

# The Royal Borough of Kensington and Chelsea

## EXECUTIVE DECISION

### Report Title: Pedestrian Improvements at Traffic Signals - Kings Road / Beaufort Street

**Date: 5 January 2026**

|                       |   |
|-----------------------|---|
| Decision Maker:       | Beau Stanford-Francis, Executive Director of Environment and Neighbourhoods |
| Reporting Officer:    | Mark Chetwynd, Head of Transportation and Highways                          |
| Executive Decision    | ED5012743   |
| Access to information | Public (Part A)   |
| Wards:                | Stanley, Chelsea Riverside  |

#### **1. EXECUTIVE SUMMARY**

- 1.1 The Council recently consulted on pedestrian 'green man' signal improvements at the junction of Kings Road and Beaufort Street. This decision report considers the consultation results to inform whether to proceed to detailed design and construction.

#### **2. RECOMMENDATIONS**

- 2.1 The Executive Director is recommended to:
- i) Grant design approval to the scheme illustrated as Appendix 1 to this report.
  - ii) Award contracts to TfL Traffic Systems and to FM Conway for the scheme's design and construction, at an estimated total cost of £350k, funded by:
    - a) £45k Local Implementation Plan grant from Transport for London.
    - b) £183k from the existing RBKC capital programme Highway Improvement allocation.
    - c) £122k from the existing RBKC capital programme Green Fund allocation.

#### **3. REASONS FOR DECISION**

- 3.1 From 29 September to 9 November 2025, the Council consulted on proposals designed to improve safety at the junction of King's Road and Beaufort Street.

- 3.2 After consultation, a decision is required on whether to proceed with designing and constructing the proposed improvements.

#### **4. BACKGROUND**

- 4.1 Enabling more journeys on foot is one of the Council's key objectives and helping to make it easier and safer for pedestrians to cross the road is an important part of meeting that objective. Officers have reviewed the traffic signal-controlled junctions in the borough and identified the sites where there are no pedestrian green man facilities on any arms of the junction, or where there is only one approach that has green man facilities.
- 4.2 The junction of King's Road / Beaufort Street is one of the sites where only one of four approaches has a signal-controlled pedestrian crossing (in this case the eastern arm of King's Road) and has been prioritised for additional controlled pedestrian crossings due to the poor safety record at the junction. It regularly features amongst the borough-managed junctions with the most injury collisions.
- 4.3 Over the five-year period from January 2020 there have been 25 injuries reported from 24 collisions. Nineteen of those injured were vulnerable road users, which included one seriously injured pedestrian, four seriously injured cyclists and two seriously injured motorcyclists.
- 4.4 Officers previously consulted on introducing controlled pedestrian crossings here and at two other junctions in November 2020. Changes at Old Brompton Road / Drayton Gardens / Bina Gardens and Fulham Road / Drayton Gardens / Beaufort Street were carried out, but the proposals at King's Road / Beaufort Street were not supported during the consultation due to a proposed left turn prohibition from King's Road (heading eastbound) into Beaufort Street (heading northbound). These latest proposals do not introduce any new prohibited turns, though the existing ones will be retained.
- 4.5 Prior to and following the previous consultation, officers have received numerous requests from residents for better and additional pedestrian facilities at the King's Road / Beaufort Street junction.

#### **5. OPTIONS, ANALYSIS AND PROPOSALS**

- 5.1 Plans showing the proposals, as consulted upon, are included in Appendix One.
- 5.2 There have not been any changes to the design proposals following comments during the public consultation.
- 5.3 Officers are proposing to:
- (i) Remove the staggered pedestrian crossing on the eastern arm of the junction and replace it with new, straight-across, signal-controlled pedestrian crossings over all four arms of the junction.

- (ii) Widen the footways slightly on the eastern side of Beaufort Street, to give pedestrians waiting to cross more space.
  - (iii) Amend the allocation of the traffic lanes on the western arm so the offside lane is only for traffic turning right (southbound towards Battersea Bridge). The nearside lane will remain as it is currently marked, for traffic turning left or travelling ahead (eastbound along King's Road).
- 5.4 As mentioned in section 4, previous pedestrian improvement design options proposed at this junction have been rejected by residents and users. This latest design development only considered a design with an 'all-red' pedestrian stage, to avoid the need to introduce any further banned turns.
- 5.5 The initial design has undergone a Stage 1 Road Safety Audit. No issues were raised which could prevent the scheme from proceeding and the minor issues that were raised will be addressed at detailed design stage. A Stage 2 Road Safety Audit will be carried out on the detailed design package.
- 5.6 Appendix Two sets out the main themes of the feedback received through the public consultation and officers' responses to that feedback.
- 5.7 This decision report considers two options for this scheme:

#### **Option 1 – Proceed with the scheme**

- 5.8 This option would mean that the Council proceeds with the changes upon which it consulted. **This is the recommended option.** Whilst the introduction of an "all-red" stage to the traffic signals will lead to vehicles spending more time in traffic queues at busier times of the day, TfL's independent analysis forecasts that the consequential delays are not unacceptable bearing in mind the wider road network constraints and the degree to which pedestrians would benefit from the "all-red" stage.

#### **Option 2 – 'Do nothing'**

- 5.9 The Council could opt not to make any changes at this junction. Whilst a minority of respondents feel that the proposed changes are not required, or will have a negative impact, given the collision history of the junction, and level of support from the local community for the proposed scheme, and the benefits to improving pedestrian links, officers do not recommend this option.

## **6. CONSULTATION AND COMMUNITY ENGAGEMENT**

- 6.1 From 29 September to 9 November 2025, the Council undertook non-statutory public consultation on the proposed changes to the junctions.
- 6.2 Properties living near the junction (c. 5,200 households and businesses) received letters linking to the consultation on the Council's Consultation and Engagement hub.

- 6.3 Street notices linking to the consultation webpage were fixed to lamp columns on all four arms of the junction. A social media post was placed on 'Next Door' to remind people of the closing date.
- 6.4 Local ward councillors, residents' associations and community groups and key stakeholders such as the emergency services, utility companies, refuse collection teams and neighbouring boroughs were made aware of the consultation by email.
- 6.5 The Police responded with a query asking for confirmation of the proposed positions for the signal posts, considering some are currently mounted on islands which are being removed. The council provided an outline plan of where the signal heads may be positioned, but as the traffic signal design will be carried out by Transport for London (TfL), it is too early to confirm the exact positions of the posts until detailed design is undertaken.
- 6.6 As the operator of all traffic signals in London, TfL have been consulted. They have reviewed and approved the Council's proposals in a Scheme Impact Report.
- 6.7 The Police also noted that the proposed tactile paving is not in accordance with the latest Guidance on the Use of Tactile Paving. The Council confirmed that the layout of the tactile paving will conform with the guidance (the paving will include a 'stem'), but the material will be the same as the surrounding footway with the stone selected to provide a tonal contrast (rather than red) as defined in the Council's Streetscape Policy.
- 6.8 There were 153 responses to the consultation, with 151 responses submitted via the online portal and two by email. The responses can be found in full in Appendix Three.
- 6.9 The changes were fully supported 127 responses (83 per cent), 15 (10 per cent) supported in part and 10 (7 per cent) objected to the scheme. One of the respondents had no opinion on the proposals.
- 6.10 Table one shows the responses received by postcode area. Most responses were from residents of the borough.

