

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet Member for Public Realm

Date: 05/03/2023

Subject: Safer Cycle Pathway (interim scheme to permanent)

Report of: Masum Choudhury, Assistant Director of Public Realm

Report author: Richard Duffill, Borough Cycling Officer
Louis Oldfield, Smarter Transport Manager

Responsible Director: Bram Kainth, Strategic Director of Environment

SUMMARY

The Safer Cycle Pathway (SCP) was introduced in December 2021 as an interim scheme between Goldhawk Road and Lyric Square via an Experimental Traffic Order (ETO) with the Hammersmith Gyratory section implemented via a permanent traffic regulation order.

The ETO for the interim section lasts for eighteen months and expires on 28 March 2023. This report therefore recommends a decision to be made on the future of the SCP informed by the local consultation, data and evaluation undertaken on the interim scheme.

RECOMMENDATIONS

1. To note that Appendix 2 is not for publication on the basis that it contains information relating to any individual, information which is likely to reveal the identity of an individual, or information relating to the financial or business affairs of any particular person (including the authority holding that information) as set out in paragraphs 1 to 3 of Schedule 12A of the Local Government Act 1972 (as amended).
2. To note and carefully consider the consultation responses received during the SCP interim scheme attached at Appendix 2.
3. To approve the making of a permanent traffic management order for the SCP scheme along with any necessary associated highway works subject to the outcome of the statutory consultation process.
4. To continue monitoring traffic, usage and collision data and introduce immediate improvements including traffic calming, signage, junction treatments, pedestrian crossings and traffic restrictions on King Street and any adjoining side roads including Rivercourt Road and Weltje Road (as detailed in the Further Improvements section of this report).

5. That medium and long-term improvements identified through the SCP consultation, engagement and data analysis, will be investigated further and progressed wherever possible as detailed in the Further Improvements section of this report.
6. To delegate authority to the Strategic Director of Environment in consultation with the Cabinet Member for Public Realm to take all necessary steps to affect the decisions in recommendation 3, 4 and 5.
7. That the development of future Highway schemes will be informed by the engagement and recommendations from the Disabled Residents Team (DRT) as identified in Appendix 4.
8. That TfL will be engaged to provide the necessary approvals, agreements and funding required to deliver the improvements.

Wards Affected: Ravenscourt, Grove, Brook Green & Hammersmith Broadway

| Our Values | Summary of how this report aligns to the H&F Values |
|---|---|
| Building shared prosperity | The interim SCP adds to the cycling infrastructure in the borough and brings new opportunities for environmentally sustainable business on King Street. The scheme supports the economy by encouraging people to cycle and walk in Hammersmith town centre which is the main mode that people use to access the businesses on King Street |
| Creating a compassionate council | The SCP adds much needed cycling infrastructure for wellbeing & health and improves the environment for all |
| Doing things with local residents, not to them | Residents' forums and associations have been informed about the SCP and have been engaged on the scheme. A DRT was established to inform and influence decision making on the scheme |
| Being ruthlessly financially efficient | The Council's contractor won a competitive tender in 2017 to deliver infrastructure works and will be used to build the SCP. The scheme was funded by TfL as it aligned closely with Mayor's Transport Strategy and cycle lane aspirations |
| Taking pride in H&F | Dedicated cycling infrastructure is a central part of community life in the borough |
| Rising to the challenge of the climate and ecological emergency | The SCP is a key enabler for more cycling and walking activity and reducing car journeys. Enabling sustainable travel in the borough is a key part of our climate strategy |

Financial Impact

The interim scheme has been primarily funded by TfL.

TfL have provided £150,000 of funding for improvements to crossing points and junctions which are scheduled to be undertaken in the current financial year and approval for these will be sought separately from this report. The Council will seek additional funding from TfL for further improvements to the scheme.

Giles Batchelor, Finance Manager, 18 January 2023

Verified by Andre Mark, Head of Finance - Strategic Planning and Investment, 3 March 2023.

