270mm x 1230mm and the landing 1000mm x 1230mm	
12	227.2	From path 10 to Edward Road entrance	<p>Path width - 2420mm</p> <p>0-83.4m, 144-152m, 173.5-183m, 196-213m and 220-227.2m. Tarmac path with cracking and breaking along substantial section of paths (particularly areas where slurry seal not applied)</p> <p>Path gradient is steep as it descends in a north south direction. Sample gradients are 1:10@0m; 1:9@10m; 1:16@20m; 1:15@39m; 1:17@40m; 1:9@50m; 1:10@60m; 1:14@70m; 1:24@70m; 1:15@90m; 1:19@100m; 1:14@120m; 1:26@137m; 1:15@170m; 1:18@190m and 1:10@220m</p> <p>Crossfalls exceed 1:50 for most of the path length, but come into specification in places. Sample measurements are 1:26@0m; 1:33@30m; 1:35@50m; 1:27@63m; 1:28@90m; 1:250@110m; 1:140@130m; 1:37@157m; 1:71@170m; 1:330@190m and 1:36@210m</p> <p>221m. Patching with surface breaks around manhole cover and 15mm step</p> <p>49m. There is a seat set back from the path on grass area (with 20mm step onto grass), mounted on concrete plinth with a 100mm step.</p>	<p>Resurface path</p> <p>Difficult to overcome gradient due to steepness of slope given cost and resources available</p> <p>Regrade crossfalls to &lt;1:50 as part of resurfacing works</p> <p>Remove breaks and step when resurfacing</p> <p>Replace with new seat in a more accessible location with a model that conforms with BS 8300 1:2018, 10.7</p>
13	32.5	From path 12 to path 14	<p>Path width 1600m</p> <p>0m. Surface break and step of 10mm at start of path</p>	<p>Widen to 1800mm or install a passing place midway along path</p> <p>Resurface and remove step and break</p>

			<p>0-11.5m. Widespread surface breaks and cracks</p> <p>0-32.5m. Crossfall &gt;1:50 throughout most of length, sample measurements 1:41 @5m; 1:33@10m; 1:31 @20m and 1:66@30m</p> <p>29m. Seat with 35mm kerb step in front</p>	<p>Resurface</p> <p>Regrade during resurfacing works to reduce crossfall to &lt;1:50</p> <p>Reset seat on new recessed and flush plinth with hardstanding for wheelchair adjacent to conform with BS 8300 1:2018, <b>10.7</b></p>
14	19.3	Top of steps path 10 to amphitheatre	<p>0-3.5m. Path / step width 4.7m. Flight of 5 steps with concrete kerbs and brick treads. Risers between 140mm and 190mm in height, treads 700mm</p> <p>3.5-19.3m. Steep tarmac path descending in north south direction. Sample measurements include 1:12@4m; 1:8@12.6m and 1:11@17.5m</p> <p>13-19.3m. Root heave and cracking</p> <p>Interpretation panel – located to side of path with concrete edging 45mm step in front and set back 500mm on grass from tarmac surface.</p>	<p>Reconstruct steps to standards set out in BS 8300 1:2018, 9.</p> <p>Resurface, however difficult to overcome gradient due to steepness of slope and costs / resources available</p> <p>Resurface</p> <p>Relocate interpretation panel to edge of tarmac path and at height that is accessible to wheelchair users. See Countryside for All Good Practice Guide Fieldfare Trust 2005 (Interpretation Guidelines)</p>
15	50.5	Community garden to amphitheatre (path ends where amphitheatre block paving starts)	<p>0m. Timber latch gate to community garden, one way opening, 900mm wide</p> <p>9-9.9m. Two concrete steps across path (these lead to path 25) with 90mm risers</p>	<p>Replace gate with two way opening design that conforms with BS5709:2018 gaps, gates and stiles - specification</p> <p>NB- Please see recommendation 2 for options to improve accessibility along this path.</p> <p>Redesign access to path 25 and brick building maintenance area to remove steps from path</p>

