Kingston Go Cycle Programme

Equalities Impact Assessment

NW1 (Network) Kingston to Kingston Vale
NW1a (Network) Kingston Station to London Road connector route
NW5a (Network) connector route

FULL EQUALITIES IMPACT ASSESSMENT FORM B

This Equalities Impact Assessment sets out the inclusive design considerations for the Kingston Go Cycle programme. The document will be updated accordingly to document any changes to the design arising from subsequent stakeholder consultation.

Information

Kingston Mini-Holland is a £34m TfL-funded programme to deliver a transformation in conditions for cycling in the borough.

The purpose of the programme, branded as Go Cycle, is to provide more active travel for people of all ages and abilities. The programme includes walking and cycling improvements, with the cycling improvements being specifically designed to appeal to people who are currently put off by its perceived danger. Our aim is to encourage people who do not currently cycle, or those who do not ride on busy roads, to take it up in order to improve their health and wellbeing.

Projects are divided into ‘networks’ and ‘landmarks’.

Network schemes comprise dedicated infrastructure for cyclists mainly on radial routes following main roads (and some quieter links) connecting wider Kingston with the main town centre. Typical interventions include segregated cycle tracks, ‘light segregation’ and mandatory lanes.

Landmark schemes comprise four projects for cyclists, namely Wheatfield Way, Kingston Station, Thames Riverside Boardway and the New Malden to Raynes Park Link. The landmarks have a higher cost per km than the network projects and will be completed to a higher standard of public realm design.

Our overarching objective is to ensure ‘benefits for all’ and integration with other Council programmes. What we mean by this is taking opportunities wherever possible to improve conditions for other road users, including non-motorised road users.

Function being assessed:

NW1a Kingston Station to London Road connector
From Kingston Station, existing cycle infrastructure brings cyclists to a proposed Quietway along Canbury Park Road, Queen Elizabeth Road and Gordon Road, where it is to join with a proposed two-way cycle track on London Road. The designation of these roads as a Quietway will not change existing infrastructure significantly, as roads are only designated as Quietways when they are sufficiently direct, to separate cyclists from volume traffic. Signs and symbols will be added to increase awareness of cyclists for drivers and to improve wayfinding for cyclists and pedestrians. The emergency services gate will be repositioned to allow cyclists to pass by it on either side of the road. The Gordon Road / London Road junction is proposed to become a continuous footway crossing.

**NW1 Kingston to Kingston Vale (including NW5a connector route)**

Old London Road is to be designated as a Quietway, with no changes to infrastructure other than improved signage and road markings. At the junction with London Road, existing cycle infrastructure will be upgraded to connect the Old London Road Quietway with a new, two-way cycle track on the north side of London Road, physically separated from traffic. This two-way cycle track will continue until Manorgate Roundabout, where the route continues up Kingston Hill, with protected, one-way cycle lanes on each side of the road, until the route ends at Robin Hood Roundabout. Along the route, the designs propose:

- a redesign of the London Road / Cambridge Road junction, to connect the proposed two-way cycle track on London Road with the proposed two-way cycle track on Cambridge Road
- New signals at the London Road/ Coombe Road junction to help regulate traffic flows and help reduce traffic related accidents.
- removal of some sections of bus lanes
- relocation/ merging of some bus stops
- installation of ‘continuous footway crossings’
- installation of new crossings / upgrades to various existing crossings
- Redesign of Manorgate Roundabout to include shared footway/cycleways and shared crossing points to allow cyclists to navigate the roundabout safely.
- widening/narrowing of footways at certain locations
- upgrade of some informal pedestrian refuge islands into zebra crossings
- Shared pedestrian/ cycling use areas adjacent to bus stops due to site constraints.
- introduction of shared footway/cycleways at certain locations along the route

**Changes for Pedestrians**

**NW1a Kingston Station to London Road connector**

The only notable change for pedestrians on this route is the proposed installation of a continuous footway crossing at the Gordon Road / London Road junction, where priority will be reversed such that pedestrians will be able to cross over the side road on a footway whilst vehicles wait.
NW1 Kingston to Kingston Vale (including NW5a connector route)

There are a number of planned changes to crossings along this route, including:

- upgrade of informal pedestrian refuge island into a zebra crossing on the Clifton Road arm of Manorgate Roundabout
- upgrade of informal pedestrian refuge island into a zebra crossing on the Park Road arm of Manorgate Roundabout
- upgrade of informal pedestrian refuge island into a zebra crossing on the London Road arm of Manorgate Roundabout
- upgrade of informal pedestrian refuge island into a zebra crossing on the Manorgate Road arm of Manorgate Roundabout
- relocation of the zebra crossing on the Kingston Hill arm of Manorgate Roundabout to bring it closer to the roundabout
- upgrade of informal pedestrian refuge island into a Pelican crossing on the Queen's Road arm of the Kingston Hill / Queen's Road junction
- upgrade of informal pedestrian refuge island into a Pelican crossing on the Kingston Hospital access road arm of the Kingston Hill / Queen's Road junction
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Hill by Berystede
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Hill near Ravenswood Court
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Hill near Coombe Wood Road
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Hill near the access road for the Kingston Hill campus of Kingston University
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Hill between Cedar Close and Woodview Close
- upgrade of informal pedestrian refuge island into a zebra crossing on Kingston Vale by Derwent Avenue

Shared footway/cycleways are proposed:

- around the London Road / Station Road and London Road / Bridge End Close junctions (there are currently already shared footway/cycleways here for a section on the north side of Kingston Hill between Manorgate Roundabout and Brunswick Road
- around the Kingston Hill / Galsworthy Road junction
- around the Kingston Hill / George Road junction
- around the junction with Kingston Hill and the access road for the Kingston Hill campus of Kingston University
- around Vale Parade on the approach to Robin Hood Roundabout

Continuous footway crossings are proposed across the following side roads:

- Boots access road
- Asda access road
- Birkenhead Avenue
- Gordon Road
Another change for pedestrians is in the form of the bus stops that they will be using. In the proposed design, if a bus is stopping, cyclists will be expected to stop to allow pedestrians to board/alight the bus. This type of bus stop is sometimes referred to as a ‘bus stop boarder’. There are examples of this type of bus stop on Royal College Street in Camden and Blackhorse Road in Waltham Forest. The design is such that cyclists are encouraged to slow down when navigating the space, negotiating with pedestrians if necessary. This is achieved through various design features:

- A hatched area may be installed to allow a protection area for passengers alighting buses.
- The area may be installed in contrasting materials to help heighten awareness of the bus stop border.
- Road markings and signs can inform cyclists of the arrangement and instruct them to slow down
- The cycle lane can narrow ahead of the bus stop.

Changes for Cyclists

**NW1a Kingston Station to London Road connector**

The only notable change for cyclists on this route will be the improvement of existing signage and the addition of Quietways branding. The location of the emergency services gate will be adjusted slightly to allow cyclists to pass on both sides.
NW1 Kingston to Kingston Vale (including NW5a connector route)

Current facilities are limited to intermittent narrow advisory cycle lanes which offer very little protection from cars. In the proposals, a continuous cycle route is provided along the whole route.

The two-way physically segregated cycle track is proposed between the Old London Road / London Road junction and Manorgate Roundabout, and will significantly improve safety for cyclists travelling on this section of road.

The one-way cycle lanes proposed between Manorgate Roundabout and Robin Hood Roundabout (the scheme extents) will mostly have some form of physical segregation – either the cycle lane will be a stepped track on a level between the footway and the carriageway, or it will be protected from cars by the use of ‘orcas’ or ‘armadillos’ as ‘light segregation’ between the cycle lane and general traffic lane. These are made from recycled PVC and are bolted into the carriageway to segregate the cycle lane from the general traffic lane. They are normally spaced out at intervals around 1-2m.

At some points along the route, due to access and space limitations, cyclists will be permitted to share the footway with pedestrians where currently they are not. Where possible the footway will be made wider at these locations.

Another change for cyclists is the addition of cycle crossings at various locations along the route. This is mostly in the form of ‘parallel’ crossings, which consist of a zebra crossing for pedestrians immediately next to a crossing for cyclists which works in the same way. Namely, both cyclists and pedestrians that are crossing are given priority over motorised vehicles, who must wait until the cyclists and pedestrians have cleared the crossing. These are proposed near Coombe Park and near the Kingston Hill campus of Kingston University. The redesign of the London Road / Cambridge Road junction will include dedicated low level traffic signal heads for cyclists to allow them to cross the junction safely.