Legal Implications

The Road Traffic Regulation Act 1984 ("the Act") gives the Council as Traffic Authority the power to make Traffic Management Orders to control traffic on roads.

The Council has implemented the Experimental Traffic Order for a period of 18 months ending on 28th March 2023 in accordance with Section 9 of the Road Traffic Regulation Act 1984.

Consideration will be given to making these measures permanent Under Section 6 of the Road Traffic Regulation Act 1984 before the expiration of the 18-month experimental period the Council may make permanent such order.

Fortune Adebisi, Chief Property and Planning Lawyer, 6 January 2023

Background Papers Used in Preparing This Report

None

DETAILED ANALYSIS

Proposals and Analysis of Options

Background/History

1. The SCP provides a direct route in the heart of Hammersmith town centre in West London, with good connectivity to local roads. Roads on the alignment were dominated by motor traffic and can be intimidating and unpleasant places to walk and cycle. The SCP offers a continuous, segregated cycle route with separate cyclist and motor vehicle movements. The interim SCP scheme on King Street and Hammersmith Gyratory was built to create walking and cycling space emerging from the easing of lockdown restrictions following the pandemic.
2. The interim SCP includes:

- A two-way segregated cycle track on King Street between the Gyratory and Goldhawk Road.
 - New signal-controlled pedestrian crossings and upgrades to existing pedestrian crossings.
 - Fully segregated cycle lane by wands and kerbs.
 - Changes to bus stop locations and layouts by means of new bus stop bypasses for cyclists and bus users.
3. The interim scheme is based on the permanent SCP scheme that was consulted on by TfL in 2017 but with several key differences due to its semi-permanent nature:
- Bus stop bypasses were introduced within the carriageway with limited opportunities for general traffic to pass whilst a bus is stopped. This allowed pavements to be maintained at close to previous widths to maximise space for pedestrians and required less pavement works than previously planned with the original SCP layout.
 - The cycle track was introduced within the carriageway.
 - The cycle track is separated by traffic cylinders or 'wands' with only short sections of kerb separation to allow the temporary changes to be introduced quicker and at lower cost than kerb separation throughout; as planned with the original SCP layout.
 - The side road junctions included minimal changes to gradients, road width or cycle track position to allow the temporary changes to be introduced at lower cost and at a quicker pace than the original SCP layout.
4. The table below summarises the consideration of two options, the option to implement the recommendations within this report (Option 1) or the option to do nothing (Option 2).

| Option | Pros | Cons |
|--|--|--|
| Option 1. Implement all recommendations <ul style="list-style-type: none"> • To make the SCP scheme permanent and implement where possible all the recommendations identified in this report. • To continue monitoring traffic, usage and collision | <ul style="list-style-type: none"> • Enables safer cycling between Chiswick and Hammersmith. • Junctions and signals upgraded to facilitate safer pedestrian and vehicle movement. • Maintains current vehicle lanes. • Does not require extensive kerb re-construction. | <ul style="list-style-type: none"> • Funding required to implement improvements and upgrades. • Possible compromises on pavement space to facilitate vehicles at junctions. • Limited options for additional greening due to presence of utility services in the Highway. |

| | | |
|---|---|--|
| <p>data and introduce further improvements including traffic calming, signage, junction treatments, pedestrian crossings and traffic restrictions on King Street and/or all adjoining side roads including Rivercourt Road and Weltje Road.</p> | <ul style="list-style-type: none"> • Maintains existing Loading bays and allows review of parking for Disabled users and Businesses. • Demonstrates Council's commitment to Climate Change. | |
| <p>Option 2. Do nothing</p> | <ul style="list-style-type: none"> • May improve perceived flow of vehicular traffic relative to traffic demand in the short term. | <ul style="list-style-type: none"> • Requires removal of all temporary measures. • Does not facilitate safer cycling between Chiswick and Hammersmith. • Contrary to local and regional policy and national government guidelines to create better and safer facilities for cyclists and pedestrians. • Loss of confidence from active travel, climate and local resident user groups. • The Council will not progress a key enabler towards achieving Climate Change objectives. |

Reasons for Decision

5. The SCP is a key component of the Council's Climate Emergency programme and its route to net zero emissions in the borough by 2030. Transport produced

an estimated 153.3 kilotons of CO₂ in the borough in 2017 (the most recent data available), representing 22.5% of H&F's total emissions.