			<p>and irregular length treads of 720mm and 320mm.</p> <p>1-36.2m. Narrow 1000mm tarmac path between retaining wall and tennis courts</p> <p>36.2-50.5m. Concrete path width 800m</p> <p>1-36.2m. Widespread breaks and surface cracks throughout tarmac path</p> <p>36.2 – 50.5m. Change of surface to concrete with multiple breaks and steps, breaks up to 30mm and steps to 20mm</p> <p>0-50.5m Gradients within specification however crossfalls are consistently &gt;1:50. Sample measurements 1:19@0m; 1:11@15m; 1:10@25m; 1:7@30m and 1:33 at 36m</p> <p>18 &amp; 27m. There are two empty seat plinth recesses</p> <p>42m. Seat in concrete recess built into retaining wall</p> <p>49m. Seat in concrete recess built into retaining wall, concrete base broken with large breaks and steps in front of seat</p>	<p>Widen path to 1800mm and provide fully accessible route with ramps and landings between path 25 and amphitheatre Ditto</p> <p>Resurface</p> <p>Resurface</p> <p>Regrade to &lt;1:50 during resurfacing works</p> <p>Resurface plinth areas and supply new seats to conform with BS 8300 1:2018, <b>10.7</b></p> <p>Resurface plinth area</p> <p>Resurface plinth area</p>
16	49	From path 15 through community garden to path 19	<p>0-27.8m. Resin bound smooth gravel surface. Path width 1500mm, narrows to 1200mm at 14m and widens out to 1800mm+ at 27.8m</p> <p>33.5-49m. Path narrows to 1500mm</p>	<p>Widen path to 1800mm or provide a passing place to conform with BS8300 guidance that these should be provided where the path is &lt;1880mm. See recommendation 11 for detail on options for this path</p> <p>Resurface and remove crossfalls</p>

			<p>0-45m. Crossfall &gt;1:50 for much of path length, sample measurements 1:32@0m; 1:33@10m; 1:62@18m; 1:24@25m; 1:50@35m and 1:330@45m</p> <p>18-25m. Path gradient 1:8 at 18m and 1:12 at 25m.</p> <p>40-49m. Path gradient steeper than 1:12, sample measurement 1:10@45m</p> <p>Clear walking tunnel infringement under pergola (1700mm) and grape vine (1900mm) at 41.6m</p> <p>43.5m. Double wooden latch gate, one way opening, 1670mm width, difficult to open</p> <p>There are three very low wooden benches with no hardstanding adjacent,</p>	<p>Regrade gradient when path is resurfaced</p> <p>Regrade gradient when path is resurfaced</p> <p>Raise height of pergola and manage vegetation</p> <p>Replace gate with two way opening design that conforms with BS5709:2018 gaps, gates and stiles – specification</p> <p>Replace one bench with a more accessible seat to conform with BS 8300 1:2018, <b>10.7</b></p>
17	25.5	Path 15 to amphitheatre (path ends where joins tarmac at amphitheatre)	<p>0-25.5m. Tarmac path with a uniform width of 900mm</p> <p>0-25.5m. Cracks and breaks throughout path surface</p> <p>0-25.5m Gradients are in specification as there is not a rise of more than 500mm which would require ramps and landings</p> <p>0-25.5m. Crossfalls exceed 1:50 for entire path length, sample measurements are 1:17@0m; 1:11@10m; 1:15@20m and 1:18@25.5m</p>	Resurface path to a width of 1800mm, ensure crossfalls are <1:50.
18	29.2	Tennis court to path 19	0m. Gate to tennis court width 1300mm	Resurface path to a width of 1800mm, ensure crossfalls are <1:50 and gradient between 28-29m reduced to below 1:12.

