Residents Committee  
14 June 2017  
Go Cycle Programme: Kingston to Kingston Vale / Kingston to Tolworth (Phase 1: Penrhyn Road)  
Report by Director of Place  
Call in Deadline - 28 June 2017

Purpose  
To seek authorisation for the schemes listed below.  

Recommendations of the Portfolio Holder for Resident Services  
To Resolve that -

1) Kingston to Kingston Vale Go Cycle project  
   a) The detailed design and construction of the proposed scheme as set out in paragraphs 12 to 19 be approved;  
   b) The Director of Place be authorised to make minor design or construction variations in consultation with the Resident Services Portfolio Holder or any successor portfolio.

2) Kingston to Tolworth (Phase 1: Penrhyn Road)  
   a) The detailed design and construction of the proposed scheme as set out in paragraphs 20 to 31 be approved;  
   b) The Director of Place be authorised to make minor design or construction variations in consultation with the Resident Services Portfolio Holder or any successor portfolio.

Key Points

A. The Mayor of London’s Mini-Holland initiative is a £100 million investment administered by Transport for London (TfL). In December 2013 the Royal Borough of Kingston upon Thames (RBK) submitted a bid to the Mayor's Cycling fund setting out “a cycling vision for everyone” to encourage and stimulate more sustainable travel including cycling. In March 2014, RBK was one of three boroughs selected to receive programme funding.

B. Public consultation was undertaken on the Kingston to Kingston Vale and Kingston to Tolworth Go Cycle schemes between 17 October and 17 November 2016. The current scheme proposals are attached in Annex 1 and Annex 2 respectively.

C. The proposals will improve facilities for cyclists and pedestrians to help to make Kingston a better place to live, work and play. Modifications have been made to the schemes to reflect the results of public consultation, and Committee approval is now sought to undertake detailed design and subsequently construct the schemes.

D. For Kingston to Tolworth, approval is being sought for the Penrhyn Road / Surbiton Road element of the scheme which provides a link between Kingston and Surbiton and also links to Wheatfield Way (Go Cycle scheme due to be constructed) and to Portsmouth Road (Go Cycle completed scheme). This phased delivery will help to
minimise traffic disruption, while also enabling coordination with the University on the construction of their Town House development on Penrhyn Road. The Ewell Road element of the Kingston to Tolworth scheme will seek approval at a later Residents Committee.

E. The proposals set out in this report have been endorsed by the Go Cycle Member Officer Board, which is chaired by the Deputy Leader, and have been approved by the Planning and Regeneration Board, which is chaired by the Head of Planning and Regeneration.

F. The TfL Project Sponsor is responsible for authorising the release of TfL Mini-Holland funding and has endorsed the proposals set out in this report. Further approval from the TfL Project Sponsor will be required to release funding prior to construction. In addition, all projects affecting the operation of strategic roads will be subject to statutory approvals from TfL.

G. The schemes will be refined as they undergo detailed design, and some of the detailed suggestions raised during the consultation can be considered further during this stage. The construction programme will be determined during the detailed design, but subject to approvals the substantive construction works could begin for both schemes in Spring 2018.

H. Consideration has been given to the proposals for shared use areas. The concepts were reviewed by a Council Task and Finish Group in late 2016. Membership was made up of Councillors, supported by officers, consultants, KCIL (Kingston Centre Independent Living), TfL, CAE (Centre for Accessible Environments) and the Kingston Cycling Campaign. Information on the Task and Finish Group can be found in paragraphs 29 to 31.

I. The current detailed design and construction estimate for the Kingston to Kingston Vale scheme is £2M. The current detailed design and construction estimate for the Penrhyn Road/Surbiton Road element of the Kingston to Tolworth scheme is £0.9M. Further information can be found in paragraphs 33 to 36.

J. The Go Cycle programme is aligned to the Mayor’s Healthy Streets approach which underpins how our transport system plays an important part in maintaining health. It enables people to access jobs, education, shops, recreation, health and social services as well as travel to see friends and family. Further information can be found in paragraph 4.