6. Encouraging modal shift from polluting vehicles to cleaner sustainable forms of travel, of which cycling and walking are among the cleanest, is therefore critical to success.
7. This proposal meets the recommendations of H&F's Air Quality Commission to increase infrastructure for cycling and walking in partnership with TfL.
8. The Council aims to make it easier for people in West London to use sustainable travel and lead active lifestyles. The safer cycle pathway makes the streets healthier, safer and more welcoming places for everyone. The infrastructure forms part of the Mayor of London's plan for Healthy Streets, a long-term vision to encourage more Londoners to walk and cycle.
9. Currently, only 34% of Londoners take 20 minutes of physical activity on any given day. The SCP helps to encourage people to use active modes of transport, which can achieve significant health benefits. The scheme encourages people who would like to cycle but felt unable, due to safety concerns.
10. A network of cycle routes exists in north, south and east London, but none in west London. The scheme brings a high-quality cycle route to West London, linking town centres in Hammersmith, Chiswick and Brentford.
11. The scheme is linked to several council priorities including the climate emergency, health & well-being of residents and delivering a cleaner, greener borough. It directly contributes towards the target to increase the number of people travelling sustainably, by foot, bike or using public transport.
12. The local consultation and evaluation undertaken on the interim scheme has identified various aspects of the SCP that should be reviewed and improved. Some of the upgrades are currently being developed, such as those at the Rivercourt Road and Weltje Road junction, while other improvements will be taken forward next year. The development and implementation of all upgrades will be dependent on technical design standards, TfL approval where appropriate and funding.
13. The recommendations in this report have been informed by analysis of the usage, traffic and collisions data, and the feedback gathered through the consultation.
14. Continuing coproduction and working with the disabled residents community remains a key priority for the Council and each recommendation must be given due consideration as part of design development or to influence future policymaking and the development of new guidance.

Further improvements

15. In the recommendation section of this report reference is made to additional work and changes that could be made to transition from an interim scheme to a permanent scheme. These recommendations have been grouped into timelines as follows:

Immediate: As referred to in Recommendation 4

- Increase the visibility of the cycle path by adding additional surface markings and signage on the cycle track and road surface.
- Introduce a new zebra crossing on King Street near the Weltje Road junction to create a safe crossing for students and residents.
- Improve visibility at junctions by adding new surface dressing and/or kerbing.
- Progress measures in conjunction with local stakeholders to improve traffic management on Rivercourt Road and Weltje Road, including traffic reduction measures to improve safety in the area, traffic access restrictions and changes from one-way to two-way traffic flow whilst maintaining access and servicing for properties.
- The following measures are being considered to address safety concerns and issues raised through collision data analysis and engagement. All of the below are subject to further investigation, road safety audits and discussion with TfL and other key stakeholders:
 - Narrowing the junctions of Rivercourt Road and Weltje Road and implementation of crossing changes. Review measures that will reduce entry and exit speeds and increase awareness for drivers.
 - Reducing traffic volumes by introducing access restrictions on Rivercourt and Weltje Road and enabling two way traffic to maintain access.
 - Possible changes to bus stop near to the junction of Rivercourt Road to improve sight lines.
 - Surveys to consider the impact of trees on visibility and sight lines.
 - Introduction of new controlled crossings on King Street near to Rivercourt and Weltje Roads.
 - General decluttering to improve visibility to and from side roads.
 - Resurfacing and relining of side roads.