			<p>0-29.2m. Path width 900mm narrowing to 500mm.</p> <p>0-29.2m. Tarmac path surface cracking and breaking throughout</p> <p>3.7-29.2m. Crossfall &gt;1:50, sample measurements 1:15@3.7m; 1:14@10m; 1:20@20m and 1:11 at 28m</p> <p>28-29m. Path gradient 1:9</p>	
19	97	Hollow Road to amphitheatre	<p>0m. Green metal gate width 1200mm</p> <p>0-10.5m. Tarmac slurry sealed path with a width of 1600mm, some surface cracking at 2.5m</p> <p>10.5-17.5m. Path width reduces to 1000mm</p> <p>20-25m. Surface breaks and cracking</p> <p>33m. Path widens to 2400mm</p> <p>62-97m. Cracks and surface breaks along path edges</p> <p>10-97m. Crossfall exceeds 1:50 for most of this length, sample measurements are 1:18@20m; 1:23@40m; 1:15@60m; 1:125@80m and 1:42@90m</p> <p>20-33m and 70-76m, path gradient exceeds 1:12 localised areas</p>	<p>Widen narrower section of path to 1800mm</p> <p>Widen narrower section of path to 1800mm</p> <p>Resurface path ensuring crossfalls are &lt;1:50</p> <p>Ditto</p> <p>Ditto</p> <p>Regrade gradient to &lt;1:12 when resurfacing</p>
20	38.8	Zig-zag from top of path 21 to path 22	<p>0-38.8. Path consisting of a double row of paving slabs in zig-zag to reduce gradient and offer alternative access to bowls club avoiding steps on path 21</p>	<p>Remove path and replace with a fully accessible route to BS8300 standards to link path 19 to path 22. See recommendation 8.</p>

			<p>0-38.8m. path width 1010mm with surface breaks between slabs of 10-20mm, mostly with vegetation growing in breaks</p> <p>19m. paving slab landing 1020x1020mm</p> <p>0-38.8m. Path gradient steep, sample measurements are 1:16@0m; 1:16@10m; 1:11@20m; 1:10@30m and 1:13@39.8m</p> <p>Crossfalls are &lt;1:50 except at 0m where it is 1:47</p>	
21	20.2	Path 19 to path 22	<p>0-18.4m. Uniform 1600mm width tarmac path.</p> <p>10-14m. Limited small cracking in surface</p> <p>0-18.4m. Path has a steep gradient, sample measurements are 1:11@0.5m; 1:10@10m and 1:10@17m. Crossfalls are &lt;1:50.</p> <p>18.4-20.2m. Four 1800mm wide concrete steps with riser heights between 130mm and 160mm and treads 320mm (three steps) and 600mm (top step).</p>	Remove path and replace with a fully accessible route to BS8300 standards to link path 19 to path 22. See recommendation 8.
22	130.9	Path 20 to Orchard Road	<p>0-123.5m. Tarmac path 1500mm wide at start of path, narrowing to 1400mm after 5.5m. No passing places.</p> <p>35-58m. Steep gradient, sample measurements 1:20@35m; 1:11@40m; 1:9@45m; 1:13@50m; 1:16@56m</p> <p>87.5-124.8m. Steep gradient, sample measurements 1:21@87.5m; 1:16@90m; 1:8@100m and 1:9@120m</p>	<p>Widen path to 1800mm, or provide 2000mm x 1800mm passing places every 25m</p> <p>Difficult to overcome gradient without significant expense</p> <p>Difficult to overcome gradient without significant expense</p> <p>Regrade during path widening to bring crossfall to &lt;1:50</p>

