

New Islington Canal Lock 3 improvement options – Version 2

This document has been prepared by TfGM as a follow up to the meeting with MCC and the Canal and Rivers Trust and reflects the discussions at that meeting and the subsequent Disability Design Reference Group site visit.

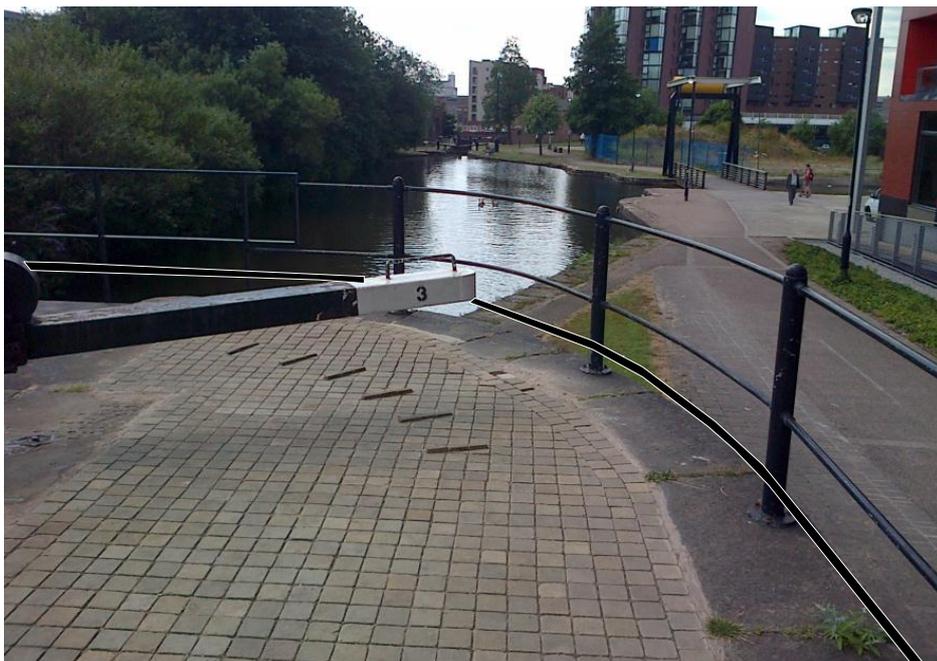
1. Tapping rail to existing railing

Provide a lower rail to act as a tapping rail for visually impaired pedestrians (which would also fill in the current gap between lower rail and bridge surface).

[white edges shown so lower railing can be seen on photo]



and



2. Provide change in surface to warn of drop at gap between lock gate and bridge

Design and colour to be developed to complement existing paving. Setts/cobbles (probably the original setts) could be used in the zone shown below to provide a tactile differentiation between the smooth accessible route (away from the lock mechanism) and the rougher zone near the lock mechanism.



3. Paint white part of the lock arm in a brighter, more reflective shade of white

CRT have agreed in principle to the painting of the white part of the lock arm in a brighter, more reflective shade of white to act as an additional visual marker (a more reflective black paint could also be used)

CRT have agreed in principle to extend the white painted section a small amount (too extend it too much would make it look odd when compared with the lock arms at the other end)



4. Reduce length of lock arm

DDRG member Andy Walker has tested the ability to navigate past the lock arm. Whilst possible, it was a very tight squeeze (as can be seen from the photos). Therefore, a reduction in length of the lock arm as far as possible within CRT requirements (60mm reduction in length previously suggested by CRT) is required.



5. Provide additional length of railing

At the DDRG site visit, it was noted that a 400mm “step” exists adjacent to the towpath. It was suggested that the existing railing be extended to mitigate against the risk of a visually impaired pedestrian falling down (or up) this step.



6. Warning signage

Provide warning signage to an agreed design at north and south entrances to lock. Warning signage to be developed by TfGM for the approach to the lock from the tram stop. Warning signage to be developed by MCC for the approach to the lock from the “CHIPS” development side.