**Table 1 Responses by postcode area**

| Postcode Area | Yes | Yes in part | No | No opinion |
|---------------|-----|-------------|----|------------|
| <b>SW10</b>   | 42  | 8           | 4  |            |
| <b>SW11</b>   | 3   |             |    |            |
| <b>SW1X</b>   | 1   |             |    |            |
| <b>SW3</b>    | 65  | 7           | 5  | 1          |
| <b>SW5</b>    | 1   |             | 1  |            |
| <b>SW7</b>    | 5   |             |    |            |
| <b>W10</b>    | 1   |             |    |            |

| Postcode Area | Yes        | Yes in part | No        | No opinion |
|---------------|------------|-------------|-----------|------------|
| W11           | 2          |             |           |            |
| W8            | 1          |             |           |            |
| Other         | 6          |             |           |            |
| <b>TOTAL</b>  | <b>127</b> | <b>15</b>   | <b>10</b> | <b>1</b>   |

- 6.11 Two of the respondents to the online survey listed residents' associations under the 'organisation' entry of the survey, however it was not clear in the response text that the respondents were replying on behalf of the organisation. It has been assumed that the responses are from an individual rather than on behalf of the organisation. One supported the proposals, and one supported them in part. The organisations listed were:
- (i) Mallord Street Residents' Association
  - (ii) Cheltenham Terrace Residents Association ("CTRA")
- 6.12 Not every respondent to the survey submitted a comment but of those who did, the main comments in support of the changes to the junction were:
- (i) That the existing junction is dangerous for pedestrians and changes are overdue (63 respondents); and
  - (ii) The changes will make it safer or easier for pedestrians to cross the road at the junction (41 respondents).
- 6.13 A summary of the main reasons for objecting to the proposals, as well as their frequency, are set out in Appendix two, with officer responses to the issues raised provided. Some of the objectors cited more than one reason for objecting. Figures in brackets denote the number of comments made by those who did not object to the proposal but did raise that particular issue.

## **7. LEGAL IMPLICATIONS**

- 7.1 The Royal Borough of Kensington and Chelsea are the highway authority for the sections of King's Road and Beaufort Street by this junction. Transport for London manages and maintain the traffic signal infrastructure and timings at this site.
- 7.2 Subject to the above, the proposed highway improvements can be carried out in accordance with Part V of the Highways Act 1980 and any changes to any existing Traffic Management Orders would be subject to the procedural requirements set out in the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Decisions in this regard are delegated to the Director of Highway and Regulatory Services.

- 7.3 The Council has had regard to its duties contained in section 122 of the Road Traffic Regulation Act 1984 as well as section 16 of the Traffic Management Act 2004.
- 7.4 The Council has also had regard to its public sector equality duty contained in section 149 of the Equality At 2010 as well as having regard to its obligations under the European Convention of Human Rights as it has effect under the Human Rights Act 1998.
- 7.5 Legal Services has reviewed this report.

## **8. SAFETY AND OTHER RISK CONSIDERATIONS**

- 8.1 A Health & Safety Impact Assessment has been completed and is enclosed as Appendix Four. The proposals are largely considered neutral in terms of safety, with some anticipated positive outcomes for road safety relating to children.

## **9. FINANCIAL, PROPERTY AND ANY OTHER RESOURCES IMPLICATIONS**

- 9.1 The scheme is estimated to cost a total of £350k, with expenditure spanning the final quarter of the 2025/26 financial year and the first quarter of 2026/27.
- 9.2 In 2025/26, £45k of the cost would be fully funded by Transport for London (TfL) through the Local Implementation Plan (LIP). The remaining £305k, forecast for 2026/27, would be budgeted from existing capital programmes; Green Fund (£122k) and the Council's Highways Improvements Schemes (£183k).
- 9.3 Table two shows the breakdown of the estimated scheme delivery costs, the funding source and which year it will be spent.

**Table 2 Scheme Cost Estimate and funding source.**

| Activity                    | 2025/26 | 2026/27 | Funding Source/Budget                                   |
|-----------------------------|---------|---------|---|
| Detail Design               | £30k    |         | LIP (TfL)   |
| Traffic Signal Design       | £15k    |         | LIP (TfL)   |
| Traffic Signal Installation |         | £59k    | Green Fund  |
| Road construction works     |         | £200k   | Green Fund (£63k) / Highway Improvement Schemes (£137k) |
| Sub-total                   | £45k    | £259k   |   |
| Contingency (15 per cent)   |         | £46k    | Highway Improvement Schemes                             |

| Activity | 2025/26 | 2026/27 | Funding Source/Budget |
|----------|---------|---------|-----------------------|
| Total    | £45k    | £305k   |                       |

- 9.4 Following completion, the scheme is not expected to result in any meaningful change in maintenance costs. Any ongoing revenue requirements will continue to be covered through existing Highways Maintenance revenue budgets and the annual maintenance payment to TfL for the traffic signals in the borough paid for from the Transportation and Highway budget.

## **10. ENVIRONMENTAL IMPLICATIONS**

- 10.1 Whilst stop-start technology and electric powered vehicles will reduce the effect, an all-red stage at the traffic signals will result in vehicles idling longer in traffic queues. A “green man” facility at this junction would be expected to encourage more journeys to be made on foot.

## **11. EQUALITIES IMPACT ASSESSMENT AND IMPLICATIONS**

12. An Equalities Impact Assessment has been completed and is enclosed as Appendix Five. The proposals are considered positive in their impact on the protected characteristics of Age, Disability and Pregnancy and Maternity. All other characteristic impacts are considered neutral.

## **13. HUMAN RESOURCES IMPLICATIONS**

- 13.1 None.

## **14. OTHER KEY CONSIDERATIONS**

- 14.1 None.