			<p>0-40m. Crossfall &gt;1:50, sample measurements 1:21@10m; 1:38@20m; 1:38@30m</p> <p>90-111m. Crossfall &gt;1:50, sample measurements 1:23@90m; 1:36@100m and 1:50@111m</p> <p>45m. Short tarmac path into bowls club, 2.7m long, 1400mm wide, crossfall 1:15 and gradient 1:19</p> <p>75m. Second short path entrance to bowls club, 3.3m long, 1400mm wide, crossfall 1:72 and gradient 1:83</p> <p>107-113m. Tree root heave breaks and cracking in tarmac surface</p> <p>123.5-124.8m. Change of surface to concrete slabs at top of steps. Breaks of 20mm and steps of 15mm with vegetation growing in breaks</p> <p>124.8-129.7m. Two flights of concrete steps with a landing in between. Top flight of five steps has uniform 150mm risers and 300mm treads. Landing is 1000mm x 3100mm. Lower flight consists of four steps 3100mm wide, riser heights vary between 140-160mm, treads are 300mm. This leads to bottom landing 3100mm wide and 1200mm length (some breaks in bottom landing surface)</p> <p>130.9m Metal entrance gate with a width of 1250mm</p>	<p>Regrade during path widening to bring crossfall to &lt;1:50</p> <p>Widen path as current width restriction extends for more than 2000mm, regrade to remove crossfall</p> <p>Widen path as current width restriction extends for more than 2000mm</p> <p>Resurface</p> <p>Change surface to remove steps and breaks</p> <p>Remodel / reconstruct steps and landings to standards set out in BS 8300 1:2018, 9 as part of a wider scheme to make Orchard Road entrance more welcoming and accessible. See recommendation 3</p>
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23	27	Path 12 to amphitheatre	<p>0-23m. Tarmac path, 900mm wide</p> <p>0-23m. Surface cracks and breaks throughout path length</p> <p>17-22m. Significant root heave with wide cracks to 80mm and localises steep gradient caused by heave, breaks up to 60mm wide</p> <p>0-23m. Path gradient 1:13@0m; 1:26@10m; 1:16@18m and 1:5@21m</p> <p>0-23m. Steep crossfall along path length, sample measurements are 1:12@0m; 1:10@10m and 1:14@21m</p>	Resurface path and widen to 1800mm, regrading crossfalls to <1:50.
24	89.5	Amphitheatre to path 12	<p>0-51m. 1850mm wide tarmac path with slurry seal, however bumpy and undulating surface over this section so does not meet BS8300</p> <p>14m. Entrance to play area has concrete kerb with 15mm step</p> <p>0-89.5m. Gradient steep, sample measurements are 1:24@0m; 1:13@10m; 1:19@30m; 1:18@50m; 1:19@70m and 1:23@89.5m</p> <p>0-40m and 42m-89.5m. Crossfall above 1:50, sample measurements are 1:15@0m; 1:26@30m; 1:33@50m; 1:16@70m; 1:24@80m.</p>	<p>Resurface path</p> <p>Remove step and access to play area as part of play area enhancement</p> <p>It is difficult to overcome the gradient without significant expense, however resurfacing work should aim to reduce the lowest practical gradient</p> <p>Resurface path to reduce crossfall to &lt;1:50</p>
25	13.2	Hollow Road to path 15 (across tarmac area in front of brick maintenance building)	0m. 1300mm gap width between security gate and fence on northern side of area, 2900mm gap on southern side of security gate.	Redevelop this area as a dedicated disabled car park for two or three cars, with level access and smooth surfaces (see recommendation 2)

			<p>0-10.6m. Tarmac surface cracks and breaks up to 25mm, at 6.5m rough irregular surface.</p> <p>0-10.6m. Gradient 1:9@0m; 1:18@5m. Crossfall 1:15@0m and 1:83@1.2m</p> <p>10.6m Tarmac runs to top of concrete steps, 10mm step between tarmac and concrete surface</p> <p>10.6-13.2m. Flight on 7 concrete steps (including two steps that protrude across path 15). Riser heights are five steps at 150mm, 1 step at 260mm and one step at 90mm; treads between 760mm and 320mm</p>	<p>Remodel / reconstruct steps and landings to standards set out in BS8300 1:2018, exact works necessary depending upon what option is chosen under recommendation 2</p>
		Amphitheatre & bandstand area	<p>Brick and block paving amphitheatre in horseshoe shape with brick (roofless) bandstand. The amphitheatre consists of eight tiers of raked seating directly in front of the bandstand, tapering to two tiers at the sides. Tier steps have risers that range in height between 180-200mm with landings ranging from 580mm to 1200mm</p> <p>Joints in block paving form breaks throughout the structure</p> <p>The amphitheatre base area is not level and has gradients of between 1:24 and 1:27</p> <p>There is a tarmac apron to the rear of the bandstand, minimum width 2800mm and crossfalls with measurements of 1:20, 1:18 and 1:12</p> <p>To the sides of amphitheatre there are concrete and block paving paths / ramps to</p>	<p>Page 36 BS 8300 1:2018 states that where amphitheatre-style seating in excess of three tiers is used, steps should be provided to give access to the seats. It also recommends that advice on raked seating areas given in BS8300-2:2018 may be used as a principle on which to base the design of amphitheatre-style seating in the external environment, but the precise details should be determined on a case by case basis. (see BS8300 2:2018, 17.40). Some general recommendations based on this guidance is set out below:</p> <p>The accessibility of the amphitheatre should be improved so that a choice of accessible spaces are available for wheelchair users (and seating with extra space for people with limited mobility) and it should be designed not to segregate disabled people into different or separate areas</p> <p>Wheelchair spaces should have a handrail and toeboard located at any change of level where no barrier is provided by other means</p>