Changes for Motorised Vehicles

NW1a Kingston Station to London Road connector
- There are effectively no changes for motorised vehicles on this route

NW1 Kingston to Kingston Vale (including NW5a connector route)
- Westbound bus lane between Cambridge Road and Albert Road removed
- Westbound bus lane between Burnham Street and Coombe Road removed
  - 13 underutilised off-peak parking bays in this bus lane removed
- Narrowing of general traffic lanes
- Removal of an eastbound, straight-ahead traffic lane on London Road near the Cambridge Road junction
- Removal of a westbound, straight-ahead traffic lane on London Road near the Cambridge Road junction
- Single yellow lines replaced with double yellow lines along the entire route, preventing on-street parking and waiting. Loading will be permitted at
certain locations during off-peak hours. These measures are proposed to
discourage parking in the cycle lanes.

Another change for motorised vehicles is the proposed continuous footway
crossings, which reverse priorities across side roads. Where once pedestrians
had to wait for vehicles before they crossed side roads, vehicles will now have to
wait for the continuous footways to be clear of pedestrians before entering/exiting
a side road.

Is this a new function or a review of an existing function?

This is a new scheme incorporating new functions and changes to existing
functions: dedicated infrastructure for cyclists and pedestrians. It contains the
following components:

**NW1a Kingston Station to London Road connector**
- Creation of a ‘Quietway’ route on Canbury Park Road, Queen Elizabeth
  Road and Gordon Road

**NW1 Kingston to Kingston Vale (including NW5a connector route)**
- Creation of a ‘Quietway’ route on Old London Road
- Two-way cycle track between the Old London Road / London Road
  junction and Manorgate Roundabout, physically segregated.
- Protected, one-way cycle lanes on each side of the road proposed between
  Manorgate Roundabout and the end of the route at Vale Parade / Robin
  Hood Roundabout, principally as either stepped tracks or light segregation
- Bus stop boarders
- Existing informal pedestrian island crossings upgraded to zebra crossings /
  parallel crossings (which cyclists may also use)
- New pelican crossings at the Kingston Hill / Queen’s Road junction
- Footways built out at side roads / pedestrian crossing distances shorted in
  places
- Continuous footway crossings
- Shared footway/cycleways

What are the aims/purpose of the function?

The Mayor’s ‘healthy streets’ approach underpins how our transport system plays
an important part in people’s health. It enables people to access jobs, education,
shops, recreation, health and social services as well as travel to see friends and
family.

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 under the Go Cycle Programme would not only benefit the health of local residents, but also reduce overcrowding on our roads and public transport, improve air quality and make our roads safer for both pedestrians and cyclists.

Pedestrian facilities and public space aim to provide an environment that can be safely used by all and is of a quality to encourage greater pedestrian use. The cycle facilities to be provided aim to encourage Kingston residents to cycle more, regardless of their socio-economic background or fitness.

The ultimate purpose of the Go Cycle Programme is to encourage healthier, more sustainable travel-choices.

Research and studies (DfT Social Attitudes Survey 2013, DfT ‘Transport Choices’ 2011, TfL ‘Analysis of Cycling Potential’ 2010 and several other studies) show that most people say they do not cycle due to fear of road-danger. This has a number of consequences:

- Cycling is not integrated into people’s daily routines so the health and wellbeing benefits are not currently realised.
- Population growth is producing travel demand that is not sustainable and will lead to increasing congestion, reducing the accessibility of key economic centres such as Kingston.
- Cycling is an affordable mode of transport that is in principle equitable and available to a wide section of the entire population.

**Our aims with this project are:**

- To reduce road danger, addressing the principal causes of danger at source, by using well considered highway design to reduce motor traffic speeds and ‘civilise’ the street environment for everyone.
- To transform the environment for cycling, so that more people who are not cycling at the moment feel confident enough to do so.
- To increase the amount of cycling overall and by people from different backgrounds so that the mode contributes towards managing congestion and maintaining accessibility to both Kingston Vale and Kingston town centre.
- To improve accessibility for all pedestrians, especially people with physical and sensory disabilities.