K. The programme is aligned with the Council’s strategic growth agenda and supports the aims of Our Kingston to create a sustainable borough with a diverse transport network and quality environment for all to enjoy.

Context

1. TfL has allocated £32.7 million for the RBK Mini-Holland programme. This allocation is subject to approval from TfL, and is earmarked solely for the delivery of the Mini-Holland programme, so cannot be used for other purposes. The current London Mayor has expanded the programme with a greater emphasis on creating healthy streets.
2. The population of Kingston is growing, but the spaces for travelling around are not. By 2050 the population of the borough is expected to grow by 30 per cent, representing over 50,000 extra people than there were in 2015. Sustainable travel is key to accommodating this growth and ensuring the continued success of the borough. The Mini-Holland funding will help address the transport pressures of a growing population and enhance the borough.

3. The RBK Mini Holland programme is called ‘Go Cycle’, and comprises of:
   a. A network of infrastructure projects across the Borough
   b. Complementary Measures: A set of information, training and trip-end facilities (e.g. cycle parking) to complement the new infrastructure.

4. The key aims of the Go Cycle Programme align with the Mayor’s Healthy Streets vision which aims to shift people towards active transport (including walking and cycling) along with greener, improved public spaces, and cleaner air. The Healthy Streets approach states that the biggest role of transport in health is a positive one; it is the main way that people stay active. This is vital as everyone needs to be physically active every day to prevent a wide range of illnesses including heart disease, stroke, depression, Type 2 diabetes and some cancers.

   The schemes of the Go Cycle Programme seek to benefit the health of local residents, reduce overcrowding on our roads and public transport, improve air quality and make our roads safer for both pedestrians and cyclists.

   Taking the above into consideration, the Go Cycle aims are as follows:
   a. Prepare the borough to deal with future transport demands alongside a growing population
   b. Relieve public transport pressures by supporting more sustainable travel choices and making better use of existing spaces
   c. Encourage more people to cycle and walk by providing better and safer cycle links, footways and crossings throughout the borough
   d. Provide additional public spaces and attractive features that will enhance the borough and improve existing ones
   e. Improve the quality of life for residents by establishing better and safer links between key locations, such as community facilities, workplaces, shops, schools, attractions and open spaces
   f. Create opportunities to enjoy a healthier lifestyle, in a cleaner environment

5. The programme includes a number of key routes, links and spaces across the borough where improvements are proposed. The programme will be implemented to ensure that new cycle routes link up effectively and efficiently with existing ones.

6. The proposals set out in this report have been endorsed by the cross-party Go Cycle Member Officer Board. This is chaired by the Deputy Leader and is a cross party group of Councillors, key officers and TfL providing strategic leadership for the programme. The proposals have been approved by the Planning & Regeneration Board, which is chaired by the Head of Planning and Regeneration.

7. The proposed designs have also been endorsed by the TfL Mini-Holland Project Sponsor. The proposals support the Mayor’s Healthy Streets Vision to shift people towards active transport modes, principally walking and cycling.
8. Further approvals from the TfL Project Sponsor will be required to release funding prior to construction. In addition all projects affecting the operation of strategic roads will be subject to statutory approvals from TfL.

9. All of the Go Cycle proposals were identified in the 2013 RBK Mini-Holland bid document to TfL and subsequently developed in liaison with TfL. The business case for the programme was approved at the Infrastructure, Projects and Contracts Committee in September 2014. A map of the Go Cycle Routes is included in Annex 3.

10. Public consultation was undertaken on Kingston to Kingston Vale and Kingston to Tolworth Go Cycle projects between 17 October and 17 November 2016. Consultation was also undertaken at the same time for the Kingston to New Malden scheme, and it is intended that this will be presented at a later Residents Committee for consideration. For the Kingston to Kingston Vale scheme a leaflet providing details of the proposed scheme was circulated to 6,486 local residents. For the Kingston to Tolworth scheme the leaflet was posted to 7,149 households, with additional letters sent to 2,485 residential and business addresses.

