

Pilot Final Inspection Report



Active Travel
England

About this pilot

Active Travel England (ATE) Inspectors have carried out an initial round of pilot final inspections using our draft tools to check the quality of the constructed active travel scheme below. The findings will be used to inform our processes, verify inputs and outputs and test our draft tools to assess how they will work in practice. It is expected that an overarching Inspections Framework will be published early in 2024.

If our inspectors have identified any policy conflicts or critical issues, guidance on 'next steps' is provided in section 3.

The outcome of the pilot inspection will be used to further develop our draft toolkit and accompanying guidance notes.

Section 1: Summary of scheme and inspection details

Inspection date	16/06/2023
Scheme ID	ATE00169-01
Scheme name	Clevedon Seafront Active Travel Improvements
Scheme summary	Creation of a bi-directional cycle track along the Clevedon beach front
Authority	North Somerset Council
Funding programme	Active Travel Fund 2
Funding allocated	£189,724
Date scheme reported as completed	02/12/2022

Section 2: Summary of findings from pilot final inspection

Policy check see section 3	Potential for conflict
Critical issues	No issues identified
Inspector feedback	A good quality scheme enhanced by placemaking features and formalising parking.
Final inspection outcome	Policy issues have been identified. Please complete and return section 3 of this report to your ATE Regional Manager within 10 working days of receipt.

Section 3: Policy check

ATE inspectors have visited the scheme site and carried out an assessment of compliance against the following policy checks.

Next steps

Step 1 If a policy principle has been identified as 'potential for conflict', please provide a short response about how this will be addressed in the 'Authority response' column.

Step 2 Return this section of the form within 10 working days to your ATE Regional Manager.

Policy principle	Outcome	ATE comment	Authority response
Cyclists must be separated from pedestrians	Potential for conflict	Cyclists and pedestrians are not separated for the entire length of the scheme, this could be avoided by continuing the bi-directional cycle track.	
Barriers, such as chicane barriers, steps and dismount signs must be avoided	No potential for conflict	n/a	n/a
Routes must feel direct, logical and be intuitively understandable by all road users	No potential for conflict	n/a	n/a
Surfaces must be suitable for all users	Potential for conflict	Gradients at the southern end of the scheme may be unsuitable for some users, particularly wheelchair users who may find it physically difficult to manage and/or may lose balance (see section 5.2 in Inclusive Mobility guidance). Raised crossings could help to reduce the severity of the gradients.	

Policy principle	Outcome	ATE comment	Authority response
Appropriate lighting must be provided	No potential for conflict	n/a	n/a
Routes must join together, or join other facilities together, as part of a holistic, connected network approach	No potential for conflict	n/a	n/a