We aim to develop complementary promotional measures alongside the programme of physical measures to widen the appeal of walking and cycling to all sections of the population, regardless of their background. The complementary measures will also aim to:

- Transform the environment for walking and cycling in the borough through public realm improvements and new Go Cycle schemes.
- Improve safety for cyclists.
- Facilitate part-cycled commuter journeys.
- Increase the amount of cycling in the borough (particularly by hard to reach groups).

Funded by TfL, RBK offers free cycle skills training to anyone who lives, works or studies in the borough. Bikeability levels 1, 2 and 3 are offered in schools across the borough to teach children how to cycle safely and responsibly. A range of adult cycle skills training programmes are available to help first-time riders or experienced cyclists looking to improve their skills. Bike maintenance courses are offered to teach people how to look after their bikes and perform basic maintenance skills.

Working with Public Health colleagues the team also provide the following bespoke training:

- As part of the 'Aiming High' programme, cycling training is offered to children and young adults with SEN (41 children last year)
- Working with Staywell (Age Concern Kingston) as part of the 'Fit as a Fiddle' programme led rides are offered to groups of older people
- Via GP referrals cycle training and led rides are offered as part of the "Get Active" programme to encourage people to take up and maintain more active lifestyles.
- Bespoke training is offered on request and have recently provided cycle training to a group of recently arrived refugees / asylum seekers at the request of Refugee Action in Kingston.

Is the function designed to meet specific needs such as the needs of minority ethnic groups, older people, disabled people etc?

This Go Cycle scheme will meet the needs of all people and they have taken account of the following groups:

- Older people, younger people, disabled people and those with visual impairments – provision of traffic signal controlled pedestrian crossings, with clear audible, visual and sensory cues to indicate when safe to cross.
- Older people, children, disabled people and those with limited physical fitness – provision of safe walking and cycling facilities which would allow a wide range of people to enjoy walking and cycling to encourage a more active lifestyle.
- Older people, disabled people and those with visual impairments – the project will include accessible design at bus stops and drop-kerbs at crossing points, with appropriate tactile paving to allow for an accessible environment for all.

Certain user groups have previously had queries about the design options presented. There is a reported perception that bus stop boarders and shared footways are less safe for parents with small children, people with visual and sensory impairments and/or people with learning difficulties. There is a belief that some people in these user groups may not be able to identify that they are entering a shared area or a cycle track behind a bus stop, making collisions more
likely. The counterarguments are that the infrastructure will be designed with appropriate materials and signage in order to minimise confusion and that cyclists will slow down appropriately in such areas, especially if the public realm and infrastructure is encouraging them to travel slowly.

Kingston Council is aware of the Holmes Report on shared space “Accidents by Design” (July, 2015) to ensure that design proposals consider the needs of all vulnerable road users. This report particularly applies to shared space designs but is also being considered for where shared use footways are proposed. Shared use footways are not designed for fast cycling, but can help provide a segregated facility from traffic to support less confident cyclists. Local Transport Note: Shared Use Routes for Pedestrians and Cyclists (LTN 1/12), has been referenced as a best practice approach for considering inclusive principles in the use of shared footways.

The concept of shared use areas was reviewed by a Task and Finish Group (TFG) specially set up by the Council 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 measures and enforcement measures which should be considered for all shared use areas in Go Cycle schemes. The recommended design measures for inclusion in shared use areas are:

- Delineation with slightly raised and bevelled pavement materials between footways and shared use spaces.
- Contrasting surfacing for cycleways.
- In-Situ strips across cycleways using various materials and textures to raise cycle awareness on approach to shared use spaces.
- Feature ‘bars’ in paving to suggest route for cyclists through shared use spaces, with low tone contrast to avoid confusion with delineated or segregated cycle lanes.
- Kerb heights raised to 50mm and bevelled to delineate the border between cycleways and footways.
- Appropriate site specific signage for ‘pedestrian priority zones’.

What information has been gathered on this function? (Indicate the type of information gathered e.g. statistics, consultation, other monitoring information)? Attach a summary or refer to where the evidence can be found.