			<p>give access to some of the rear amphitheatre tiers. The western concrete access path /ramp has a gradient of 1:9 whilst the eastern access path has two steps with risers of 140mm and 160mm, and a gradient of 1:13. The block paving access path /ramp to the rear eastern side has a gradient of 1:9.5</p> <p>Bandstand is accessed by six brick-built steps, with uniform 115mm risers and 280mm treads. Step width is 850mm with metal railings either side.</p>	<p>Intermittent handrails at a height of 800mm should be provided on stepped approaches to the raked seating.</p> <p>The floor where wheelchair spaces are located should be level, as sitting on a slight slope can be very uncomfortable for wheelchair users</p> <p>Where there are more than three tiers, steps should be provided to give access to the seats</p> <p>As part of plans to enhance the bandstand the re-design should make it fully accessible to disabled performers.</p>
		Picnic sculptures	<p>Two brick built 'sculptures' that were developed as an arts project. One feature consists of two arched brick benches and a brick table, the second a curved brick seat with backrest with brick table in front. Both features are mounted on concrete hardstanding areas, however there are no hard surfaced paths to link them to the path network and they can only be accessed over grass</p>	<p>Two options: -</p> <p>Install a tarmac path to BS8300 standards from path 19 to the seat sculptures, ensuring that the seat concrete bases are also full accessible</p> <p>or</p> <p>Provide an alternative fully accessible picnic facility in the central area of the park, where there are good views of the main highlights</p>
<b>Total</b>	<b>1101.6m</b>	<b>Note this figure includes path 11 (40.6m) which lies outside park, so internal total path length = 1061m</b>		



Citizenship



Community



Visit



Name

# Warmley Park College Group Discussion

LO: Visit Kingswood Park and carry out a survey of the facilities. Are they suitable for people with disabilities?



1. Is the access to the park, good or bad

Bad disability park, no flat access from any parking area.



2. Are the signs easy to understand

There were no signs near the entrances, so the students think there should be more signs around.  
Clear, visual + bold.



3. Are the pathways in good repair

Generally some paths were in bad condition, pot holes + tree roots. Some paths were too narrow for wheelchairs  
The path layout around park needed updating for access



4. Does the playground equipment have good access

The play area has uneven ground + old flooring.  
The equipment is average + not that inclusive





Citizenship



Community



Visit



Name

# Warmley Park College. Group Discussion

LO: Visit Kingswood Park and carry out a survey of the facilities. Are they suitable for people with disabilities?



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Pathways

- Most paths were old, potholes + tree roots
- Some paths were very narrow
- Some trip hazards
- The wheelchair + buggy access paths need to be re-designed and plotted around the whole park.



Toilets

- Old and in need of modernisation
- Access needed from inside the park (not just the main road)
- Access from main road was uneven with steps



Cafe

- No cafe in park
- The Park cafe is quite close

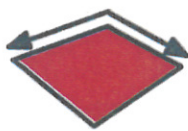


Playground

- Old and average amount of equipment
- Levels were varied + different in the area
- Not much of this equipment was inclusive