## **15. APPENDICES**

- 15.1 Appendix One – Proposed Scheme Designs
- 15.2 Appendix Two – Summary of Objections and Officer Responses
- 15.3 Appendix Three – Responses and comments received to the ‘Do you Support the Scheme’ survey question
- 15.4 Appendix Four – Safety Impact Assessment
- 15.5 Appendix Five – Equalities Impact Assessment

## **16. SUPPORTING AND BACKGROUND DOCUMENTS**

- 16.1 [King's Road junction with Beaufort Street consultation link](#) (or on request from [traffic@rbkc.gov.uk](mailto:traffic@rbkc.gov.uk))

**Mark Chetwynd**

## **Head of Transportation and Highways**

Contact officer: Allan Evans, Senior Traffic Engineer, [traffic@RBKC.gov.uk](mailto:traffic@RBKC.gov.uk)

### **Mandatory clearance process**

Cleared by Corporate Finance (NT)

Cleared by Legal Services (LLM)

Cleared on behalf of Director of Communications and Public Affairs (NT)

King's Road/ Beaufort Street  
Junction & Crossing Improvements

14. Southbound right turn ban to be retained

13. New 'straight across' green man crossing to be provided

12. Existing Yellow Box Junction to be retained

11. Existing islands and crossing to be removed and replaced with new 'straight across' green man crossing

10. New Advanced Stop Line to help people cycling

1. Pavement to be widened

2. New all round signal controlled crossings

3. Westbound right turn ban to be retained

4. New Advanced Stop Line to help people cycling

5. Existing staggered crossing and island to be removed and replaced with new 'straight across' green man crossing and smaller island

6. Existing islands and crossing to be removed and replaced with new 'straight across' green man crossings

7. Pavement to be widened

8. New all round signal controlled crossings

9. Outside lane to become right turn only

KEY

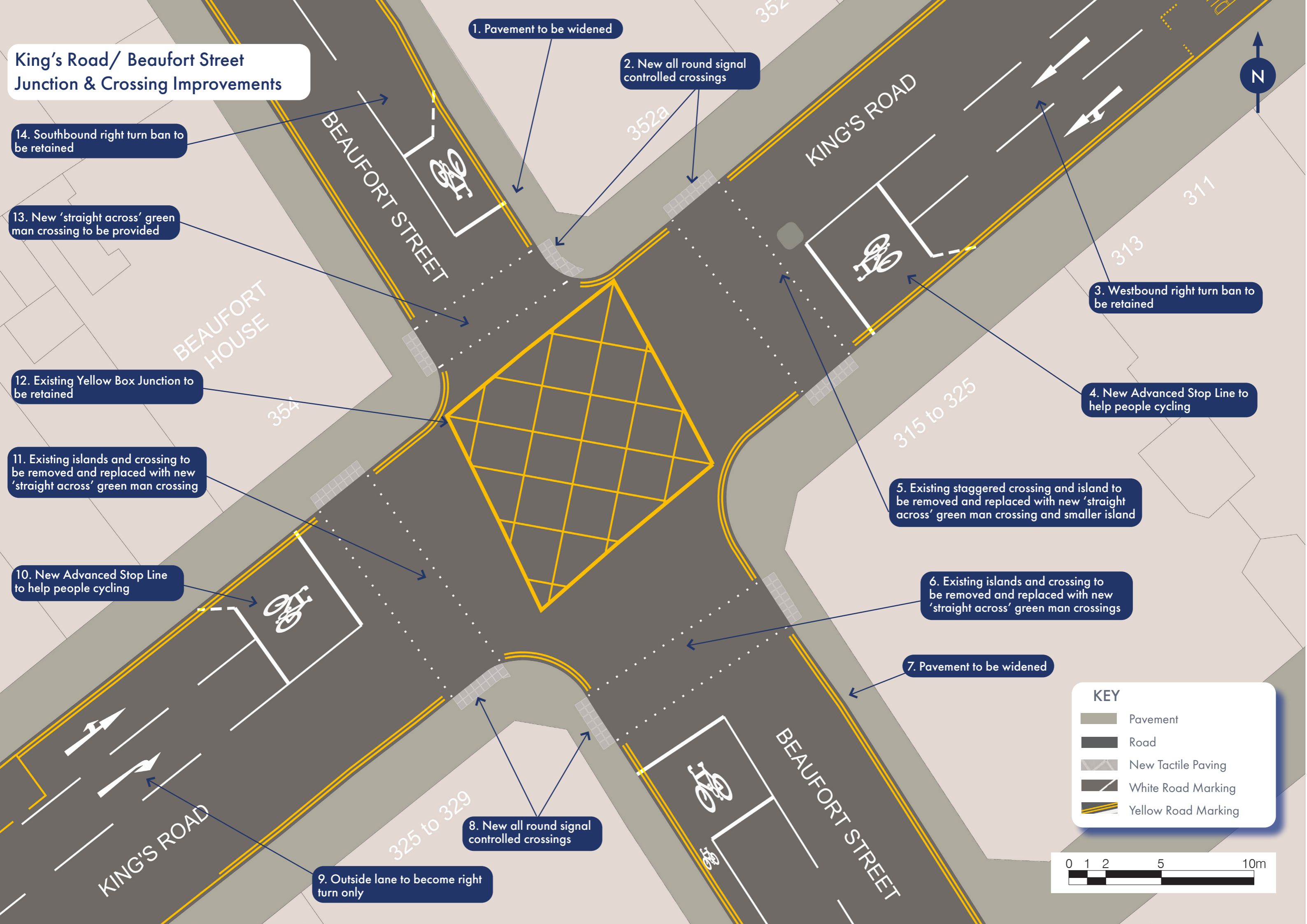
Pavement

Road

New Tactile Paving

White Road Marking

Yellow Road Marking



## Appendix Two: Summary of Objections and Officer Responses

*Note: The quantity column shows the number of respondents who raised the objection. If the quantity is shown in brackets, it denotes those who supported the proposals or supported them in part but still raised the comment.*

| Summary of Objections  |   | Qty.  |
|--|---|-------|
| 1.   | The changes will increase traffic congestion at the junction.   | 9 (4) |
| <p>The design team has carried out careful traffic modelling of the traffic capacity impact of an all-round pedestrian stage at the junction. This traffic modelling has shown that increasing the cycle time of the signals will actually improve the capacity of the junction compared to the existing scenario, even after the introduction of an “all red” phase for motor traffic. The disadvantage of the increased cycle time is that traffic will have to wait slightly longer between each green signal, which means the queues may be slightly longer at the junction, though the queues ought to clear each cycle, assuming there is no blocking back from other junctions.</p> <p>As noted in several responses, southbound traffic does block back from Battersea Bridge, reducing the number of vehicles that can move through the King’s Road junction, especially with the recent road works around Battersea Bridge. Transport for London have completed their works and are in the process of optimising the signal timings at the junctions south of King’s Road, so there may be improvement in the level of downstream congestion. The introduction of the all-round pedestrian stage should have no impact on the downstream congestion. Indeed, by creating a period in each signal cycle when no traffic may enter the southern arm of Beaufort Street, the new pedestrian crossing phase will allow for some of the downstream queue to clear each cycle.</p> <p>Compared to the current cycle time for the eastern arm crossing, pedestrians will also have a slightly longer wait for the ‘green man’ to appear because of the increased cycle time. However, they will be able to cross the road in one go, rather than in two sections when using the staggered crossing.</p> |   |       |
| 2.   | The changes are a waste of money (or not required) and the money should be spent elsewhere.                                   | 4     |
| <p>Officers consider that the site’s poor safety record, the long history of requests for crossings, and the very positive consultation responses, suggest that the changes are required and are an appropriate use of the Council and TfL highway budgets available.</p>  |   |       |
| 3.   | The changes will cause disruption and noise during construction and there have been too many road works in the area recently. | 3     |
| <p>There will inevitably be some disruption and noise during the construction work but this will be managed to ensure that the impact on road users, local residents and businesses is kept to a minimum. We have experienced officers and contractors who have delivered similar schemes elsewhere in the borough.</p>  |   |       |

