	Locomotion Impairments	Visual Impairments	Hearing Impairments	Mobility, Reaching, Stretching & Dexterity Impairments	Cognitive Impairments
Vertical Alignments	 Consider providing ramps or lifts alongside steps; (See Docs 8, 9, 10) Consider kerbs heights - can a wheelchair bump over them? Are there dropped kerbs at crossing points? (See Docs 9, 10) Are signs/pushbuttons at wheelchair accessible heights? (See Docs 9, 10) Free standing items should not obstruct the footway - lamps and signs should be mounted if possible; (See Docs 9, 10) 	 Are there flat shared surfaces? If yes, now will visually impaired differentiate between uses? What other features could be provided to help? (See Docs 6, 8, 9, 10, 11, 14) Consider colour of street furniture - a contrasting colour to surrounding environment. Red and orange colours are particularly suitable, as older. 	 Consider visual countdown at signalised crossing to inform how long is left before lights change; (See Docs 1, 2, 8, 9) Ensure all signs regarding hearing aid loops are clearly displayed at noticeable heights; (See Docs 1, 2, 8, 9, 10) Ensure audible signals are at a pitch and timing suitable for older people. Continuous noise such as from heavy traffic affects the ability to hear (See Doc 15) 	 Consider kerbs heights - are they too high to step over for an individual with dexterity impairments or arthritis? (See Docs 8, 9, 10) Free standing items should not obstruct the footway - lamps and signs should be mounted if possible (See Docs 8, 9, 10) Are there dropped kebs at crossing points? (See Docs 8, 9, 10) Consider heights of all push buttons (See Docs 8, 9, 10) Ensure handrails are provided with any steps; (See Docs 8, 9, 10, 15) Consider providing ramps or lifts alongside steps; (See Docs 8, 9, 10) Consider heights of all handrails; (See Docs 8, 9, 10) Consider height of steps to minimise trip potential; (See Docs 8, 9, 10) Seating should be provided at regular intervals; (See Docs 8, 9, 10) Seating should be in safe, well-lit and clearly visible locations - all seat should also have back and arm rests; (See Docs 8, 9, 10) Surface gradients should be kept to a minimum, ideally gradients should be no greater than 1:20; (See Docs 8, 9, 10, 15) 	 Consider providing count-down displays (visual and audio) at all signalised crossings to help people know how long they have to cross; (See Doc 5, 8, 9) Ensure all directional/warning signs are easily visible; (See Docs 5, 8, 9, 10) Consider colour of street furniture - a contrasting colour to surrounding environment; (See Docs 5, 8, 9, 10, 15) Ensure lighting does not affect the colours of surfaces and make them difficult to differentiate; (See Docs 5, 8, 9, 10)
Walk Horizontal Alignments	 Ensure paths are clear of hazards; (See Docs 9, 10) Consider street furniture locations - keep to minimum, does it block paths? (See Docs 5,7, 8, 9, 10) Are the routes continuous? (See Docs 8, 9, 10) Discourage inappropriate parking (on pavements); (See Docs 3, 9, 10) Ensure paths wide enough to accommodate wheel chair turning / maneouvring; (See Docs 8, 9, 10) Consider providing ramps or lifts alongside steps; (See Docs 8, 9, 10) Consider providing delineation from road traffic; (See Docs 1, 8, 9, 10) For wide junctions or long crossing distances at unsignalised crossings, consider providing pedestrian islands/refuges; (See Docs 8, 9) Ensure all joints in surfaces are flush and tight to prevent wheels getting stuck; (See Docs 8, 9, 10) Wheelchair spaces should be provided alongside all public seating; (See Docs 5, 8, 9, 10) Ensure all suraces finishes are smooth, resilient and trip-resistent in all weather; (See Docs 8, 9, 10, 13) Surface gradients should be kept to a minimum (a slope with gradient greater than 1 in 12 can be difficult to climb in many wheelchairs); (See Docs 8, 9, 10) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9, 10) 	 Ensure paths are clear of hazards; (See Docs 8, 9, 10, 11, 14) Consider street furniture locations - keep to minimum, does it block paths? (See Docs 7, 8, 9, 10, 11, 13, 14) Ensure continuous routes are provided; (See Docs 8, 9, 10, 11, 14) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9, 10, 11, 14) Discourage inappropriate parking (on pavements); (See Docs 3, 8, 9, 10, 11, 14) Are there raised table crossings? Is tactile paving provided at