11. A series of public exhibitions were held in the local areas of both schemes, giving local residents and businesses an opportunity to view the proposals in detail, and to discuss specific aspects or concerns with members of the project team. A programme of widespread communications was undertaken to promote the consultation and encourage a good level of response. This included radio, on-bus and online advertising, social media, displaying posters in local shops / businesses and distributing copies of the brochure in public facilities. Businesses were also visited individually to encourage participation.

Proposals: Kingston to Kingston Vale Go Cycle Project

12. The Kingston to Kingston Vale scheme is four kilometres long and runs from Old London Road in Kingston town centre to the A3 Robin Hood Roundabout in Kingston Vale. The scheme comprises London Road, Kingston Hill and Kingston Vale, passing Kingston Hospital, Kingston University and Richmond Park.

13. The scheme connects with the proposed Kingston to New Malden scheme which was subject to a separate consultation at the London Road / Cambridge Road junction. The scheme also connects with the Wheatfield Way scheme in the town centre.

14. The scheme is located on the A308 road that carries high volumes of traffic and buses. For safety reasons cyclists need to be segregated from traffic. Following the consultation feedback the revised proposals are:

- Provision of a two-way segregated cycle lane on the north side of London Road between Queen Elizabeth Road and Manorgate Roundabout, to reduce the risk that currently exists of traffic turning across the cyclist’s path at busy junctions and greater levels of kerbside activity in the southbound direction.
• Provision of one-way segregated cycle lanes on both sides of Kingston Hill and Kingston Vale between Manorgate Roundabout and the A3 Robin Hood Roundabout.

• Provision of a quietway on Old London Road, and on the connector route between Kingston rail station and London Road via Canbury Park Road, Queen Elizabeth Road and Gordon Road. This will provide a low-traffic route with better signposting, road markings and the reconfiguration of the width restriction gate on Gordon Road.

• Shortening the southbound bus lane west of Cambridge Road by approximately 30m, and the removal of the southbound bus lane and 13 parking spaces on London Road between Coombe Road and Burnham Street to provide sufficient road space for the proposed cycle facility.

• Removal of the northbound traffic lane between Cambridge Road and Coombe Road junction to accommodate the new cycle infrastructure.

• Provision of a signalised right turn into Coombe Road only at the London Road/Coombe Road junction. This is required to prevent queuing back to the Birkenhead Avenue junction as a result of the removal of the northbound traffic lane.

• Provision of 11 zebra crossings of which 5 will be new crossings and 6 will be upgrades of existing traffic island crossings. These will increase walking and cycling connectivity links along the link and provide safer crossing facilities for the more vulnerable road user.

• Provision of shared use space where highway space is limited, outside Kingston Grammar School, eastbound between Manorgate Roundabout and Brunswick Road, both directions at Galsworthy Road, both directions at George Road, both directions outside Kingston Hill campus, Kingston University, and both directions outside Kingston Hill shopping parade.

• Provision of raised entry treatments and, where possible, continuous footway crossings at side roads. This will increase pedestrian priority at side roads by providing an extension of the footway requiring drivers to give priority to pedestrians and reduce their speed.

• Relocation of the southbound Norbiton Church bus stop and the removal of the southbound bus stop outside Tiffin School on London Road. This has been requested by TfL bus infrastructure team and will increase safety for pupils from Tiffin school giving them a natural path from the bus stop to the school gates via a pedestrian crossing.

Road Network Impact

15. Traffic modelling has been carried out in accordance with TfL’s audits and validation processes to assess the impacts of the proposals on traffic flow. There is limited impact on bus journey times and minimal impact on general traffic. TfL manages and controls the traffic signal timings and infrastructure along the A308 and the Council will continue to develop the designs with TfL to further reduce impacts on traffic and buses.
Parking and Loading

16. 13 parking bays will be removed between Coombe Road and Station Road in order to accommodate the scheme proposals. The 12 hour average demand for parking is less than one space so the impact will be minimal as the bays are rarely used. Off peak loading facilities for businesses will be retained.