|  |   |       |
|--|---|-------|
| 4.   | The changes will delay buses because they will result in more congestion.   | 3     |
| <p>See response to item 1.</p> <p>The impact on buses has been modelled as part of the general traffic and no additional mitigation measures are proposed for buses. TfL have reviewed the proposed traffic modelling for the junction and given their approval to the scheme. Their 'scheme impact report' notes that buses and general traffic "will see increased cycle time, therefore wait time/delay, but the junction will operate at reduced degrees of saturation..."</p>   |   |       |
| 5.   | The problem with the junction is poor behaviour by cyclists and the Council should address that instead.                          | 2 (7) |
| <p>The Council has no powers to enforce against anti-social cycling or red light jumping, so it is considered to be outside the scope of this consultation. It is true that some cyclists (and some other road users) do not stop at red lights and pedestrians should always take care when crossing the road, even when the green man signal is lit. It is clear that most consultees felt that the pedestrian signals will bring benefits.</p>  |   |       |
| 6.   | The changes will result in more congestion which will increase pollution from emissions and noise.                                | 2 (1) |
| <p>See response to item 1.</p>   |   |       |
| 7.   | An extra crossing is only required on the north side of the junction (on Beaufort Street).  | 1     |
| <p>Pedestrian crossing surveys at the junction show the southern arm of the junction has the greatest number of pedestrian crossing movements, but all arms have significant numbers of pedestrians crossing. Officers' opinion is that providing pedestrian crossings on all arms of the junction gives the greatest improvement for pedestrian level of service at the junction.</p>   |   |       |
| 8.   | No evidence has been provided to indicate that the collision injuries at the junction relate to the lack of pedestrian crossings. | 1     |
| <p>There were 19 collisions that resulted in injuries to vulnerable road users, of whom two were pedestrians (one seriously injured), nine were cyclists (four seriously injured) and eight were motorcyclists (two seriously injured). While the majority of the people seriously injured were not pedestrians, and it is impossible to know whether those pedestrian casualties would have happened had there been pedestrian crossings available, it is still a priority of the Council to make walking journeys easier and safer, which the introduction of signalised pedestrian crossings will do.</p> |   |       |

|   |   |             |
|---|---|-------------|
| 9.  | The length of time that pedestrians will need to wait to cross the road will be too long, which is the case at the recently installed crossings at Fulham Road / Beaufort Street. | 1           |
| <p>The cycle time at the junction is currently 80 seconds in the AM peak and 88 seconds in the PM peak. Traffic modelling indicates this will need to increase to 96 seconds. Pedestrians crossing at the staggered crossing on King's Road, could currently wait for two cycles to cross the entire width of King's Road, whereas the future scheme (which proposes straight across crossings) will allow pedestrians to cross in one go, so the maximum wait for pedestrians will be one cycle, which is an improvement on the current layout. Fulham Road / Beaufort Street junction operates a 96 second cycle time, so the pedestrian wait time at King's Road / Beaufort Street will be similar to Fulham Road / Beaufort Street. The council has not received any other complaints regarding pedestrian wait times at Fulham Road / Beaufort Street.</p> |   |             |
| 10.   | The junction is dangerous for cyclists because of the traffic congestion and it will become more dangerous with increased congestion from the changes.                            | 1           |
| <p>The scheme is primarily a pedestrian improvement scheme, though advance cycle stop lines have been proposed to help cyclists on King's Road wait ahead of the general traffic. The capacity of the junction would have been reduced below an acceptable level if low level cycle signal with an early release were included as part of these proposals. The traffic modelling indicates that with the increased cycle time, the congestion at the junction should not increase above current levels.</p>   |   |             |
| <b>Summary of comments from supported or supported in part replies (that were raised by more than one person)</b>   |   | <b>Qty.</b> |
| 11.   | Add cameras to enforce the yellow box and banned turning movements.   | 0 (5)       |
| <p>Enforcement cameras are outside of the scope of this consultation, but the Council recently began enforcing the yellow box junction.</p>   |   |             |
| 12.   | Large vehicles currently overrun the footways when they turn. Will this be addressed?   | 0 (3)       |
| <p>Vehicle swept path computer analysis has been carried out as part of the design process. The analysis shows that the proposed removal of the central islands will make it easier for large vehicles to negotiate their turning movements at the junction.</p>  |   |             |
| 13.   | Install low level cycle signals with an early start for cyclists.   | 0 (3)       |
| <p>See response to item 10.</p>   |   |             |
| 14.   | The short bus lane between Limerston St and Beaufort Street and the proximity of the bus stop to the junction add to congestion at the junction.                                  | 0 (2)       |
| <p>Removal of the bus lane is outside the scope of this consultation.</p>   |   |             |

## **Appendix Three: Survey Responses**

### **Objection - One**

It's fine. Please stop spending money when it really isn't justified.

### **Objection - Two**

Cyclists as usual have priority and are pandered to: New Advanced Stop Line to help people cycling. They are predominantly male, aggressive and a menace to other road users including pedestrians. The Council does not enforce speed restrictions on them, and takes no action to prevent them from cycling illegally on pavements. The proposed changes would mean that they would use the pedestrian crossings and terrorise pedestrians. The existing raised steps and islands protect pedestrians from them. The proposed changes would cause even more traffic delays and congestion. The roadworks would probably take over a year. What is the cost? Who benefits? The Conway company?

### **Objection - Three**

will restrict east bound traffic up kings road slow movement of cars and add to pollution

### **Objection - Four**

I think the only thing necessary is a traffic light for pedestrians crossing Beaufort street in the north side of the junction. The other changes are superfluous and will create even more traffic queues.

### **Objection - Five**

Yet again the motorists are not shown any consideration. This will inevitably slow the traffic down and create even greater jams than the ones already exist. This will create yet more pollution. Accidents mainly occur when pedestrians don't look where they are going. And I've lost count of how many cyclists ignore the traffic signals.

### **Objection - Six**

Every signalised pedestrian crossing which has been added in the borough has had a detrimental impact on traffic, such as the Fulham Road / Beaufort Street junction, which has caused jams down the Fulham road which had never been an issue before. There will likely be similar or worse effects from these works on traffic on the kings road since this is an even more congested junction.

### **Objection - Seven**

I use the buses the buses that run down Beaufort St to Battersea Bridge. The roadworks at the junction of the Embankment and Battersea Bridge and on the south side of the bridge have caused congestion, delay and anger for no appreciable improvement in safety. Indeed I'm sure it's more dangerous as all road users frustration is at breaking point. Now you propose to create more chaos at the Kings Rd / Beaufort St junction. Please give residents a break. No more unnecessary tinkering with these junctions.