**General Information**

Data is being collected using a thorough non-motorised road users’ assessment including an accessibility audit, produced by Steer Davies Gleave (SDG). The assessment is being conducted in partnership with stakeholders who have physical and sensory disabilities resulting in recommendations leading to a more accessible (or no less accessible) environment for everyone. Public consultation feedback has been collected to understand the public’s design preferences for shared use facilities and to ensure that all road users are included and provided for in the proposed scheme layouts.
One of the key goals of this project is to make cycling more attractive to less confident cyclists and to encourage active lifestyles, by improving both the walking and cycling environment. Recent data shows for example that only a third of cycle commuters in London are female. Of all journeys to work by all modes between 2001 and 2011, cycling has increased from 3.1% to 5.1% of all male journeys to work compared with a rise of 1.4% to 2.4% of women. Only 2% of children’s journeys to school are cycled, and children are unable to experience the freedom associated with independent travel by bike. In nations that have invested extensively in cycling, up to 50% of journeys to work are cycled, with a broadly equal gender split; indeed in the Netherlands a slightly higher proportion of women than men cycle.

**Site-Specific Information – SDG (Steer Davies Gleave) Accessibility Audits**

As mentioned, SDG produced an Accessibility Audit for Kingston to Kingston Vale / Kingston Station to London Road connector route. The report sets out three accessibility objectives: to consider the relatively high collision rates, address the various infrastructure deficiencies and to take account of vulnerable user group destinations.

The discussions on accident data in these reports state that:

- the junction of Richmond Road with Sopwith Way and Canbury Park Road has a noticeable cluster of cycle collisions, likely due to the high numbers of cyclists and vehicles mixing at the location combined what could be considered a confusing location for cyclists
- the stretches of London Road between Old London Road and the junction with Cambridge Road, and between Birkenhead Avenue and Crescent Road, have concerning amounts of accidents for both pedestrians and cyclists. This is likely due to the high numbers of pedestrians, cyclists and vehicles mixing at this location and exacerbated by the few controlled pedestrian crossings and the lack of a segregated facility for cyclists

The locations along the corridor identified by the report as potentially having higher demand from vulnerable user groups are:

- Kingston Station
- Kingston WelCare on Canbury Park Road, opposite the junction with Queen Elizabeth Road
- Go Kingston Volunteering on Canbury Park, in Siddley House opposite Elm Crescent
- Kingston Grammar School / independent schools
- Tiffin School
- Kingston Hospital
- Warren Park Children’s Centre
- Galsworthy House nursing home
- The care home currently under construction at Kingston Vale / Robin Hood Lane.

The reports also set out a number of issues for consideration based on site observations including the points below. We have included a brief clarification on each issue in italics below:
Lack of tactile paving and/or dropped kerbs at various locations
The provision of tactile paving and dropped kerbs on the route is undergoing a full review. Tactile paving will be provided at all appropriate locations. This includes the crossings where there is currently no provision (for instance, the Asda delivery road and Old London Road). Dropped kerbs will also be provided at all appropriate locations.

The potential unsuitability of the cycle track on Canbury Park Road between Richmond Road and Elm Crescent as a two-way facility
It is proposed that the cycle track on Canbury Park Road is converted to a one-way facility, with the opposing cycle traffic using the carriageway, which will be a designated ‘Quietway’.

The unattractive environment for pedestrians at Manorgate Roundabout
The footways around Manorgate Roundabout will be built out and the street furniture and signage will be de-cluttered, making the environment more attractive for pedestrians.

The lack of quality of the cycle provision along Kingston Hill
High-quality cycle infrastructure is proposed along Kingston Hill to replace the existing poor-quality cycle infrastructure.

All of the above issues will be considered as part of design development during the preliminary and detailed design stages.

Consultation:
The consultation took place between 17th October and 17th November 2016. Key consultees for the programme were identified as follows:
• Political stakeholders
• Delivery and strategic partners
• Local business owners/ business groups
• Local residents
• Local interest groups (e.g. heritage, environmental)
• Transport user groups (e.g. Kingston Cycling Campaign)
• Schools, parents and children
• Accessibility, equalities and vulnerable user groups
• The travelling public (all modes), including commuters and shoppers

This list was then developed by the consultants to determine specific groups within the vicinity of the scheme.

On the 11th October 2016 a dedicated consultation event was held to address specific issues around accessibility, equalities and vulnerable user groups. Consultation with accessibility groups is ongoing and will continue during preliminary and detailed design stages. Specific groups invited included KCIL and Kingston Association for the Blind.
Consultation leaflets were delivered to residents and businesses within the immediate vicinity of the proposed schemes prior to the opening of the consultation period. There were three events where the public could view and discuss the Kingston to Kingston Vale proposals:

- Tuesday 1st November at the Tiffin School
- Saturday 5th November at Kingston University
- Saturday 12th November at the Tiffin School

Door to door visiting all businesses along the route to notify businesses of consultation was undertaken prior to the consultation commencing and one business specific drop in event held where information and drawings of the scheme were displayed and members of the Go Cycle team were available to explain and discuss the proposals.

