

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 and 4.

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	ATE00169-02
Scheme name	Hill Road Active Travel Improvements
Scheme summary	Contraflow Cycle Track and Placemaking
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	No potential for conflict
Critical issues see section 4	Issue identified
Inspector feedback	A good quality scheme enhanced by placemaking features.
Final inspection outcome	Critical issues have been identified. Please complete and return section 4 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	No potential for conflict	n/a	n/a
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	No potential for conflict	n/a	n/a
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

Section 4: Summary of critical issues

A critical issue is defined as a street layout or condition that is associated with an increased risk of pedestrian and cyclist collisions. Our inspectors have visited the scheme site and carried out an assessment of the following 'critical issues'.

Next steps

Step 1 If a 'critical issue' has been identified, then, select an option from in the 'Authority response' column to describe the how this issue will be addressed and provide a short response in the final column to support this.

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

Critical issue	Metric	Critical issue ID	Location	ATE Inspectorate comment	Authority response: Select proposed action to resolve the critical issue	Authority response
Type 5: Conflict with kerbside activity (parking, loading, risk of 'dooring')	Cycle facility next to parking/loading with no buffer	ATE00169-02_SC05_01 -	51.44295486448169, 2.8573971963110374 Hill Road outside Sainsbury's	New dooring risk introduced. The new offside loading bay introduces the potential for people cycling in the contraflow cycle lane to be hit by a door from vehicles using the loading bay. Consider creating a buffer space between the carriageway and the cycle track and/or encouraging cyclists to use space outside of dooring area through markings.	Resolved Resolution planned Resolution pending – funding to be identified No planned action	