Stop wasting our money on these unnecessary and disruptive schemes.

### **Objection - Eight**

I am writing to formally object to the proposed roadworks in Kings's Road x Beaufort Street. These works appear unnecessary and would create further disruption in an area that has already endured extensive roadwork activity for the past 12–18 months.

Traffic congestion is already severe, and additional works will only make the situation worse. Bus services have become increasingly unreliable as a result, and any further disruption will make public transport even less dependable. Noise levels are already high, and prolonged construction will make daily life unbearable for many residents, particularly those who work from home. Pedestrian safety will also be compromised during the works, as diversions and temporary access routes have historically been poorly managed.

From a cost–benefit perspective, the proposed alterations do not appear to offer any meaningful improvement that justifies the disruption, environmental impact, and financial cost involved. I do not believe that taxpayers' money—funded through council tax—should be spent on non-essential projects when the community is still recovering from previous works.

I urge the Council to cancel these proposed works entirely and reallocate the funds toward priorities that deliver measurable community benefit, such as tackling rising local crime or improving the reliability of public services.

### **Objection - Nine**

Very concerned about the appalling congestion already at this junction. The congestion itself causes a lot of the safety problems here. The pedestrian crossings will exacerbate the situation and make bus journeys longer.

As a cyclist I find the constant congestion here very dangerous and it puts me off cycling in this patch

The situation at Battersea Bridge has made things a million times worse.

No evidence to prove the KSIs mentioned are anything to do with the lack of a crossing here.

What is the Council doing to stop bully groups eg Better Streets RBKC from initiating support rallies from its relatively small support group/from people who don't use this junction to skew the results to support anything that one by one grinds RBKC to a halt?

I have little confidence in the Council actually listening to residents' concerns, these were ignored at the Kempsford Gardens zebra crossing consultation which is awful and very dangerous.

I'm very confused about why RBKC is rolling out so many unnecessary pedestrian crossings. You have £83m to save and my council tax is soaring whilst things like libraries are being cut.

Scrap these plans, they will exacerbate congestion and make things less safe.

NO to this

### **Objection - Ten**

Because this arrangement requires a stop of traffic on both Kings Road and Beaufort Street for pedestrians to cross, the wait for pedestrians will be so long, that most will attempt to cross without waiting for pedestrian phase, just as happens with the new arrangement at Fulham Road and Beaufort Street.

The 4 way stop will also cause even longer queues of traffic at this junction, again as seen at Fulham Road and Beaufort Street.

The present arrangement with its islands enabling pedestrians to cross Kings Road in two steps is preferable.

### **Support - One**

[No comment]

### **Support - Two**

This is absolutely required! We've been begging for this change for years. Extremely important for pedestrian safety. We have so many kids in the area crossing all the time to go to local nurseries and schools. Last week I witnessed a 3 year old boy nearly getting hit by the bus on the turn from Kings Road to Beaufort street. We also know that people were hurt on this crossing over years.

We are absolutely 100 percent behind this proposal.

### **Support - Three**

[No comment]

### **Support - Four**

This has been a troubling crossing for my years! It was always the most stressful part of my day with young children going to Kingsland nursery, with no alternative crossing available within miles. Please let me know if you need any further information.

### **Support - Five**

So dangerous with children and many schools / nurseries in the area

### **Support - Six**

[No comment]

### **Support - Seven**

Any idea to make these dangerous crossings around that intersection safer are not only welcomed but a necessity.

### **Support - Eight**

Please make this crossing safer for pedestrians

### **Support - Nine**

[No comment]

### **Support - Ten**

Absolutely needed. Would be safer. Especially given the school related traffic, ie children in the area.

### **Support - Eleven**

I myself had trouble in the past trying to cross that junction. It is a very good initiative

### **Support - Twelve**

These crossings are so incredibly dangerous at the moment - it is truly frightening to cross the road some days.

A dedicated pedestrian crossing controlled by lights is essential to improve safety across all four roads making up this junction.

Please also put in lights in the cycle lanes for bicycles and mopeds to obey (with cameras to catch offenders), as invariably the cyclists go through red lights at speed and add to the danger for pedestrians.

I hope these new crossings are installed as a matter of urgency. Thank you.

### **Support - Thirteen**

The junction is very dangerous and pedestrians need to be protected.

Older citizens and children are especially vulnerable when crossing any part of this junction.

Also the pavement on the corners is too narrow and buses often go on the pavement when turning.

### **Support - Fourteen**

[No comment]

### **Support - Fifteen**

I support this, I would also like to see an advance cycle traffic light as part of the proposal

### **Support - Sixteen**

Necessary change. The lack of a pedestrian crossing East - West and the confusion caused by the staggered North - South crossing is unsafe

### **Support - Seventeen**

Currently in super dangerous! I have seen few situations of people crossing and cars nearly crashing into them. Needs to be regulated with traffic lights as it's a place of a lot of people crossing with children as well as old people

Thanks

### **Support - Eighteen**

Yes, a huge and logical improvement. I walk with my young kids to and from school every day along the north side of kings road and this will make crossing Beaufort street significantly safer.

### **Support - Nineteen**

I support the proposal as I find it currently unsafe to cross the stress and I am a resident and pedestrian

### **Support - Twenty**

There has been so many close calls with pedestrians because there is no safe pedestrian crossing east west across beaufort street. I have lived in the immediate area of this crossing for 2 years.

I strongly support the design of bike part of crossing

### **Support - Twenty-one**

This is extremely hazardous for pedestrians crossing Beaufort st whilst waking on kings road .due to fact of irate motorists attempting to enter Beaufort street south bound .

As well as the proposals the council should work with Wandsworth to ensure traffic is moves a little quicker into battersea bridge road and further thereby removing some of the stress at this junction . Cameras should be placed to fine those who enter the yellow box and contravene

### **Support - Twenty-two**

wholeheartedly supportive

and how about the crossing between Kings Rd and Old Church Street?

### **Support - Twenty-three**

This crossing is unsafe and unacceptable. There is no obviously safe time to cross. I saw someone get hit there last week.

The families in this area are at risk.

Beaufort House hosts most childrens' parties, and as such many children have to cross here.

It must be changed

### **Support - Twenty-four**

Very welcome attention as it really is a life-endangering mission to cross Beaufort street at that junction as of now - and truly dangerous with young kids. Cars going on Beaufort street are taking that turn at FULL speed without looking and the only option is for walking people to run for their life to cross!

### **Support - Twenty-five**

So pleased the council is tackling this junction - and very supportive of the proposals.