Consultation Feedback: Kingston to Kingston Vale Go Cycle Project

17. The responses to the consultation have been collated and analysed by independent consultants, and their consultation report, as well as a summary paper has been made publicly available on the RBK website at the following link:

Kingston Vale Consultation Results

18. General feedback from the consultation has been categorised and responses to the key themes are summarised below for the overall route:

- **Theme: Proposal will increase traffic / cause more congestion**
  Response: The Go Cycle programme as a whole aims to encourage modal shift from cars to cycling and walking, thereby reducing congestion in the longer term as the population grows. In the short term, we are working with Transport for London (TfL) to minimise traffic delays and accident black spots wherever possible, while providing high quality and safe cycle facilities.

- **Theme: Support the need for cycling improvements / agree with the proposals**
  Response: There was significant feedback during the consultation supporting the need for cycling improvements and agreement with the proposals. While our consultation objective is essentially to achieve a better design through inviting members of the public to comment and make suggestions, the significant feedback supporting the need for cycle facilities in general is noted.

- **Theme: Proposed cycle lanes will not get used / too few cyclists**
  Response: Suppressed demand is usually very hard to evaluate especially as the existing cycle infrastructure is of poor quality and without segregation from heavy and fast moving motor traffic. The new facilities will be of a much higher quality and will be continuous, promoting the uptake of cycling by all age groups and genders. It is anticipated that cyclist numbers will increase as the Go Cycle network grows, as has happened in other parts of London.

- **Theme: Scheme is a waste of money**
  Response: Kingston has been allocated £30 million from TfL’s Mini-Holland programme as part of the London Mayor’s transport policy. These funds are for the Go Cycle programme and the budget has been allocated following a rigorous bidding process that involves a solid business case in which the expected benefits are considered against costs.

19. Responses to specific and localised comments are summarised below:

- **Theme: Safety**
Response: The proposals have been designed to reduce the risk of collisions. Collision analysis has been undertaken from the most recent accidents along the route and designs have been developed to address issues which contribute to these accidents. The proposals have been independently safety audited and the proposals will respond to issues raised as the final designs are developed.

- **Theme: Shared Use Areas / shared bus stop areas**
  Response: There was feedback about safety and shared use of footways and cycleways across the proposed scheme. Proposed shared use locations are being developed in collaboration with disabled and cycling groups, with support from independent consultants, continuing the work of the Task and Finish Group created by the Council for the purpose of this programme. Any shared use space will be carefully designed to help reduce possible conflict between cyclists and pedestrians, and will utilise complementary measures where possible, such as improved signage, cognitive and behavioural training for the visually impaired and cyclists, enforcement and in-situ trials if necessary.

- **Theme: Concerns about access**
  Response: Access to private properties and public areas will remain unchanged with the provision of the new measures. Concerns were raised regarding possible safety issues created by the cycle track alignment with the access point (not part of go-cycle proposals) into Tiffin School. The proposed cycle track has therefore been realigned so this is no longer an issue.

The location of the existing cycle track that runs across the vehicular access point into Kingston Grammar School was raised as a safety concern. An alternative option is therefore being developed to address this issue.

Continuous footway crossings giving pedestrian priority across junctions have been considered for all side road entries along the route. Further assessment is being carried out at each location to assess the suitability of this type of treatment.

- **Theme: Loss of greenery**
  Response: The proposal to remove five trees located north of the Park Road / Manorgate Road roundabout has been abandoned. An alternative option has been developed which will allow these trees to be retained by incorporating them within a short section of shared use space.

- **Theme: Disagree with removal of bus lane(s) relocation of bus stop(s)**
  Response: Initial traffic modelling of the corridor has shown that the removal and shortening of the current bus lanes has a minimal impact to journey times. There will be further discussion with TfL London Buses during design development and prior to finalisation of design to ensure bus user impacts are minimised.

**Proposals: Kingston to Tolworth (Penrhyn Road)**

20. The Kingston to Tolworth scheme is divided into two sections. The northern section comprises Penrhyn Road & Surbiton Road and the southern section is along Ewell Road. This report is concerned with the northern section only, which
forms a key link of both the Kingston to Tolworth and Surbiton to Kingston Go Cycle routes. A report on the southern section is expected to be submitted to the Residents Committee at a later date.