these points? (See Docs 6, 8, 9, 10, 11, 14) Ensure all paths are wide enough to accommodate partially sighted person and dog or stick's swing arc? (See Docs 9, 10, 11, 14) Are there steps? Consider tactiles to warn of them. Consider providing a ramp in addition/instead of; (See Docs 8, 9, 10, 11, 14) Are there flat shared surfaces? Is there tactile paving? If tactiles not proposed, what other features will be provided to ensure differenciation between space uses (traffic/non-traffic); (See Docs 6, 8, 9, 10, 11, 14) Consider different colours for different surfaces. Red and orange colours are particularly suitable, as older people often struggle to distinguish colours, especially those on the blue / green spectrum; (See Docs 8, 9, 10, 11, 14, 15) Ensure all joints in surfaces are flush and tight to prevent sticks getting stuck and to prevent trip hazards; (See Docs 8, 9, 10, 11, 14) Ensure all surfaces finishes are smooth, resilient and slip and trip-resistent in all weather; (See Docs 8, 9, 10, 11, 14) Surface gradients should be kept to a minimum. Gradients should ideally be no greater than 1:20; (See Docs 8, 9, 10, 11, 14) Cycle stands on streets should be defined by a contrasting surface for visually impaired pedestrians, (See Docs 8, 9, 10, 11, 14) 	 Ensure continuous routes are provided; (See Docs 8,9,10) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 1,2,8,9) 	 Ensure continuous routes are provided; (See Docs 8, 9) Ensure all surface finishes are smooth, resilient and trip-resistent in all weather; (See Docs 8, 9, 10) Surface gradients should be kept to a minimum, ideally gradients should be no greater than 1:20; (See Docs 8, 9, 10, 15) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9) 	 Ensure paths are clear of hazards; (See Docs 5, 8, 9, 10) Consider street furniture locations - keep to minimum, does it block paths?(See Docs 7, 8, 9, 10, 11, 13, 14) Ensure lighting does not affect the colours of surfaces and make them difficult to differentiate; (See Docs 5, 8, 9, 10) Are the routes continuous? (See Docs 5, 8, 9, 10) Discourage inappropriate parking (on pavements); (See Docs 3, 5, 8, 9) Consider including paving that shows paths to bus/train/tram stops (as proven successful in Liverpool); (See Docs 5, 8, 9) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 5, 8, 9) Varied features should be maintained in existing areas and introduced in new developments. Irregular layouts and a variety of different street types should also be included. These features help provide way finding cues for people with dementia (See Doc 15)
Vertical Alignments	 Consider visibility at junction for longer and lower than standard adaptive cycles; (See Docs 9) Consider providing ramps alongside/instead of steps; (See Docs 8, 9, 10) 	• Cycle stands on streets should be defined by a contrasting surface for pedestrians with visual impairment. Different colour surfaces can also be used. Red and orange colours are particularly suitable, as older people often struggle to distinguish colours, especially those on the blue / green spectrum; (See Docs 8, 9, 10, 11, 14, 15)	• Ensure all directional signs/warnings are maintained to be visible; (See Docs 1, 2, 8, 9)	 Consider visibility at junction for longer and lower than standard adaptive cycles; (See Doc 9) Consider providing ramps alongside/instead of steps; (See Docs 8, 9, 10) Ensure directional/warning signs can be read from a lower adaptive cycle; (See Doc 9) 	 Consider visibility at junction for adaptive cycles (tandem bikes with wheelchair fixtures for example); (See Doc 9) Consider providing ramps alongside steps; (See Docs 5, 8, 9) Ensure directional/warning signs can be read from an adaptive cycle; (See Doc 9)
