FULL EQUALITIES IMPACT ASSESSMENT FORM B

Information:

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.

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:**  
*LM4 New Malden to Raynes Park Link*

New Malden to Raynes Park Link is a 1.2km strip of land running between New Malden Station to Raynes Park recreation ground. This EqIA is prepared on behalf of the two boroughs (RB Kingston and LB Merton).

The strip of land currently has no facilities for pedestrians and cyclists and is not currently publicly accessible. It is proposed to establish a permissive right of way over the land to enable public access.

Scheme proposals are to provide:

- A Path suitable for shared use by pedestrians and cyclists
- An accessible and direct route between New Malden and Raynes Park.

The route will incorporate lighting and other measures as appropriate to maximise personal safety in the context of the proposal being in effect a parkland route away from the street network.

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

This is a new scheme incorporating a new function: dedicated infrastructure for pedestrians and cyclists. It contains the following components:

- A shared footway (min 3.50 wide)
- Lighting
- Disability compliant ramped access from an overbridge between Alric Avenue and Duke Avenue

Our aim in this project is to deliver a high quality Go Cycle landmark project that will be popular with cyclists and pedestrians.

**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 physical ability.

The ultimate purpose 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
- 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 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 for all so that the mode contributes benefits to the wider community
- To maintain good accessibility for pedestrians and people with physical and sensory disabilities and improve permeability of walking routes between RB Kingston and LB Merton.
- To maintain good accessibility for children, younger and older people

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 as outlined below).

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 (Special Education Needs): 41 children last year
● 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 clients 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 is there for anyone who wishes to participate and will meet the needs 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.

Potential issues in the design options presented are as follows:

- The nature of the parkland walk and limited points of access and egress may make some people feel unsafe using the route at night

We seek to balance these losses against improvements to accessibility for pedestrians with physical and sensory disabilities as follows:
- Lighting on the route
- Good sightlines to be achieved to maximise natural surveillance
- New access points: one new ramped access between Alric Avenue and Dukes Avenue and two new access points at either end.
- Alternative (though indirect) alternative routes via existing streets are available.
- The route’s popularity and connectivity with the wider cycling network will make it well used.
- The link will be fully accessible to wheelchair users and people with Reduced Mobility and will provide step-free access throughout.

Kingston Council is aware of the importance 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 issue 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 relevant to all shared use areas in Go Cycle schemes. It should be noted that the New Malden to Raynes Park link space is different in nature to the street environments of other Go Cycle schemes and different objectives and criteria may apply.

The design measures recommended by the TFG 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 preference 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 Context Report, which included the New Malden to Raynes Park link. The reports set out three accessibility objectives: to address the various infrastructure deficiencies, to consider the relatively high collision rates, and to take account of vulnerable user group destinations.

No specific observations or recommendations were mentioned within the SDG LM4 Accessibility Audit Context Report: this scheme is unlike the other Go Cycle schemes as existing infrastructure does not currently exist and so a further hybrid accessibility audit will be carried out at the appropriate time as the design develops.
**Consultation:**
Public consultation was held between 19th June and 17th July 2017. Consultation brochures were delivered to 30,848 addresses within the vicinity of the proposed schemes prior to the opening of the consultation period. During the consultation period four drop-in consultation exhibitions for businesses and residents were held along with eight further pop-up engagement events held at school gates, the railway stations and public spaces and thoroughfares near the proposed link.

Further residents, businesses and other local stakeholders were also prompted to fill in the consultation online, though local marketing and advertising coordinated by RBK including through social media. 1,703 people took the time to feedback their views during the public consultation.

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, residents association)  
• Transport user groups (e.g. Kingston Cycling Campaign)  
• Schools, parents and children  
• Accessibility, equalities and vulnerable user groups, including Kingston Centre for Independent Living  
• The travelling public (all modes), including commuters and shoppers

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

On the 20th June 2017 a dedicated stakeholder engagement 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.

Respondents were asked if they had any comments or suggestions for improvements to the proposals. Common themes included:
• 307 responses received were statements of support for building the link
• 228 responses focused on issues of personal safety in relation to crime and antisocial behaviour on the Path.
• 171 respondents commented on the theme of the shared use of the Path, with the majority preferring segregation.
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 January 2016 and at that point no specific observations or recommendations were mentioned.

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.