Sports



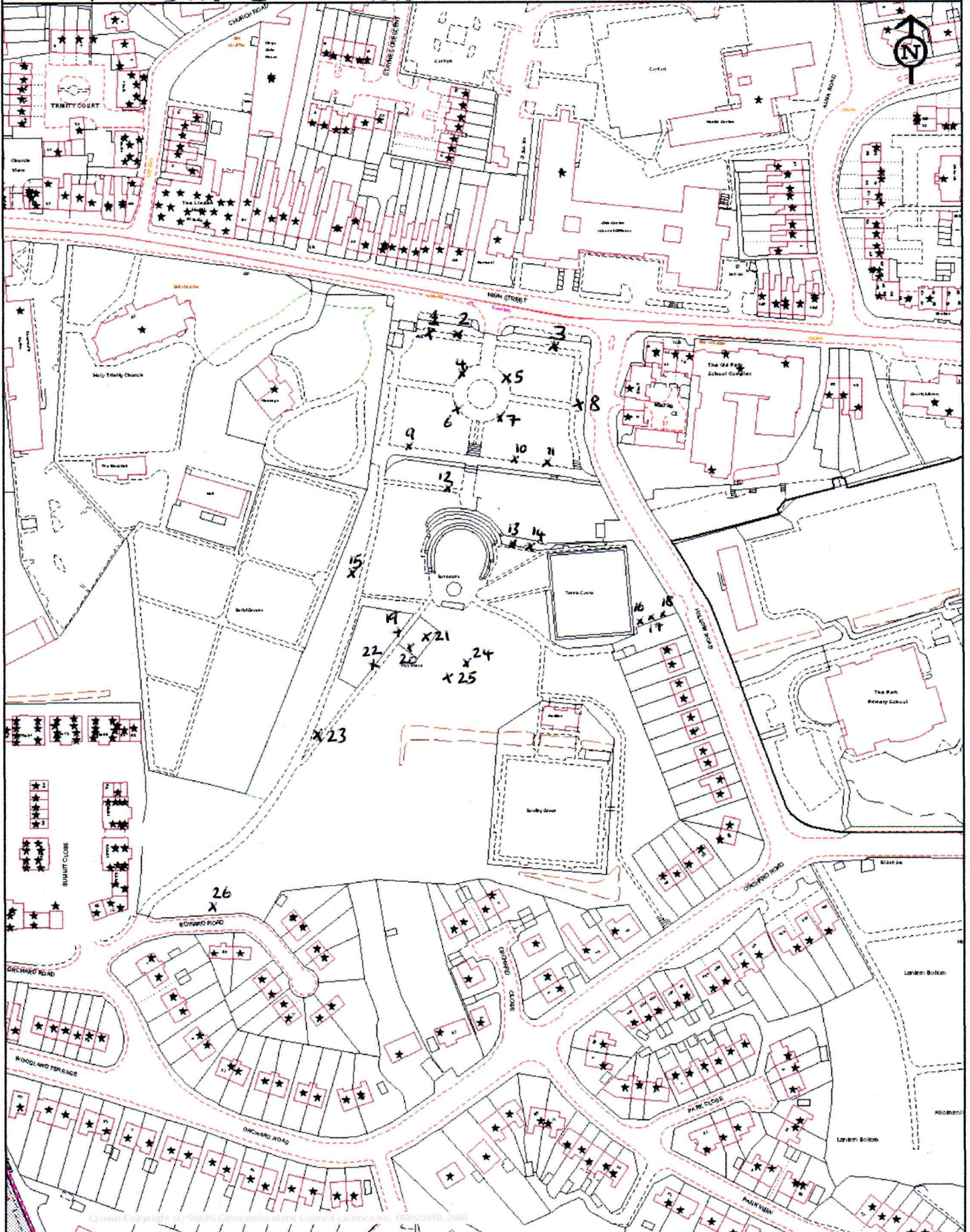
areas

++

- Forest School / wildlife in need of care
- Trim trail equipment was O.K.
- Basketball area needed updating
- Tennis courts had poor access for wheelchairs due to a narrow path
- Football goal area not inspiring.



# APPENDIX 6: KINGSWOOD PARK SEAT LOCATIONS



South Gloucestershire Council  
 Council Offices  
 Castle Street  
 Thornbury  
 BS35 1HF  
 01454 868009  
 www.southglos.gov.uk

Scale 1/2051    Date 3/12/2008

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## Appendix 6: Kingswood Park Seat / Bench Audit