Cycle Horizontal Alignments	 Ensure directional/warning signs can be read from a lower adaptive cycle; (See Docs 9) Consider kerbs heights - can an adaptive cycle bump over them? (See Docs 9, 10) Are there dropped kerbs at crossing points? (See Docs 9, 10) Are the routes continuous? - avoid "cyclists dismount" (See Docs 9, 10) Ensure shared foot/cycle paths wide enough to accommodate adaptive cycles; (See Docs 9, 10) Consider design alternatives to standard "kissing gates" that deter moped/motorbike use of paths - difficult for adaptive cycle to manoeuvre around; (See Docs 9) Ensure adequate turning space is provided; (See Docs 9, 10) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9, 10) 	• Cycle stands on streets should be defined by a contrasting surface for pedestrians with visual impairment. Different colour surfaces can also be used. Red and grange colours are particularly suitable, as older people often struggle to distinguish colours, as pecially those on the blue / green	• Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 1, 2, 8, 9)	 Consider kerbs heights - can an adaptive cycle bump over them? (See Docs 9, 10) Are there dropped kerbs at crossing points? (See Docs 9, 10) Are the routes continuous? - avoid "cyclists dismount" (See Docs 9, 10) Ensure shared foot/cycle paths wide enough to accommodate adaptive cycles; (See Docs 9, 10) Consider design alternatives to standard "kissing gates" that deter moped/motorbike use of paths - difficult for adaptive cycle to manoeuvre around; (See Docs 9) Ensure adequate turning space is provided; (See Docs 9, 10) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9, 10) 	 Consider kerbs heights - can an adaptive cycle bump over them? (See Docs 5, 9) Are there dropped kerbs at crossing points? (See Docs 5, 8, 9) Are the routes continuous? - avoid "cyclists dismount" (See Docs 5, 8, 9) Ensure cycle paths wide enough to accommodate adaptive cycles: (See Docs 9, 10) Consider design alternatives to standard "kissing gates" that deter moped/motorbike use of paths - difficult for adaptive cycle to manoeuvre around; (See Doc 9) Ensure adequate turning space is provided; (See Doc 9) Consider separating pedestrians and cyclists with physical barrier such as kerb, to encourage sense of safety; (See Docs 8, 9, 10)
At boarding / alighting areas	 Consider bus boarders; (See Docs 7, 8, 9, 10, 12, 13) Consider bus stops wide enough to allow wheelchair users to shelter alongside able-bodied passengers; (See Docs 7, 8, 9,10, 13) Ensure paths behind bus stops are wide enough to allow for wheelchairs to pass; (See Docs 8, 9, 10, 13) Ensure ticket machines are of a height that can be reached by wheelchair users; (See Docs 7, 8, 9,10, 12, 13) Consider ticket windows that can be lowered to wheelchair height or dedicated wheelchair-friendly ticket windows; (See Docs 7, 8, 9,10, 12, 13) Ensure all frontline staff are aware of the codes of conduct and best practice for the Operator they work for; (See Docs 7, 8, 9, 12, 13) 	 How does the person with visual impairments know which number bus has arrived? Consider audio announcements at all public transport stops; (See Docs 7, 8, 9, 12, 13) How does the person with visual impairments know where the door of the vehicle is? Consider tactile square to indicate place to wait for doors; (See Docs 7, 8, 9, 12) Consider audio info-button on post/shelter to inform person with visual impairments of any useful information - timetable, where to stand etc.; (See Docs 7, 8, 9, 10, 12, 13) Ensure adequate waiting facilities are provided with enough space to allow people to get past; (See Docs 7, 8, 9,10, 13) Can a person with visual impairments hear the vehicle if new electric fleet introduced? Consider audio alerts; (See Docs 7, 8, 9, 12, 13) 	 All frontline staff should be aware of people with aural impairments including awareness of communication methods (keeping a notepad and per to hand for example) and emergency evacuation procedures to ensure someone with hearing impairments does not get left behind, and use of Technology to aid people with hearing impairments (See Docs 1, 7, 8, 9, 12, 13) Visual alarms and warnings should be installed to alert of emergencies (and directions on what to do) and warnings (or doors closing etc.); (See Docs 1, 7, 8, 9, 12, 13) Consider RTPI at all public transport interchanges is provided visually as well as audibly (See Docs 1, 8, 9, 12, 13) Consider providing text-display information points - interactive displays allow people with hearing impairments get the pre-journey information they need at public transport interchanges and in public spaces (directions, maps, timetables etc.) (See Docs 1, 8, 9, 12, 13) Background noise should be minimised during announcements where possible; (See Docs 1, 8, 9, 12, 13) All announcers should be trained to ensure clarity of speech (See Docs 1, 8, 9, 13) Consider providing self-service ticket machines at all stops to allow for pre-purchase (be aware