Following the completion of the public consultation stage, a detailed accessibility audit took place in October 2017. The audit methodology will be 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 will focus 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 / dementia living independently
- Children / younger people / older people
- Carers

The audit highlighted some issues on the designs which will be taken into account by the designers during the next stage of design (Detailed Design):

- A concern about the introduction of shared cycle-pedestrian areas has been raised by local mobility groups, it is recommended that each instance of shared use in scheme proposals is fully assessed
- Although primarily a cycle route, the segregated route between New Malden and Raynes Park is likely to be used by pedestrians and the
mobility impaired for recreational purposes. This should be recognised when developing the details of the final design.

- The majority of the route will be set within a ‘green’ corridor that is largely remote from other areas of public activity. This could create issues of personal security. However, is acknowledged that this is an inherent problem for this type of facility and one that is likely to remain an issue.
- A 110m long ramp is proposed with a gradient of approximately 1 in 22. This is shallower than the gradient that design standards prescribe the introduction of intermediate landings, however it would be good practice to provide some landings to provide rest points for wheelchair and other mobility impaired users.
- The ramp links to a footpath that runs between Alric Avenue and Dukes Avenue. It is unclear whether it is the intention to maintain this link as a footpath or convert to shared pedestrian/cycle usage. In either case, it is recommended that the dated access control gates be replaced or removed as appropriate
- The design drawings note that a gateway feature will be designed for the transition from the ‘green’ corridor to Taunton Avenue. As drawn there may be an inter-visibility issue as the route transitions through the two ninety degree corners at the end of the route. Inter-visibility should be provided as part of the final design.

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

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<tr>
<th>Measure</th>
<th>Justification</th>
<th>Relevant Scheme(s)</th>
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<tbody>
<tr>
<td>Shared use between pedestrians and cyclists if chosen</td>
<td>To create a parkland walk setting in which there is mutual consideration between users. Subject to agreement with Thames Water the cycle and pedestrian routes will be segregated</td>
<td>New Malden to Raynes Park</td>
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<tr>
<td>Ramped access</td>
<td>To increase permeability and provide routes to enhance personal safety. The overbridge will be adjusted to provide additional space.</td>
<td>New Malden to Raynes Park</td>
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Personal Safety Concerns

The Council will continue to work with local residents to ensure that due consideration has been given to the concerns of those who live adjacent to the proposed path. The Local Safer Neighbourhood Team and Metropolitan Police ‘Designing out Crime’ team have also been involved in the development of the scheme. The Council will continue to work with residents and other stakeholders to ensure that the proposed fencing and defensive planting options are adequate. The Path will be lit during core hours and will be designed to avoid blind turns with clear sightlines to encourage.

Improved existing accesses

To improve the accessibility and usefulness of the scheme for residents taking safety into consideration at all times

New Malden to Raynes Park

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 where 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.
In addition we will be engaging further with local businesses, including the Korean business community in the area.

Following a dedicated stakeholder meetings with disability groups on 20th June 2017, a number of general issues were raised and recorded. General comments received were as follows:

- Do not introduce “Orcas” (a rubber kerb to provide separation between cyclists and road traffic) as they have been known to be a trip hazard (A mini-Holland scheme in Enfield / Waltham Forest was cited)
- Ensure that sufficient colour contrasts are used in the design, to enable those with visual impairments to sufficiently differentiate between different areas.
- We received some feedback from one of the Visually Impaired Parliament stakeholders who had previously attended the site visit to the Skerne Road trial paving area. She said that she found that experience to be rather confusing with inconsistencies in the tactile paving on offer. The critical thing for her is to ensure that tactile paving is consistent throughout the UK. She cited some other inconsistent texture changes which can cause confusion to the visually impaired-including blister paving used at the edge of train platforms and manhole covers.

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

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.

A number of schools in the neighbourhood have been engaged with during consultation and consideration will be given to parents and children during the construction phase and beyond.

The Council will continue to work with residents to ensure that due consideration has been given to the concerns of those who live adjacent to the proposed path. The Local Safer Neighbourhood Team and Metropolitan Police ‘Designing out Crime’ team have also been involved in the development of the scheme. The Council will continue to work with residents and other stakeholders to ensure that the proposed fencing and defensive
planting options are adequate. The Path will be lit during core hours and will be designed to avoid blind turns with clear sightlines to encourage walkers, cyclists, runners and families to occupy the space throughout the day and into the evening.

Pop-up engagement events were held during the public consultation period at school gates at afternoon pickup time at:
- Corpus Christi Primary School, Chestnut Grove,
- New Malden, West Wimbledon Primary School, Raynes Park
- Christ Church Primary School, New Malden

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.

**When will you evaluate the impact of action taken? Give review dates.**
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:
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**SERVICE** Go Cycle programme team, Place Directorate  
**DATE** October 2017

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<td>RBK Equalities Lead</td>
<td>August 2017</td>
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