Medium term: As referred to in Recommendation 5

- Add new seating, planting and green infrastructure along the route.
- Review blue badge parking in the King Street area with the Disabled Residents Team (DRT) and other disabled stakeholders with the aim to improve and increase facilities for blue badge holders.
- Add new cycle parking spaces along the route.
- Consider further improvements to facilitate emergency services movements along the corridor.
- Review loading facilities to ensure junctions are kept safe and adequate loading space is available for businesses to operate safely.
- Review suggestions and recommendations resulting from engagement with DRT to develop and progress improved facilities for disabled residents and visitors.
- Improve the Leamore Street and Cambridge Grove junctions.

- Review SCP crossing points to identify any potential accessibility improvements.
- Integrate the infrastructure around the Civic Campus development with the SCP and ensure wayfinding is co-ordinated, clearly visible, and accessible.

Long term: As referred to in Recommendation 5

- Develop a new straight-across pedestrian crossing layout at the cross-over point of the cycle path at 145 King Street.
- Review scope for improving the existing crossing facilities at Studland Street.
- Review options and desirability with TfL to increase space for traffic to pass bus stops.

Monitoring information

Cycle volume data

16. TfL analysis of the King Street cycle count data between Goldhawk Road and Hammersmith Gyratory shows an overall increase in cycle km of 66% when comparing October-November 2021 and October-November 2022 (Source TfL Cycleway 9 Scheme Performance Information).
17. TfL have provided data that shows at the Kings Street junction with Bridge Avenue. The 6am to 10pm two-way cycle volume in 2017 was 1,531 cycles. This volume increased by 34% to 2,064 cycles in 2021, and increased further in 2022 to 2,804 cycles, an 83% increase. This data supports the growth trend seen in the 2021-22 cycle km analysis and indicates there has been significant growth in cycle numbers since the installation of the scheme.
18. Information from TfL indicates that the latest indicative cycling trends from October 2022 from their sample of continuous automatic counters shows weekly demand at some 140 per cent of the pre-pandemic baseline, with Santander Cycles hires at some 111 per cent of the pre-pandemic level as of late September 2022. Thus maintaining the pattern seen during the pandemic of significant increases compared to pre-pandemic levels of cycling in London.

Collision data

19. Collision data for the three years (2019 – 2021) leading up to the introduction of the SCP scheme in December 2021 has been reviewed to classify the collisions observed on King Street prior to the introduction of the scheme (see Appendix 3).
20. A summary of the key findings is provided below:

King Street collisions 1 January 2019 – 31 December 2021 (Pre-scheme)

- Pedal cycles – 0 fatal, 1 serious, 17 slight = 18 total
- Powered two-wheelers - 0 fatal, 0 serious = 12 slight, 12 total
- Pedestrians – 1 fatal, 1 serious, 6 slight = 8 total

- All casualties – 1 fatal, 2 serious, 35 slight = 38 total

21. Provisional collision data available for the eight months (January to August 2022) since the introduction of the scheme has also been reviewed (see Appendix 3).

22. A summary of the key findings is provided below:

King Street collisions 1 January – 31 August 2022 (Post scheme)

- Pedal cycles – 0 fatal, 3 serious, 10 slight = 13 total
- Powered two-wheelers - 0 fatal, 0 serious, 6 slight = 6 total
- Pedestrians – 0 fatal, 2 serious, 2 slight = 4 total
- All casualties – 0 fatal, 5 serious, 18 slight = 23 total

23. It is important to note that because a comparable sample of data is not available since the introduction of the scheme, it is not possible to directly attribute any possible trends observed solely to the scheme.

24. With the introduction of schemes such as the SCP that significantly change the way a road is used it is anticipated that there will be a period within the first three to six months where the impact on traffic will be greatest, and this would be expected to level out once the scheme has bedded in.

25. From review of the collision data since the introduction of the scheme, some themes have been observed. The collisions along King Street between January to August 2022 appear to be more tightly grouped (images 1 and 2 in Appendix 3), when compared to the recorded collisions between 2019 to 2021. This suggests that there are specific issues which have likely led to the collisions observed.

Junction analysis

26. There has been a notable change in the profile of collisions at some key junctions along King Street. The scheme pre collision data showed a high grouping of collisions at the junction of King Street and Studland Street (image 1 in Appendix 3), while the scheme post collision data shows that there has been a reduction of collisions at this specific location.