that some people with hearing impairments cannot or prefer not to speak) (See Docs 1, 8, 9, 12, 13) Ensure all frontline staff are aware of the codes of conduct and best practice for the Operator they work for; (See Docs 1, 7, 8, 9, 12, 13) 		 The design and layout of hubs/interchanges and stops should be co-ordinated and uncomplicated allowing for key areas (ticket windows/machines etc.) to be seen upon entry and ease confusion/anxiety of passengers; (See Docs 5, 7, 8, 9, 12, 13) Provide audio and visual alerts at all public transport interchanges; (See Docs 5, 8, 9, 13) Consider the language used in audio and visual alerts; (See Docs 5, 8, 9, 10, 13) Consider colour-coding the fleet and respective stops; (See Docs 5, 8, 9, 13) Ensure all front-line staff are trained to be aware and comfortable with dealing with/helping people with cognitive impairments; (See Docs 5, 7, 8, 9, 12, 13) Consider providing posters in public transport stations/stops to explain easily and clearly how to get on the bus/train etc., and how to purchase a ticket; (See Docs 5, 8, 9, 13) Consider presence of staff at help points at stations or a push-button at stops that allows a passenger to speak directly with a person; (See Docs 5, 8, 9, 13) Ensure all frontline staff are aware of the codes of conduct and best practice for the Operator they work for; (See Docs 7, 8, 9, 12, 13)
Public Transport On board	 Ensure all buses/trains/trams are wheelchair accessible - ramps or hydraulic lifts to raise/lower floors; (See Docs 7, 8, 9, 10, 12, 13) Consider providing user-operated ramps so passengers don't have to wait for staff to help them board (See Docs 7,8,9, 10, 12, 13) Ensure ticket windows on board can be reached by passengers in wheelchairs (See Docs 7,8,9, 10, 12, 13) Ensure space provided on all vehicles for wheelchairs - consider folding seats to maximise space; (See Docs 7,8,9, 10, 12, 13) All toilets on board need to be wheelchair accessible (See Docs 7,8,9,10, 12, 13) Ensure all drivers are trained to be comfortable with dealing with/helping passengers in wheelchairs or with other locomotion impairments and are able to operate any on-board technology to help such passengers (See Docs 7,8,9,10,12, 13) 	 Ensure bus boarders provided at all stops, or buses with hydraulic floors, so that users can board/alight easily without tripping; (See Docs 7, 8, 9, 13) Ensure all vehicles provide priority seating close to doors; (See Docs 7, 8, 9, 13) Is there enough width for a blind person and their dog / stick to manoeuvre the corridor? (See Docs 7, 8, 9, 12, 13) 	 all buses, trains, trams etc. (See Docs 1, 8, 9, 13) Ensure all vehicles provide priority seating close to doors; (See Docs 8, 9, 13) Ensure all drivers are trained to be comfortable with dealing with/helping passengers with hearing impairments', including knowledge on how to communicate and to make sure they know where they need to get off etc. (See Docs 1, 7, 8, 9, 13) 	 Ensure all vehicles have suitable rails to aid boarding/alighting and moving through the vehicle; (See Docs 7, 8, 9, 10, 12, 13) Any toilets on board need to have grab handles; (See Docs 7, 8, 9, 10, 13) 	 Ensure all buses/trains/trams are wheelchair accessible - ramps or hydraulic lifts to raise/lower floors; (See Docs 5, 7, 8, 9, 12, 13) Ensure all drivers are trained to be comfortable with dealing with/helping passengers in wheelchairs or with other locomotion impairments and are able to operate any on-board technology to help such passengers (See Docs 5, 7, 8, 9, 12, 13) Consider posters showing how to get the bus to stop: (See Docs 5, 8, 9, 13) Consider using colour-coding; (See Docs 5, 9, 13) Consider audio and visual announcements of all stops as they are approached/stopped at; (See Docs 5, 8, 9, 13) Ensure all vehicles have suitable rails to aid boarding/alighting and moving through the vehicle; (See Docs 5, 7, 8, 9, 10, 12, 13) Ensure "stop" buttons are obvious and patterned; (See Docs 5, 8, 9) Ensure all vehicles provide priority seating close to doors; (See Docs 5, 7, 8, 9, 12, 13)