21. Subject to approvals the northern section will be constructed before the southern section in order to connect with the Surbiton to Kingston scheme, which will be substantially complete later this year, and the Wheatfield Way scheme, which is due to commence on site in the summer. The combined schemes will then form a continuous Go Cycle route between Kingston town centre and Surbiton, with a connection to Portsmouth Road. This phased delivery will help to minimise traffic disruption, while also enabling coordination with the University on the construction of their Town House development on Penrhyn Road.

22. The scheme is located on the A240, a strategic road that carries high volumes of traffic and buses. For safety reasons cyclists need to be segregated from traffic. Following the consultation feedback the revised proposals are:

- **Provide a two-way segregated cycle lane on the east side of Penrhyn Road**
  This section will be between College Roundabout and Surbiton Road and will provide continuity with the Wheatfield Way Go Cycle scheme and provide a good link to the university site.

- **Provide a two-way segregated cycle lane on the west side of Surbiton Road**
  This section will be between Penrhyn Road and Surbiton Crescent and will provide a convenient link into Surbiton Crescent and onwards towards Surbiton or Tolworth. A signalised ‘toucan’ crossing will be provided to allow cyclists to cross from east to west and vice versa.

- **Shorten the northbound bus lane on Penrhyn Road**
  This is required because the road is very narrow outside County Hall and there is insufficient space for both bus lane and cycle track. The lane will be shortened by approximately 40 metres and will still benefit buses.

- **Merge the two bus stops on the west side of Penrhyn Road**
  The two bus stops between The Bittoms and Woodbines Avenue will be merged into a single bus stop at Woodbines Avenue. Currently there are 4 northbound stops between College Roundabout and Surbiton Crescent and the proposed reduction to 3 provides more equitable and suitable spacing.

- **Improve pedestrian crossings at the junction of the Bittoms and Penrhyn Road.**
  The proposals convert the staggered crossings into ‘straight across’ crossings at the traffic signal junction.

**Road Network Impact**

23. Traffic modelling for the full length of the project has been carried out in accordance with TfL’s audit and validation processes to assess the impacts of the proposals on traffic flows. There are likely to be slight increases in journey times for buses and general traffic. RBK will continue to develop the designs
with TfL, which manages and controls the traffic signal timings on the A240, to minimise the impact on traffic and buses.

Parking and Loading

24. A total of 12 parking/loading bays are included in the proposed layout, compared with 22 that currently exist. However, the 24 hour average demand for parking/loading is eight spaces. There is also some limited spare parking capacity in adjacent roads. Existing pay & display restrictions will be retained but with the added incentive of the first 30 minutes free.

Consultation Feedback: Kingston to Tolworth (Penrhyn Road)

25. The responses to the consultation have been collated and analysed by independent consultants, and their consultation report, as well as a summary, has been made publicly available on the RBK website at the following link:

Kingston to Tolworth Consultation Results

26. The proposals set out in the public consultation included one-way cycle tracks on either side of the road between The Bittoms and Surbiton Crescent. However, following feedback during the consultation from the police, Kingston University and others it is now considered better to continue the two way track along the full length of this section, similar and in line with the Wheatfield Way project, and this is reflected in the revised set of proposals in paragraph 22 above. This has the following benefits:

- Better access to the University (which will have 373 cycle parking spaces as part of its redevelopment)
- Revised land-take from the University resulting in more space around the busiest bus stop and removal of fewer trees
- Reduced interaction between pedestrians and cyclists at bus stops by allowing a ‘floating’ bus stop to be included outside the University’s Town House development
- Complements cycle lane design on Wheatfield Way

27. General feedback from the consultation has been categorised and responses to the key themes are summarised below for the overall route:

- **Theme: Proposals are a waste of money**
  Response: Kingston has been allocated £30 million from TfL's Mini-Holland programme as part of the London Mayor's transport policy. These funds are for the Go Cycle programme and the budget has been allocated following a rigorous bidding process that involves a solid business case in which the expected benefits are considered against costs.