27. In contrast the scheme post collision data shows there has been an increased grouping of collisions between the junctions of Rivercourt Road and Weltje Road with King Street, and between the junctions of Leamore Street and Cambridge Grove with King Street.

28. Junction analysis at other key locations along King Street will also be carried to identify any road danger related issues to be addressed.

29. While there is insufficient data to solely attribute any of the changes observed in the profile of collisions along King Street with the introduction of the scheme, the council has identified specific characteristics at the junctions of Weltje Road and

Rivercourt Road with King Street and is preparing to implement measures to reduce conflict between different road user groups at these locations, which are outlined below.

Rivercourt Road and Weltje Road measures

30. The following measures are being considered to address safety concerns and issues raised through collision data analysis and engagement, and are subject to further investigation, road safety audit and discussion with TfL and other key stakeholders:

- Narrowing the junctions of Rivercourt Road and Weltje Road and implementation of crossing changes. Review measures that will reduce entry and exit speeds and increase awareness for drivers.
- Introduction of access restriction to reduce traffic volumes from Rivercourt and Weltje Road, but enabling two way traffic flow to maintain accessibility.
- Possible changes to bus stop near to the junction of Rivercourt Road to improve sight lines.
- Surveys to consider the impact of trees on visibility and sight lines.
- Introduction of new controlled crossings on King Street near to Rivercourt and Weltje Roads.
- General decluttering to improve visibility to and from side roads.
- Resurfacing and relining of side roads.

Parking

31. Since the introduction of the interim SCP, the parking policy team have received correspondence from residents and businesses raising concerns about the lack of available loading space for businesses. Although dedicated loading provision has always been limited on King St, businesses were previously able to load and unload during off peak times on yellow lines. Businesses now share limited places for loading at adjoining junctions which often results in inconsiderate parking and congestion at these junctions.

32. Further consideration should be given to how the Council enforces against vehicles parking adjacent to the cycle lane, but not on the yellow lines within the cycle lane. Previously, yellow line and loading restrictions extended from the kerb-line to the centre line of the carriageway, however the cycle lane segregates the vehicle from the kerb and the associated waiting and loading restrictions which could lead to PCNs being challenged.

33. If the scheme is made permanent, a full review of loading facilities on the high streets where the cycle routes were introduced will be carried out to ensure junctions are kept safe and adequate loading space is made available to ensure businesses can operate safely.

34. Engagement with disabled residents through the DRT has identified a perception that there is a lack of blue badge parking spaces in the area surrounding King Street that provide easy access to facilities. A review of Blue Badge parking will

be undertaken in consultation with disabled stakeholders. This is also referenced under the options to be considered and as recommended to the council in Appendix 4.

Journey Times

- 35. During the development and design stages of the interim scheme H&F worked with TfL to maximise the space available for traffic passing bus stops wherever possible.
- 36. TfL analysis on bus journey times and general traffic indicates that neither has been severely impacted by the introduction of the new cycle lane, although some delays have been observed.
- 37. The data indicates that major Highways works carried out on the A4 Hogarth roundabout for four months, and at various sites along King Street (such as the Civic Campus), the impact of works further westwards along Chiswick High Street, collectively had a major impact on all traffic movement in the area. This was exacerbated due to the use of apps aimed at sending traffic away from congested sections of the network. (Source TfL Cycleway 9 Scheme Performance Information).

TfL Bus Journey Times post scheme implementation

- 38. TfL analysis of Bus Journey Times indicates that unrelated construction and maintenance of key roads along and adjoining the route increased journey times. Overall, there have been delays of between 2-4 minutes for all traffic as a result of the construction and other works in the area.
- 39. Major construction and regeneration work along King Street related to the Civic Campus and the construction of the Goldhawk Road and Chiswick High Road sections reduced the capacity of all the roads connecting to King Street, and this resulted in congestion and delays. After construction additional major works on the A4 also contributed to delays as motorists using navigation software were directed along King Street.