, Car At start / end of car trip	 Ensure disabled parking bays are provided; (See Docs 3, 8, 9, 10, 13) Ensure room for manoeuvring wheelchairs into/out of side and back of cars is provided; (See Docs 3, 8, 9,10, 13) 	la Encura dicabled narking have are provided. ISER Doce 3 X Q 10 13	 Consider provision of variable message signs; (See Docs 2, 9, 13) Consider emergency roadside telephones which include an inductive coupler, volume control and a text option; (See Docs 2, 9) If payment for parking is to be offered via mobile phone, a text alternative should be provided; (See Docs 2, 9) 	 Ensure disabled parking bays are provided; (See Docs 3, 8, 9, 10, 13) Ensure enough space at parking areas is provided to wheelchair/walking aids safely out of passenger side of car; (See Doc 3, 8, 9, 10, 13) 	 Ensure disabled parking bays are provided; (See Docs 3, 8, 9, 13) Ensure enough space at parking areas is provided to get wheelchairs safely out of passenger side of car; (See Docs 3, 8, 9) If payment for parking is to be offered via mobile phone, a text alternative should be provided; (See Docs 2, 5, 8, 9)
Non-mode specific	 Consider longer crossing times at signalised crossings; (See Docs 8, 9, 13) Consider count-down at crossings to inform how long left to cross before lights change (Plymouth Royal Parade as example); (See Docs 8, 9, 10) Consider allowing for longer signal phases; (See Docs 8, 9, 10, 13) Where possible, all lighting/signs should be mounted to keep paths and footways clear; (See Docs 5, 8, 9, 10, 13) Is signage for all nearby facilities (toilets, shop mobility, accessible buses and recommended routes for wheelchairs) provided? (See Docs 8, 9, 10) Consider seeking specialist advice on trees to avoid species with shallow, wide spreading roots; (See Docs 8, 9, 10) Ensure all open spaces are clean, well-lit and safe; (See Docs 8, 9, 10) 	• Consider allowing for longer signal phases; (See Docs 8, 9, 13) • Where possible, all lighting/signs should be mounted to keep paths and footways clear; (See Docs 8, 9) • Is signage for all pearby facilities (toilets, shop mobility, accessible buses and recommended routes) provided? (See Docs 8, 9, 10)	 Ensure all directional signs/warnings are maintained to be visible and in plain English (See Docs 1, 8, 9, 10, 13) Is signage for all nearby facilities (toilets, shop mobility, accessible buses and recommended routes) provided? (See Docs 8, 9, 10) Ensure lighting does not affect selected colours of surfaces and make them difficult to differentiate; (See Docs 8, 9, 10) Ensure all open spaces are clean, well-lit and safe; (See Docs 8, 9, 10) 	 Consider allowing for longer signal phases, (See Docs 8, 9, 13) Where possible, all lighting/signs should be mounted to keep paths and footways clear; (See Docs 8, 9, 10) Is signage for all nearby facilities (toilets, shop mobility, accessible buses and recommended routes for wheelchairs) provided? (See Docs 8, 9, 10) Consider seeking specialist advice on trees to avoid species with shallow, wide spreading roots; (See Docs 9, 10) Seating should be provided at regular intervals; (See Docs 8, 9, 10) Seating should be provided in safe, well-lit and visible locations; (See Docs 8, 9, 10) Ensure all open spaces are clean, well-lit and safe; (See Docs 8, 9) 	 Consider longer crossing times at signalised crossings; (See Doc 5, 8, 9, 13) Consider count-down at crossings to inform how long left to cross before lights change (Plymouth Royal Parade as example); (See Doc 8, 9, 10) Consider allowing for longer signal phases; (See Doc 8, 9, 13) Consider larger size fonts on all signage; (See Doc 8, 9, 10) Consider providing signage in sentence case rather than capital letters as this is easier to read due to the shapes they give each word; (See Doc 8, 9, 10) Is signage for all nearby facilities (toilets, shop mobility, accessible buses and recommended routes for people with disabilities) provided in clear and easily understood way? (See Doc 5, 8, 9, 10) Ensure lighting does not affect selected colours of surfaces and make them difficult to differentiate; (See Doc 8, 9, 10) Ensure all open spaces are clean, well-lit and safe; (See Doc 8, 9, 10)