Table 4: Existing seat heights, description & recommendations


Seat & photo number	Existing seat height / arm rest height above seat (mm)	Description	Recommendation
1	370 / 200	Metal frame, plaswood slats, backrest and arms	Retain
2	320 / 390	Wooden seat with backrest and arms	Replace with new seat at 580mm
3	360 / 200	Metal frame, plaswood slats, backrest and arms	Retain
4	440 / 150	Glasdon seat, metal frame and plaswood slats, backrest and arms	Retain
5	440 / 150	Glasdon seat, metal frame and plaswood slats, backrest and arms. <b>Slat missing</b>	Retain
6	430 / 160	Glasdon seat, metal frame and plaswood slats, backrest and arms	Retain
7	425 / 130	Glasdon seat, metal frame and plaswood slats, backrest and arms	Retain
8	400 / 200	Metal frame, plaswood slats, backrest and arms	Replace with new seat at 580mm
9	350 / 200	Metal frame, plaswood slats, backrest and arms, some <b>burn damage</b>	Replace with new seat at 380mm
10	395 / 200	Metal frame, plaswood slats, backrest and arms	Replace with wheelchair lateral transfer seat
11	380 / 200	Metal frame, plaswood slats, backrest and arms, some <b>burn damage</b>	Replace with new seat at 580mm
12	450 / 150	Glasdon seat, metal frame and plaswood slats, backrest and arms	Retain
13	370 / 200	Metal frame and wooden slats, backrest and arms	Retain
14	380 / 200	Metal frame and wooden slats, backrest and arms	Replace with new seat at 480mm
15	515	Metal frame and plaswood slats, backrest, <b>no arms</b>	Remove
16	340	Low wooden bench, <b>no backrest, no arms</b>	Replace with seat at 580mm



17	350	Low wooden bench, <b>no backrest, no arms</b>	Retain
18	295	Low wooden bench, <b>no backrest, no arms</b>	Replace with seat at 480mm
19	430	Metal frame and plaswood slats, backrest, <b>no arms</b>	Replace with seat at 580mm, reposition dependent upon play area redesign
20	470	Metal frame and plaswood slats, backrest, <b>no arms</b>	Replace with seat at 380mm, reposition dependent upon play area redesign
21	420	Metal frame and wooden slats, backrest but <b>no arms</b>	Replace with seat at 480mm, reposition dependent upon play area redesign
22	545	Metal frame and plaswood slats, backrest, <b>no arms</b>	Replace with wheelchair lateral transfer seat and reposition dependent upon play area redesign
23	395 / 200	Metal frame and wooden slats, backrest and arms	Replace with seat at 480mm, reposition dependent upon play area redesign
24	500	Brick seat with backrest, <b>no arms</b>	Retain
25	480	Brick benches x 2, <b>no backrest or arms</b>	Retain
26	485	Metal frame and wooden slats, backrest but <b>no arms</b>	Remove

 Seat height close to 380mm

 Seat height close to 480mm

 Seat height close to 580mm

**Table 5: Recommended Additional Seats Required**

Location	Seat height	Description
Path 5, empty plinth	480mm	New seat with back rest and arms
Path 8, empty plinth	480mm	New seat with back rest and arms
Path 10, missing seat space near to rose arch steps	As advised	New wheelchair lateral transfer seat
Path 12, 4 new seats at 50m intervals with one on	580mm, 380mm As advised	New seat with back rest and arms New seat with back rest and arms



steeper gradient south of junction with path 10	480mm	New wheelchair lateral transfer seat New seat with back rest and arms
Path 15, or new path linking proposed disabled car park with amphitheatre. 2 new seats	580mm 380mm	New seat with back rest and arms New seat with back rest and arms
Path 19, 2 new seats, one to be positioned close to junction of new access path linking to path 22	As advised 480mm	New wheelchair lateral transfer seat New seat with back rest and arms
Path 22, two new seats	580mm 480mm	New seat with back rest and arms New seat with back rest and arms
New missing link path, three seats (every 50m)	580mm 480mm 380mm	New seat with back rest and arms New seat with back rest and arms New seat with back rest and arms

### **Summary of seating requirements**

Retain 11 existing seats

Retain 4 seats close to 380mm height (between 350-370mm)

Retain 3 seats close to 480mm height (450-500mm)

Retain 4 other seats 425-450mm height

Replace 13 existing seats as follows: -

Replace 5 existing seats with new seats at 580mm height

Replace 4 existing seats with new seats at 480mm height

Replace 2 existing seats with new at 380mm height

Replace 2 existing seats with wheelchair transfer seats

Install 16 new seats at follows: -

3 seats at 380mm height

6 seats at 480mm height

4 seats at 580mm height

3 wheelchair transfer seats

There will be a total of 40 seats in the park, of these 9 seats will be 380mm height, 13 seats 480mm height, 9 seats 580mm height, 5 wheelchair transfer seats and 5 retained existing seats between 425-450mm height.