The consultation leaflet was available online and posted to 6,486 households. 693 people took the time to feedback their views.

- Comments were raised regarding the potential conflict between pedestrians and cyclists in shared areas including at crossings. These areas will be carefully designed in collaboration with accessibility groups during the detail design stage.
- Another comment raised was the perception that proposals will cause increased traffic / congestion, to which the designer’s response was that traffic modelling is being undertaken to minimise overall impacts to traffic capacity.
- Additional comments were raised regarding the proposed removal of the bus lane and associated increasing journey times. This element will be developed in collaboration with London buses to ensure that any potential delays to bus journeys are kept to a minimum.

Does your analysis of the information show different outcomes for different groups (higher or lower uptake/failure to access/receive a poorer or inferior service)? If yes, indicate which groups and which aspects of the policy or function contribute to inequality?

As mentioned, an initial Accessibility Audit Context Report was completed in early 2016 for the Kingston to Kingston Vale / Kingston Station to London Road connector projects. The objective of the report was to ensure that the varied accessibility needs are considered in the design development from the outset, providing the first step in an auditable document trail that sets out design considerations and decisions.

The design team are liaising closely with stakeholders throughout the design development stages. The selection of stakeholders is based on which groups will be most affected by the scheme, namely people with physical and sensory disabilities, children and older people. If the requirements of these groups of people are satisfied, the entire community is likely to benefit.
Key issues that were initially identified in the Accessibility Audit Context Report as having potential impacts are as follows:

- The interaction between pedestrians/cyclists in the shared cycleway/footways
- The interaction between pedestrians/cyclists at bus stop boarders
- The interaction between pedestrians and vehicles at continuous footway crossing points.
- The introduction of shared crossing points
- Removal and relocation of street furniture
- Narrowing of sections of footway in certain locations

Following the completion of the preferred design at public consultation stage, a detailed accessibility audit was produced in November 2016. The audit methodology was based upon the guidance contained in Highways Agency document Design Manual for Roads and Bridges HD 42/05 Non-motorised User Audits (February 2005), but with the scope expanded to incorporate a more detailed examination of the pedestrian and mobility environment. The audits focussed on gaining a full understanding of the needs of and advantages / disadvantages conferred by the scheme upon a wide range of groups including the following:

- People most vulnerable to issues of personal safety, especially at night
- People with sensory disabilities (visual impairment /; hearing impaired / deafness)
- People with physical disabilities (wheelchair / motorised mobility vehicle users; people unable to walk far / quickly; people who experience difficulties balancing; people with health problems that limit mobility);
- People with learning difficulties
- Children / younger people / older people
- Carers

The audits highlighted some general concerns with the designs, which have been taken into account by the designers:

*General Design Features: Shared cycle-pedestrian areas*

The audits mention that the introduction of shared cycle-pedestrian areas and shared space ‘bus stop boarders’ is a concern for certain local mobility groups, as they believe that there is not enough utility for the visually impaired where cycle numbers are high. The designers have responded to this by stating that numerous alternatives to shared cycle-pedestrian areas were analysed during the feasibility stage, but various constraints made these designs unfeasible. Wider shared pedestrian/cyclist areas were considered preferable to segregated footways and cycle lanes below the recommended minimum widths. The designers will action the recommendation from the audit to assess and justify each instance of shared cycle-pedestrian areas in the scheme proposals, considering likely numbers of pedestrians and cyclists at each location. Liaison with visually impaired groups will continue into the next design stages, especially with regard to tactile provisions,
signage and kerbs and the incorporation of measures identified by the TFG, as described above.