Equalities Implications

- 40. An Equalities Impact Assessment (EQIA) has been produced and updated through the life of the scheme. Opportunities for mitigation of negative impacts have been identified and actioned and further improvements to infrastructure assessed and taken forward. An updated EQIA is attached in Appendix 5.

Risk Management Implications

- 41. The overall scheme has several risks associated with funding and operations that will require ongoing monitoring and managing, while improvements identified through the consultation and engagement period are implemented.
- 42. The scheme contributes to the safety and health and wellbeing of residents and is in line with the council's objective of rising to the climate change crisis.

43. The need to ensure that the permanent scheme and the public realm improvements associated with a permanent scheme continues to be the priority including the commitment to coproduction and to achieve objectives for cycling, walking or public realm.

Implications completed by: David Hughes, Director of Audit, Fraud, Risk and Insurance, 14 January 2023

Climate and Ecological Emergency Implications

44. The SCP along King Street is considered to make a positive contribution towards tackling the Climate and Ecological Emergency and meeting the aims of the Councils Climate and Ecology Strategy, due to an expected reduction in traffic volumes, enabling modal shift to sustainable forms of transport, resulting in long term improvements to air quality.
45. Introducing a cycleway scheme enables the realisation of longer-term aspirations of reallocating road space for greening, biodiversity, and flood alleviation measures.
46. The route also includes new cycle parking at key locations and therefore enabling onward journeys by sustainable transport. The segregated route enables alternative vehicles such as cargo bikes to be safely used to deliver goods, therefore supporting sustainable freight and delivery options in the area.
47. Several aims of the climate action plan are achieved through the scheme including reducing polluting car journeys, supporting people to use active travel and maintaining accessibility by foot, bike or public transport.
48. The scheme has reallocated road space and aims to increase total green space, by the future planting of more trees, providing parklets and incorporating Sustainable Drainage Systems (SUDs) within the public realm and road space.
49. The scheme also encourages the topical dialogue around travel behaviour, travel demand, greener, biodiverse and more ecologically responsible public spaces and streets.

Implications verified by: Hinesh Mehta, Head of Climate Change, 14 January 2023

Consultation

50. Experimental Traffic Regulation Order (ETO) are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984. An ETO can stay in force for a maximum of 18 months. Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary.
51. The interim cycle scheme was designed to facilitate emergency services to utilise the cycle lane width if the need arose to pass stationary traffic along the narrow section of King Street near to Lyric Square. This has occurred on a few

occasions over the last year and will be reviewed during bi-monthly traffic liaison meetings.

52. Feedback on the scheme have been gathered since the ETO came into force in December 2021. In addition to the statutory requirements, in October 2022 H&F launched a public consultation campaign inviting feedback on the scheme via an online survey. A table containing all the comments received and responses provided to issues raised has been provided in Appendix 2 and a summary analysis on the consultation and feedback is provided below.

Summary of Consultation and Engagement

Online survey and feedback

53. The survey consisted of eight questions where the views and comments of residents and businesses were collected. 798 responses were received in total - 737 via the ETO consultation. Additional correspondence was received during the life of the order. Additional correspondence was sought from all stakeholders such as parents' groups and business.

54. Results from the online survey as summarised:

- 199 (27%) of respondents were from the postcode area W6, which is along the cycle route.
- The responses indicated that 45% of respondents were residents who cycled and 11% preferred the motor car.
- 52% of respondents said the scheme had a positive impact on the area, and 45% said the scheme had a negative impact on the area.
- 89% of cyclists said the scheme had a positive impact on the area
- 92% of car users said the scheme had a negative impact on the area.