- **Theme: Support the need for cycling improvements / agree with the proposals**
  Response: There was significant feedback during the consultation supporting the need for cycling improvements and agreement with the proposals. While our consultation objective is essentially to achieve a better design through inviting members of the public to comment and make
suggestions, the significant feedback supporting the need for cycle facilities in general is noted.

- **Theme: Schemes will increase congestion / pollution.**
  Response: The Go Cycle programme as a whole aims to encourage modal shift from cars to cycling and walking, thereby reducing congestion in the longer term as the population grows. In the short term it is accepted that the reallocation of road space to cater for safer cycling routes may slightly increase delay to general traffic. However the Council is working with TfL to minimise traffic delays on this strategic route.

- **Theme: Not enough demand / people don't use Greenway / Portsmouth Road**
  Response: Numerous surveys have shown that poor safety is the main concern that stops people cycling. Once completed the Go Cycle network will provide a network of continuous, safe and convenient routes. It is anticipated that cyclist numbers will increase as the Go Cycle network grows, as has happened in other parts of London.

28. The scheme also received a number of comments specifically on the Penrhyn Road/Surbiton Road section of the scheme.

- **Theme: Road is not wide enough (may cause accidents or problems for the emergency services)**
  Response: The traffic lane widths will be designed to National standards and both operational and safety impacts have been considered. Further assessment will be undertaken during the detailed design stage and, because of the road’s strategic nature, approval sought from TfL prior to construction. The emergency services have been consulted at different stages of the design and have no objections.

- **Theme: Don’t remove bus stops / lanes (how they will be integrated with the cycle lane / close to crossings)**
  Response: Only a short section at the northern end of the northbound bus lane on Penrhyn Road will be removed as part of the proposals. This will have a minimal impact on bus journey times. Southbound bus stops will remain in their current locations. The two northbound bus stops opposite the university are very close together and these will be merged. This will help reduce bus journey times while still providing convenient access to the nearby amenities.

  Three bus stops will be integrated with the cycle track. Arrangements will be similar to the bus stops on Portsmouth Road and elsewhere in London where cyclists passing through the bus stop waiting area give priority to pedestrians boarding and alighting buses. The exception is the busy southbound bus stop opposite County Hall. A ‘floating’ bus stop where cyclists can bypass the the bus stop is planned here due to there being more pavement width available through land agreements negotiated with the university.

- **Theme: Two-way lanes won’t work:**
  Response: Two way tracks are increasingly common throughout London and all road users are becoming more accustomed them, including in Portsmouth Road. Generally they take up less road space than two
single-direction tracks. The Wheatfield Way scheme include a two-way track on the eastern side which extends from the railway station to College roundabout. The Penrhyn Road proposals are consistent with this scheme.

Other headings

**Shared Cyclist/Pedestrian Space - Task and Finish Group (TFG)**

29. Concerns have been expressed regarding the possibility of collisions between pedestrians and cyclists and the potential for inconsiderate attitudes of a minority of cyclists in areas of shared cycle/pedestrian space. Empirical studies carried out by DfT demonstrate that the risk of collisions between pedestrians and cyclists in shared space schemes are small and that such schemes are in fact safe for both modes. However, other research shows that the perception of danger is higher, particularly amongst the blind and partially sighted.

30. Throughout the Go Cycle Programme the Council will take a pragmatic approach to shared cycle/pedestrian space. In general, cyclists will be separated from pedestrians as far as is practicable. However, there are two main scenarios when shared space may be considered:
   1. In locations where there is insufficient space to safely provide segregated facilities for all road users needs. Typically this may occur at junctions, narrow road sections and bus stops.
   2. In locations where the function as a 'place' or 'destination' takes higher priority than function as a 'route', such as in the town centre.

31. The concept of shared use areas was reviewed by a Council Task and Finish Group (TFG) in late 2016. The membership of the TFG was made up of Councillors supported by officers, consultants, KCIL (Kingston Centre Independent Living), TfL, CAE (Centre for Accessible Environments) and the Kingston Cycling Campaign.

   The TFG agreed on a number of design and enforcement measures relevant to all shared use areas in Go Cycle schemes, and these were subsequently approved at the Residents Committee in February 2017.