### **Support - Twenty-six**

[No comment]

### **Support - Twenty-seven**

[No comment]

### **Support - Twenty-eight**

As a resident of Battersea who walks through Chelsea multiple times per week, I very much welcome these proposals. The intersection in question is extremely dangerous for pedestrians as it currently stands, and a dedicated pedestrian crossing light is long overdue. The same goes for multiple intersections in RBKC: it so often feels when walking through the borough that pedestrians are deprioritised vs. motorists. It is particularly stressful when moving around on foot with small children in tow, and given the huge number of enormous SUVs in the area. Please also consider measures to control the poor behaviour of so many e-bike users, who seem totally to disregard traffic lights. I have lost count of the number of close shaves my 4-year-old daughter and I have had as a result of aggressive and careless e-bike users running red lights. A pedestrian light is very welcome but is of no use if routinely ignored by reckless cyclists. Will it take a child being killed by an e-bike for action finally to be taken? Thank you for your consideration.

### **Support - Twenty-nine**

[No comment]

### **Support - Thirty**

This is badly needed. I have seen too many near misses especially with children and baby buggies! In addition from the south side you have busses turning regularly and these are quite dangerous.

### **Support - Thirty-one**

Pedestrian should be able to cross diagonally across the intersection's chevrons.

### **Support - Thirty-two**

I strongly support the proposal to add pedestrian crossings on all four arms of the King's Road / Beaufort Street junction. This junction is part of my daily route as a local parent, and at present it feels unsafe, particularly for families with young children. Having to judge crossings based on vehicle lights is confusing and risky.

The proposed all-arm crossings would significantly improve safety and confidence, especially given the number of nurseries and schools in the area. Many families use this junction every day, and it is essential that it reflects modern safety standards.

### **Support - Thirty-three**

I think it's excellent!! I would love to be able to walk from home down the Kings Road but avoid doing this currently as it's so difficult, dangerous crossing Beaufort Street. For years my partner & I (both pensioners) have said there should be 'green men crossings' at this junction so we were delighted to learn about the proposal & hope it goes ahead asap.

### **Support - Thirty-four**

For far too long this junction has been a nightmare to cross - to do so safely has been down to chance, local knowledge of which cars can turn and when and the ability to run . Any proposal that puts proper pedestrian crossings at the junction is a big improvement. My only concern is the cyclists who will, sadly, feel it's their right to cycle across red lights as, apparently, in their view the lights don't apply to them.

### **Support - Thirty-five**

It will be safer for all of us

### **Support - Thirty-six**

[No comment]

### **Support - Thirty-seven**

[No comment]

### **Support - Thirty-eight**

As a resident and mother with children crossing these roads I fully support improving safety on this crossing. At present they are not safe at all and there is often confusion by cars on when they should stop/give way.

### **Support - Thirty-nine**

These junctions are extremely dangerous ant present and it is very difficult to cross the road safely. This is especially the case as there are no signalised Pedestrian crossings on Beaufort Street. I think that the proposed scene would be the solution to this problem and it would be tremendously safer to cross the road with the new proposals in place.

### **Support - Forty**

[No comment]

### **Support - Forty-one**

This junction is really dangerous for pedestrians, especially people who aren't familiar with the various traffic lanes. So I support clear signals to allow people to cross one section then the other, which I do regularly

### **Support - Forty-two**

[No comment]

### **Support - Forty-three**

Trying to cross that road especially with children is impossible without pedestrian lights. You have to run across as there is no natural break in traffic to cross.

Also, the traffic queue on Beaufort street toward Battersea Bridge is getting worse and worse. It makes coming through that junction impossible. This is largely because the lights on the junction of the A3212/A3220 and Beaufort Street allows, at most, 6-8 vehicles at a time. It stifles the flow of traffic. The restrictions on Chelsea and Albert bridge are also causing more traffic on Battersea bridge. It would help to also consider this at the same time.

### **Support - Forty-four**

Makes sense

### **Support - Forty-five**

As a long term local resident, car driver and pedestrian, I fully support the proposals. The existing pedestrian crossing arrangements are unsatisfactory and dangerous. I was instrumental in getting the crossings at the junction of Beaufort Street and Fulham Road instituted, where several fatalities and accidents occurred over some years. However, it should be noted that the traffic light process was not consulted on, and it is awkward, with long waits for pedestrians to have a green light to cross. It was a big struggle to get RBKC to even consult, they did not want to publish a report or even seek funding and create the crossings, until I pursued this over an extended period of time. I have a background in urban design and planning. I hope that, once/if approved, the proposed works at the junction of Beaufort Street and King's Road will be swiftly implemented.

### **Support - Forty-six**

This is an excellent initiative which should have a high priority.

### **Support - Forty-seven**

[No comment]

### **Support - Forty-eight**

[No comment]

### **Support - Forty-nine**

[No comment]

### **Support - Fifty**

These changes are very necessary and important to avoid accidents especially for many children in local schools whose are forced to use this crossing in its current unsafe format.

### **Support - Fifty-one**

[No comment]

### **Support - Fifty-two**

I have for many years, I have lived, walked to school & walked my dogs along this stretch of Kings Road using the crossings on this junction with Beaufort Street. I really welcome proper controlled pedestrian crossings here they are desperately needed for all pedestrians. I have witnessed many near misses where motorists & food delivery cyclists do not give people a chance to safely cross the road.

May I also suggest cameras & fines for any motorists completing illegal right turns into Beaufort Street that are travelling in a westward direction? And also motorists travelling south on Beaufort St that complete illegal right turns into Kings Road going westward?

This is increasing at all times of the day and will cause a fatal incident soon.

Thank you.

### **Support - Fifty-three**

Please get in with it asap before more of us are injured or dead

### **Support - Fifty-four**

This crossing is usually so dangerous, especially for the mini school children who walk from Battersea and Chelsea. Any safety improvements are very very welcome.

### **Support - Fifty-five**

This is a challenging intersection to navigate. I fully support making this clearer and easier for pedestrians by installing crossing lights. I am pleased vehicle traffic will also be able to navigate as it currently does. However, turning left onto Beaufort from the Kings Road is sometimes slightly hostile as the queue runs back to the intersection and I do still worry about this lane in coordination with the crossing light. I hope this scheme comes to fruition.

### **Support - Fifty-six**

[No comment]

### **Support - Fifty-seven**

Yes please!!!! Those of us who own property in the area and do not have cars - and don't wish to own cars - are always at peril crossing this junction with our pets or children. This is a wonderful initiative, thank you !!

### **Support - Fifty-eight**

It's so dangerous. There is a nursery along that road and for 4 years we had to deal with the appalling pedestrian crossing / lack of facilities when going west.

### **Support - Fifty-nine**

Please-- this intersection is a nightmare for kids and adults alike.

### **Support - Sixty**

[No comment]

### **Support - Sixty-one**

Happy to see that the council wants to make this junction safer. I've tried to avoid crossing this junction by foot when out with my child because it's so unsafe at the moment.

### **Support - Sixty-two**

This is a fantastic idea. It has always been very difficult to walk across this crossing on all sides and posed a danger to pedestrians, vehicles turning right and cycles. I support this proposal from the bottom of my heart.