**General Design Features: Raised tables at junctions (‘Continuous Footway Crossings’)**

The audits also mention that the detailed kerb design for proposals to raise tables at junctions as ‘continuous footway crossings’ needs to be considered closely. This is because flush surfaces at the corners of junctions can be problematic for partially sighted users. The designers have responded to this by proposing to keep the design with raised tables flush with the footway, but with tactile surfacing to alert partially sighted people that they are about to cross an area which vehicles may enter. The designers also note that ‘continuous footway crossings’ are only proposed across quiet, residential side roads with low traffic flow, where motorists are already driving slowly and negotiating the space with pedestrians. Therefore, there will only be a small number of interactions between pedestrians and vehicles at these footways on a daily basis, and the environment will be such that motorists will be very unlikely to bring themselves into conflict with people with visual or other impairments.

**Specific Design Features: Kingston to Kingston Vale**

The audits also highlighted some concerns specific to the NW1 route and NW5a route (now both referred to as the combined ‘Kingston to Kingston Vale’ route). The concerns raised were:

- “There is a strong school pupil pedestrian desire line between the Kingston Grammar School entrance and the town centre and a lesser desire line between the Grammar School entrance and the eastbound bus stop on London Road. The proposed layout may not fully accommodate these movements, resulting in inappropriate use.” The designer’s response is “We are aware of the large number of pedestrian movements around this island. At one of the public consultation events, we spoke with representatives from both Kingston Grammar School and Tiffin School, and were made aware of a proposal for a new pedestrian entrance at Tiffin School. The layout around this junction is being redesigned to take this into account, and we will be proposing a design solution which means that pedestrians will only have to cross the cycle lane once rather than twice when heading from the Grammar School to the bus stop / the chapel. We note the recommendation to realign and widen the pedestrian crossings and will consider doing this at the next stage of design.”

- “The reduction in the size of the pedestrian island results in the omission of the ‘zig-zag’ markings on the north side of the zebra crossing markings. It is the usual convention to have a minimum of two markings and their omission may give rise to enforcement and legibility issues.” The designer’s response is “We note the comment and will add appropriate zigzag markings in the next stage of design, to ensure compliance with the necessary standards.”

- “The side road of the London Road/Asda access junction is denoted as ‘Continuous footway crossing’ although located within a signal controlled area. The existing signal controlled crossing does not include pedestrian
aspects or tactile paving, offering a low level of pedestrian utility." The designer’s response is “we will revisit the design in the next stage, considering the potential for a formal signal controlled crossing on this arm of the junction.”

- “This stretch of London Road has high pedestrian activity, with a nearby busy rail station and student accommodation buildings. There are no pedestrian crossing facilities provided along this stretch of busy road, in particular to provide convenient access to the two busy bus stops located at the ‘mid-point.’ The designer’s response is “We will investigate if this is feasible during the next stage, liaising with traffic modellers as necessary.”

- “The proposed combined pedestrian and cycle crossings across the roundabout side roads are shown with only one ‘zig-zag’ marking on the inside. It is the usual convention to have a minimum of two markings and their omission may give rise to enforcement and legibility issues.” The designer’s response is “we will add appropriate zigzag markings during preliminary design, to ensure compliance with the necessary standards.”

- “The layout encourages cyclists to use the shared footways surrounding the roundabout rather than use the circulating carriageway, and the provision of dual cycle and pedestrian crossings further encourages cyclists to remain on their bicycles. For the ‘through’ movement this could lead to conflicts between cyclists and pedestrians due to narrow footway widths and restricted intervisibility. 2.20 It is recognised that providing for cyclists at this junction is a challenge and that an effort has been made to widen footways to address the above concern. Nevertheless, the conflict and intervisibility issue remains a concern.” The designer’s response to this is “We welcome the acknowledgement that providing for cyclists at this junction is a challenge. We have considered several design options at this junction and are aware of the potential conflict and intervisibility issues in the design option presented. We will look again at potential ways of mitigating these issues as part of the preliminary design stage.”

- “The proposal to relocate the eastbound bus stop further away from the entrance to the hospital will increase the walking distance. It would be reasonable to assume that the bus stops serving the hospital may have high usage by those with mobility issues. The issue is exacerbated by the controlled pedestrian being located on the far side of the hospital access junction.” The designer’s response to this is “we note the potential impacts associated with moving this bus stop further from the hospital. This has in fact already been noted as an issue and we are therefore already working with a preliminary design that keeps this bus stop in its original location.”