   Proposed shared use areas are being developed in collaboration with disabled and cycling groups, supported by independent consultants, continuing the work of the TFG. Any shared use space will be carefully designed to help reduce potential conflict between cyclists and pedestrians, and will utilise complementary measures where possible, such as improved signage, training, enforcement and in-situ trials if necessary.

**Timescale**

32. The detailed design and construction of all the projects requires the approval of TfL. Each project will have its own construction programme, which will be partly dependent on the outcome of the detailed designs and relevant approvals. The construction works will be coordinated to minimise their duration and disruption to traffic and residents. Subject to TfL approvals the main construction works for both schemes could begin in Spring 2018 and be completed in late 2019.

**Resource Implications**
33. The estimated cost for the detailed design and construction of the two projects is detailed below:

1. Kingston to Kingston Vale £2.0M
2. Penrhyn Road (Kingston to Tolworth Phase 1) £0.9M

34. All projects are subject to TfL approval of the detailed designs, and a more detailed budget breakdown will be prepared at this stage.

35. The delivery of the detailed design will be provided by consultants sourced and awarded contracts via the TTEAR (Transport Related Engineering Advice and Research) framework agreement. It is intended that the construction stage works will be instructed through the London Highways Alliance Contract (LoHAC) Framework.

36. There will be minimal expected impact on parking and enforcement revenue.

Legal Implications

37. RBK will exercise its statutory powers under highway and traffic legislation in order to design and construct the schemes. In particular section 6 and 9 of The Road Traffic Regulation Act 1984 (as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985) will be used to make all necessary Traffic Management Orders including for cycle lanes. Powers conferred under sections 65 and 66 of the Highways Act 1980 will be used where cycle tracks are to be constructed. The Council has a statutory responsibility under the Traffic Management Act 2004 to maintain road network operations on its strategic roads and must notify proposals to TfL.

38. All TMOs will be made in accordance with the provisions of the Local Authorities’ Traffic Order (Procedure) (England and Wales) Regulations 1996.

39. It is proposed to enter into legal agreements with local businesses and residences where access arrangements are being revised as a result of the schemes. Legal agreements relating to treatment of privately owned land may also be necessary and will be developed during the detailed design.

Risk Assessment

40. Scheme risks and issues will be identified, mitigated and managed through the relevant governance and programme management arrangements.

Equalities Impact Assessment

41. The Equalities Impact Assessment (EQIA) conducted as part of the LIP covers the entire Go Cycle programme. Project level EQIAs have been completed and approved, and will be updated as the projects proceed, taking into account comments made through the consultation, and continue through to detailed design. A copy of the current EQIA for each scheme can be found in Annexes 4 and 5. A key consideration going forward will be how impacts on disability groups will be minimised during construction and completion. Dedicated consultation events were held to address specific issues regarding accessibility issues and the impact on disabled people.
42. Consultants were commissioned to undertake accessibility audits for each Go Cycle scheme to ensure that the needs of non-motorised and disabled groups are addressed. These audits are intended to ensure that accessibility needs are considered as the design develops and they consider information such as public transport flows, public rights of way, accident data, hotspots and vulnerable groups. This will ensure compliance to public sector equality duties within the Equality Act.

**Road Network Implications**

43. The Council has a statutory responsibility under the Traffic Management Act 2004 to maintain road network operations on its strategic roads and must notify proposals to TfL.

44. *Road Safety Audits*
Consultants are commissioned to undertake Road Safety Audits for each scheme. These audits include an evaluation of all scheme information including design drawings, any data available (accident data / traffic counts) and previous Road Safety Audits undertaken. Different modes of transport have been assessed in order to assess the design from different perspectives.

**Environmental Implications**

45. There will be positive impacts on the environment resulting from the projects as they aim to create a modal shift towards sustainable transport. A consistent surface materials palette will improve the visual character of the routes and the urban environment will be enhanced with the introduction of public realm improvements.

46. Consultants have been commissioned to undertake an Environmental Assessment of every Go Cycle project.

Author of report  Tony Antoniou, Programme Manager

**Background papers**

- List of reports/documents

  Consultation Leaflets
  Consultation Reports