### **Support - Sixty-three**

Please include well-advertised cameras to require drivers to respect all controls.

Please work with TfL and Wandsworth to make Battersea Bridge less daunting for nervous cyclists. Could the existing pavements be converted into cycle tracks and new cantilevered walkways attached to the sides of the bridge?

Thank you.

### **Support - Sixty-four**

Delighted to see that this dangerous crossing is being addressed. Green man crossing on each will make the Beaufort Street/Kings Road crossing so much safer. Thank you. Please implement as quickly as possible.

### **Support - Sixty-five**

[No comment]

### **Support - Sixty-six**

I'll lift around half many years and it's an incredibly dangerous crossing as there's no provisions to help.

### **Support - Sixty-seven**

King's Road / Beaufort Street intersection is very dangerous. We have 2 small children and everytime that we cross it is an adventure. This is probably the most essential work that needs to be done on King's Road. We have complained about this many times before and nothing has been done. It is a shame that such a dangerous crossing still exists in 2025.

### **Support - Sixty-eight**

[No comment]

### **Support - Sixty-nine**

This junction is horrendous to cross so I am fully supportive of this proposal. I have wondered for many years why there is no green man crossing system on all sides, it is desperately needed. I walk with my elderly mother this way when taking her to the GP and it's even worse for those who can't walk quickly, a lot of drivers are impatient and aggressive. I really hope this gets approval.

### **Support - Seventy**

We fully support the proposal as it will help us all in smooth and safe commute in the neighbourhood.

### **Support - Seventy-one**

It is an extremely dangerous crossing where school and children need to cross in a hurry to avoid being run over.

### **Support - Seventy-two**

Thank you! This is currently a very dangerous junction. Fully support. The sooner the better

### **Support - Seventy-three**

[No comment]

### **Support - Seventy-four**

[No comment]

### **Support - Seventy-five**

[No comment]

### **Support - Seventy-six**

I've lived in the area since 2008 and still find the crossing dangerous, especially when northbound traffic has a green light after southbound traffic has a red. Pedestrians who are not locals see the red and assume it's same to cross.

### **Support - Seventy-seven**

Please do this! I have lived here since I was a child (28 years) and it is such a dangerous series of crossings, I'm amazed this hasn't already been implemented!

### **Support - Seventy-eight**

N/a

### **Support - Seventy-nine**

Great!

### **Support - Eighty**

[No comment]

### **Support - Eighty-one**

[No comment]

### **Support - Eighty-two**

I have always thought that it was a dangerous crossing and it is fantastic that this is going to be made safer.

### **Support - Eighty-three**

[No comment]

### **Support - Eighty-four**

[No comment]

### **Support - Eighty-five**

[No comment]

### **Support - Eighty-six**

[No comment]

### **Support - Eighty-seven**

[No comment]

### **Support - Eighty-eight**

[No comment]

### **Support - Eighty-nine**

I am so happy that this issue is finally being addressed. It is importantly to make more pedestrian safe crossings around kings Road and fullham Road as there are lots of elderly and young children struggling

### **Support - Ninety**

The crossing currently is very confusing and pedestrians are never aware when to cross and when not. There have been several situation where pedestrians got in dangerous situation while crossing. For everyone's safety this crossing need to be improved.

Many thanks,

[REDACTED]

### **Support - Ninety-one**

Safety is very important for pedestrians. Especially when there are children and elderly are involved it is essential. I try and avoid this crossing all times as it is a nightmare.

### **Support - Ninety-two**

I am disappointed not to see any improvement in cycle infrastructure when there is an opportunity to provide it (even if just slip lanes at the lights before the ASL), however I still believe the plans will be beneficial for pedestrians and safety.

### **Support - Ninety-three**

The King's Road/Beaufort Street junctions are difficult to cross as were the Fulham Road/Beaufort Street/Drayton Gardens junctions before signalled crossings so this is a welcome proposal for pedestrians.

### **Support - Ninety-four**

Currently gives me anxiety crossing the road with my two children who are both under 4

### **Support - Ninety-five**

I cross at this junction every day with a small dog and find it to be one of the most dangerous in Chelsea. I've seen at least two accidents there and a number of near misses. A pedestrian crossing would be a big improvement.

### **Support - Ninety-six**

Please do it!!! Crossing is a nightmare and so dangerous

### **Support - Ninety-seven**

It's really important with a safe crossings. It is extremely hard to cross the road and dangerous and I have seen incidents of pedestrians being injured due to traffic. There are blind spots with traffic coming around the corner.

### **Support - Ninety-eight**

With three small kids having to daily cross this crossing, the plans to improve the safety are essential for our family's safety and I thank you very much for these major improvements.

### **Support - Ninety-nine**

[No comment]

### **Support - One Hundred**

I couldn't agree more with the proposed changes. This junction is so dangerous and it blows my mind that nothing has been done to make it safer. I beg you please get this done asap.

### **Support - One Hundred And One**

The junction at Beaufort Street and King's Road is a very tricky place for pedestrians to cross. It is a busy place and it is not clear when it is safe to cross. Pedestrian crossing would be highly beneficial.

### **Support - One Hundred And Two**

Although it will inevitably cause traffic hold ups, the junction is difficult to cross. I'm not sure the changes on the Kings Road are nearly but the Beaufort Street crossings are essential. Not only is it hard to cross, there's no where to wait especially if you have a wheelchair or a push chair.

### **Support - One Hundred And Three**

Hello,

I own a [REDACTED] business based at [REDACTED] tucked away from Beaufort Street. It's a difficult crossing and potentially very dangerous for staff and clients so I think a pedestrian crossing is a very good idea.

I see the public taking risks every day on this corner to cross the road between the lights so I think it's very important to improve it.

Best wishes

[REDACTED]

### **Support - One Hundred And Four**

This is a great proposal as I always feel uncertain when crossing Beaufort street on the north side.

What is meant by smaller island shown on point 5? Will it cause issues with traffic and are people expected to wait there if the pedestrian signal turns red? If it is similar to the ones at the junction between Oakley St and Kings Road then it looks reasonable.

### **Support - One Hundred And Five**

Really hate how unsafe and car dominated this whole borough has become. This is just one crossing but everywhere you just prioritise motor traffic over life and healthy active transport. It is disgusting though this is one small long overdue tiny step in the right direction.

### **Support - One Hundred And Six**

It's time all the non signalised crossings in the borough are changed!

### **Support - One Hundred And Seven**

[No comment]

### **Support - One Hundred And Eight**

This crossing is awful. Dodging traffic, buses, people & no time for those of us who are not fleet of foot to get across

### **Support - One Hundred And Nine**

This should have been done years ago.

It's a death trap, crossing is a nightmare and so dangerous.

There are a number of schools and housing all near by.

### **Support - One Hundred And Ten**

I use these crossings frequently , thankful without incident so far, but walk with a stick .