55. The themes emerging have been considered and detailed in the following table:

| Themes | Consideration and improvements to be implemented |
|-----------------------------------|--|
| Visibility and signage | <ul style="list-style-type: none">• Increase visibility of the cycle path by adding additional signage and surface markings on the cycle track and road surface. |
| Upgrade infrastructure | <ul style="list-style-type: none">• Improve junction visibility by adding new surface dressing and/or new kerbing.• Add new seating, planting and green infrastructure along the route.• Add new cycle parking spaces along the route. |
| Congestion and emergency services | <ul style="list-style-type: none">• Continue traffic liaison meeting with emergency services to explore further improvements to facilitate movements along the corridor and/or alternative routing. |

| | |
|---|--|
| Safety at Rivercourt Road and Weltje Road junctions | <ul style="list-style-type: none"> • Introduce a new zebra crossing on King Street near the Weltje Road junction to create safe crossing for students and residents. • Progress measures in conjunction with local stakeholders to improve traffic management on Rivercourt Road and Weltje Road, including traffic reduction measures to improve safety in the area, traffic access restrictions and changes from one-way to two-way traffic flow whilst maintaining access and servicing for properties. |
| Deliveries to businesses | <ul style="list-style-type: none"> • Review loading facilities to ensure junctions are kept safe and adequate loading space is available for businesses to operate safely. |

Survey responses from people who identified as having a disability

56. Of the survey respondents who identified as having a disability:

- 36% use public transport.
- 29% use a car.
- 22% cycle.
- 68% of people with a disability said that the scheme had a negative impact on the area.

57. From the survey results analysed and the 72 respondents who indicated they have a disability, the following themes were extracted:

- Cycling has become much safer, and it is easier to visit shops, hospitals and other facilities. More residents are now shopping locally, and the cycle lane has improved journeys into the area. Some of the disabled residents found this had a positive impact on health and wellbeing and the area.
- Concerns were raised about bus stops bypasses. Some respondents said it is now confusing and dangerous to navigate to the pavement for those with disabilities and mobility issues. In addition, some respondents felt unsafe when crossing because cyclists sometimes do not stop at crossings.
- There were suggestions to improve signage and implement white line markings to remind all road users of the 2-way cycle lane and to not park in cycle lanes.
- Comments were made about removing the 2-way cycle lane and having the cycle lane in the same direction as traffic.

58. Opportunities were provided by way of open questions with free text boxes for responders to write and comment on the scheme. H&F were open to receiving feedback via any media or format that respondents wished to submit.

59. H&F worked with the DRT to ensure that the consultation was accessible to as many people living with disabilities as possible.

Engagement with disabled stakeholders

60. The council carried out engagement with the DRT to inform how accessibility can be improved should the cycleway be made permanent. The engagement included site visits and workshops, facilitated by independent accessibility consultants, with the DRT, residents and visitors to King Street who are living with disabilities.

61. Engagement with disabled user groups and stakeholders has established that their experience of using the public realm on King Street since the introduction of the SCP has not always been positive and that the DRT do not support some elements of the scheme. A report detailing site visits, working group activities and recommendations can be found as Appendix 4.

62. The main points raised from the report are summarised below:

- Participants felt that crossings along Kings Street are dangerous and inaccessible, and most staggered crossings are confusing for visually impaired people.
- Bus stop bypasses along King Street were often seen as inaccessible due to issues such as difficult seating, poor lighting, confusion with redundant bus stops, lack of space for wheelchairs/mobility scooters on the bypass islands, crossings not aligned with the bus doors, and a lack of audio messaging/announcements.
- The cycleway was found by participants as difficult to distinguish. The wands marking the lane are either black or white, which can blend in with the surrounding pavement and road. Additionally, the paving and kerbs at some points along King Street are not raised high enough to clearly distinguish between the Cycleway and the rest of the road. These factors contribute to a lack of clarity for individuals using the pavement around the cycleway.
- Attendees stated that cyclists need to be better regulated as cyclists often go at fast speeds, fail to stop for pedestrians and have been known to collide with pedestrians on occasion.

LIST OF APPENDICES

Appendix 1 - Summary of online survey responses

Appendix 2 - Feedback and responses from online survey - Exempt

Appendix 3 - Collision data

Appendix 4 - Accessibility Engagement and Recommendations

Appendix 5 - EQIA