Information Provision and Technology	 Consider providing Real Time Information (RTI) at all public transport interchanges to indicate how long to wait until next wheelchair accessible vehicle arrives; (See Docs 8, 9, 12, 13) All Public Transport vehicles to be fitted with ramps or hydraulics to lower/raise bus floor; (See Docs 7, 8, 9,10,12, 13) Consider providing user-operated ramps/lifts; (See Docs 7, 8, 9, 10, 12, 13) Consider providing user call buttons to inform drivers that a wheelchair user is waiting; (See Docs 7, 8, 9, 10, 12, 13) Consider people-detectors on crossings - can adjust the length of the pedestrian phase to match the walking speed of the pedestrians; (See Docs 8, 9, 10) Advertise existing interactive travel planning apps, maps and websites; (See Docs 7, 8, 9, 12, 13) Advertise travel information in clear and easily understood language/symbols in public places (See Docs 1, 2, 7, 8, 9, 10, 12, 13) 	 Consider audio info points/audio alerts at all public transport interchanges, or open spaces - this could be in conjunction with apps; (See Docs 8, 9, 12, 13) Consider audio alerts for signalised crossings; (See Docs 8, 9, 13, 14) Consider people-detectors on crossings - can adjust the length of the pedestrian phase to match the walking speed of the pedestrians; (See Docs 8, 9, 10, 13, 14) Be aware that Braille is useful, but the majority of visually impaired people can't read braille; (See Docs 8, 9, 12) Advertise existing interactive travel planning apps, maps and websites; (See Docs 7, 8, 9, 12, 13) Advertise travel information in clear and easily understood language in public places (See Docs 1, 2, 7, 8, 9, 10, 12, 13) 	• Consider providing self-service ticket machines at all stops to allow for pre-purchase (be aware that some people with hearing impairments cannot or prefer not to speak), (See Docs 1, 9, 12, 13)	 Consider people-detectors on crossings - can adjust the length of the pedestrian phase to match the walking speed of the pedestrians; (See Docs 8, 9) Advertise existing interactive travel planning apps, maps and websites; (See Docs 7, 8, 9, 12, 13) Advertise travel information in clear and easily understood language in public places (See Docs 1, 2, 7, 8, 9, 10, 12, 13) 	 Consider audio info points/audio alerts at all public transport interchanges, or open spaces; (See Docs 5, 8, 9, 13) Consider audio and visual alerts for signalised crossings (See Docs 5, 8, 9) Consider people-detectors on crossings - can adjust the length of the pedestrian phase to match the walking speed of the pedestrians (See Docs 5, 8, 9) Consider providing easy-to-understand user guides on how to catch a bus, hail a taxi, get a train, how to travel across the city - these could be tailored for individuals' travel needs (See Docs 5, 8, 9, 13) Consider providing technical aids for people who have difficulty remembering their routes/destinations (for example a small pre-programmed key ring using simple dot-matrix); (See Docs 5, 8, 9) Advertise travel information in clear and easily understood language in public places (See Docs 1, 2, 5, 7, 8, 9, 12, 13)

Source Approved Guidelines From Following Documents:

1. Access to public transport for people with hearing loss - Policy statement ~ Action on Hearing Loss
2. Access for road users with hearing loss - Policy statement ~ Action on Hearing Loss

3. Birmingham City Council - Car Parking Guidelines SPD ~ Birmingham City Council

4. Centro - Our Equality Commitment ~ Centro Webpage

5. Cognitive Impairment, Mental Health and Transport ~ International Transport Forum
6. Effective Kerb Heights for Blind and Partially Sighted People ~ Research Commissioned by The Guide Dogs for the Blind Association (Guide Dogs)
7. Getting Around Access Guide - A guide to accessible public transport in the West Midlands ~ Network West Midlands

8. Global Age-friendly Cities: A Guide ~ WHO
9. Inclusion by Design - Equality, Diversity and the Built Environment ~ CABE
10. Inclusive Mobility ~ DfT

11. Inclusive Streets: Design Principles for Blind and Partially Sighted People ~ Guide Dogs
12. Mobility scooters and powered wheelchairs on the road Appendix B "Voluntary Code of Best Practice - Confederation of Passenger Transport" ~ DfT
13. Road Safety Research Report No. 37 - Older Pedestrians: A Critical Review of the Literature ~ DfT

12. Mobility scooters and powered wheelchairs on the road Appendix B "Voluntary Code of Best Practice - Confederation of Passenger Tr 13. Road Safety Research Report No. 37 - Older Pedestrians: A Critical Review of the Literature ~ DfT 14. Shared Space, Safe Space ~ Prepared by Ramboll Nyvig for Guide Dogs for the Blind Association 15. Neighbourhoods for Life design checklist ~ Prepared by the Oxford Centre for Sustainable Development, Oxford Brooks University