### Are these differences justified (e.g. are there legislative or other constraints)? If they are, explain in what way.

<table>
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<th>Measure</th>
<th>Justification</th>
<th>Relevant Scheme(s)</th>
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<td>Cycle tracks and lanes</td>
<td>To improve safety and the perception of safety by separating pedal-cycles from motor-traffic</td>
<td>Kingston to Kingston Vale</td>
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<tr>
<td>Toucan Crossings</td>
<td>To provide for cyclists crossing roads, as well as pedestrians. To improve</td>
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people's safety by giving them signalised crossings with dedicated phases.

<table>
<thead>
<tr>
<th>Continuous Footway Crossings</th>
<th>To improve safety of cyclists and pedestrians by giving them priority over general traffic; making general traffic cross side roads cautiously.</th>
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<tbody>
<tr>
<td>The relocation of bus stops and creation of bus stop borders.</td>
<td>To provide a safer cycle facility at bus stops by removing the need for cyclists to pull out into general traffic when busses are stopped. This requires the implementation of a bus stop border where good design practice is essential to help minimise conflict between pedestrians and cyclists.</td>
<td>Kingston to Kingston Vale</td>
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<tr>
<td>The introduction of new shared pedestrian – cyclist areas</td>
<td>To allow an uninterrupted cycle route where constraints prevent the installation of a segregated cycle facility. The disadvantages of shared areas for pedestrian, especially people with disabilities are acknowledged. However, wider shared pedestrian and cycle areas were considered preferable to footways and cycle lanes below the recommended minimum widths.</td>
<td>Kingston to Kingston Vale</td>
</tr>
<tr>
<td>The narrowing of sections of footway</td>
<td>To provide sufficient space for the cycle tracks / lanes</td>
<td>Kingston to Kingston Vale</td>
</tr>
</tbody>
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**What action needs to be taken as a result of this Equality Impact Assessment to address any detrimental impacts or meet previously unidentified need? Include here any reasonable adjustments for access by disabled people. Include dates by which action will be taken. Attach an action plan if necessary.**

Obtaining feedback, consulting and engaging with all residents is a very important part of the design process. Views on the proposals will be taken into consideration and if appropriate incorporated into the final designs whenever possible.

We will continue to engage with the Kingston disability groups to share information on scheme proposals, listen to any remaining concerns and where appropriate amend designs.

Following the two dedicated stakeholder meetings with disability groups on the 4th February and 11th October 2016, a number of general issues were raised and recorded. The main points raised by disability groups were:
Comments from visually impaired groups
- Position of bus stop flag is important
- Tactile paving configuration and colour needs to be considered
- Cycleway pathway colour needs to be considered (so it can be seen)
- Concern to avoid excessive street furniture on footpath
- Tactile edge of kerb needed to ensure not led into traffic lane
- Visually impaired people need to know when entering shared space
- Hearing impairment concern – can only hear cyclists after cyclists passed by – what measures are being taken to reduce safety issues

These issues have been noted and will be addressed in the preliminary design stage, with designs refined to incorporate comments identified here whenever possible.

As mentioned earlier, additional work with officers, consultants, KCIL, TfL, CAE and the Kingston Cycling Campaign took place to identify and agree a number of design and enforcement measures that will be relevant to all Go Cycle schemes in regards to the proposed shared use areas, and these will inform the design of the scheme.

Consideration will be given to parents and children during the construction phase and beyond. This also applies to the hospital which is situated along the proposed route.

During the construction phase consideration will be given to the impact on health and safety as well as restricted access on footways to ensure minimal disruption.

The Go Cycle team will continue to work with the Sustainable Travel team to ensure that the Complementary Measures element supports the programme is fully incorporated.

As the scheme designs progress, relevant stakeholder groups will continue to be engaged with and the outcomes of this engagement will be fed into the designs, with this document updated accordingly. This engagement will happen through one-to-one meetings with established groups and in response to any representations received from other residents. This document will be updated accordingly.

**When will you evaluate the impact of action taken?**
The design process will incorporate these considerations alongside other stakeholder feedback and traffic modelling and feed in to the revised preliminary designs.

Assessment completed by:
**NAME** Tom Holcroft, WSP / Dan Jenkins, WSP / Neil West RBK
**SERVICE** Go Cycle Team, Place Directorate
**DATE** June 2017
<table>
<thead>
<tr>
<th>Reviewed by:</th>
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<tbody>
<tr>
<td>RBK Equalities Lead</td>
<td>May 2017</td>
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