I believe the changes will be an improvement for pedestrians , especially the less able . It can be challenging to check traffic ( especially those breaking the law ) , navigate uneven surfaces and check for raised barriers

### **Support - One Hundred And Eleven**

[No comment]

### **Support - One Hundred And Twelve**

Having moved in 1986, I almost got run over by a too fast bike the first week. I have on numerous occasions warned pedestrians. I did write to my MP few years ago and got a positive reply. Should you wish to meet me at the crossroads, I could let you know my views in greater details.

[REDACTED]

### **Support - One Hundred And Thirteen**

Long overdue

### **Support - One Hundred And Fourteen**

Great idea. Long overdue.

Next step should be to stop bikes ignoring red lights.

### **Support - One Hundred And Fifteen**

Marvellous. At last we'll be able to cross with some safety after years of dodging through traffic.

### **Support - One Hundred And Sixteen**

[No comment]

### **Support - One Hundred And Seventeen**

[No comment]

### **Support - One Hundred And Eighteen**

[No comment]

### **Support - One Hundred And Nineteen**

I 100% support the proposal to install pedestrian lights on all four arms of the Beaufort St/Kings Rd junction. In particular, the south side of the junction, traversing from east to west, is a potential death trap. Pedestrians have to dash across the road to avoid the traffic that comes whizzing round the corner - especially motorbikes and electric bicycles - the moment the lights change on the eastern side of the Kings Road. I have arthritic

knees and every time I cross in a westerly direction, I hold my breath and pray I'll make it to the island in the middle.

#### **Support - One Hundred And Twenty**

It is very important to improve the safety of the pedestrian crossings at this junction.

#### **Support - One Hundred And Twenty-one**

[No comment]

#### **Support - One Hundred And Twenty-two**

Should have been done years ago as you take your life in your hands if you want to cross over both of the Beaufort St crossings and the west side of the Kings Rd. Please carry out the work as soon as possible.

#### **Support - One Hundred And Twenty-three**

Sensible overdue solution

#### **Support - One Hundred And Twenty-four**

Having lived in Chelsea for the past 8 years and understanding how dangerous that crossing is, I still find myself close to being in an accident a few times a year. It's also worrying to know that children, babies in prams and the elderly all use this crossing weekly without any safety precautions.

#### **Support - One Hundred And Twenty-five**

The Beaufort Street/ Kings Road cross road junction is extremely unpleasant to cross for pedestrians and at times can be dangerous. As a pedestrian you don't know when to cross and vehicles jump red lights all the time and mount the kerb. The crossing needs pedestrian priority for periods for pedestrians to cross in security and so vehicle drivers are aware when pedestrians cross. The current set up is archaic, I have lived here for 25 years and the situation at the junction has always been a concern to the whole neighbourhood.

### **Support - One Hundred And Twenty-six (via Email)**

I have seen the plans for new green man crossings and I approve very strongly. This is a very dangerous crossing and i complained about it to the police several years ago. Your solution is the correct one.

Well done.

[REDACTED]

### **Support - One Hundred And Twenty-seven (via Email)**

I am delighted that the means to cross this notorious junction are being addressed.

Issues to be aware of however...

Policing of vehicles already jumping the red light and the impact this currently has on pedestrian safety. CC to police this would be useful especially the right hand turn from kings rd to Beaufort Street.

Extra static traffic at the junction leading to additional pollution. Can a no idling engine zone be considered the length of this major artery across the river.

Additional noise pollution caused by vehicles frustrations at slower traffic flow. How to address / police this especially for property at the junction itself. The red buses are particularly bad at this at the moment.

Otherwise utterly delighted. Beaufort Street has borne a heavy burden of noise pollution and anti social behaviour by motorists under the current arrangements

[REDACTED]

### **Support In Part - One**

Something needs to be done to facilitate vehicles travelling east and turning right into Beaufort Street - the traffic jams often extend several hundred metres back down the Kings Road in a westerly direction causing pollution and inconvenience to all. This problem is, in particular caused because there is no right turn from Cheyenne Walk onto Battersea Bridge, a policy which should in my view be revisited (urgently since the road there is about to be resurfaced and painted). I live on Worlds End Estate and, although a pedestrian and cyclist rather than frequent user of motor vehicles, I am concerned by the levels of congestion and pollution.

### **Support In Part - Two**

It is a worthwhile proposal, but should not be top of the priority list.

What should be top of the priority list is remediating the permanent traffic log jam at this junction and at the fire station junction with car blocking the entire King's Road for hours. A traffic problem but more importantly a major pollution Health concern. I walk and run down Kings Road daily and the pollution is clearly affecting my breathing with high probability of long term Health consequences such as lung cancer.

I strongly believe that traffic, pollution and health are higher priorities than a nice to have pedestrian crossing upgrade.

### **Support In Part - Three**

All looks good but I worry that the western arm offside lane only being for traffic turning left might congest the traffic

### **Support In Part - Four**

The present staggered is really difficult as it is easy to fall over the high curbs, when you are looking at the traffic.

There is a huge volume of traffic here and pedestrians.

I agree in principle but the lights would be constantly stopped by pedestrians don't see how would work in practice.

The other big danger here is bikes on the pavement and shooting through red lights my husband has been hit by one and I reflexively pushed a guy off a bike before he hit me. This is a big problem too as the pedestrians are not expecting bikes to break the law there need to be cameras here

## **Support In Part - Five**

There is no bus lane between eel brook common and Sloane Sq except for a small section between Limerston Street and the junction at Kings Rd and 4 car lengths before Beaufort St.

Would it be possible to remove the bus lane completely leaving only the bus stop as a restriction? The vehicles would then have a better chance of navigating through without all of the restrictions impeding transit. Restrictions being the bus lane on the inner lane and the councils proposed right turning traffic only on the outer lane

Why is this short bus lane necessary? There is no bus lane at all on this route from Eel Brook Common to Sloane Sq except for this small section between Limerston Street and Beaufort St on Kings rd.

The bus lane lane only serves the number 22 at intervals of 9-12 minutes and number 11 with intervals of 10-14 minutes (TFL website)

## **Support In Part - Six**

The straight across signalised pedestrian crossings on the 4 arms are greatly needed.

At most times it is not a safe junction crossing for pedestrians as you basically do not know when to cross, apart from the east arm of Kings Road.

At the moment cars turning right from the west Kings Road arm go through red lights.

The east side of the southern arm of Beaufort Street is hazardous for pedestrians to cross as traffic simply sits in the road from the yellow grid edge and across the pedestrian crossing during busy periods.

Large vehicles including buses frequently mount the pavement on the southern eastern corner. Is there a plan to install a bollard as on the south western corner?

The junction would benefit from a surveillance camera to deter traffic violations.

Will the whole area be raised as a platform to encourage traffic calming?

I take it the crossing time will be sufficient to allow people to cross as there will be no central refuge.

Thank you.

### **Support In Part - Seven**

Left turn from Kings Road into Beaufort Street should be closed. Very few vehicles use it. If closing it means less stationary time for pedestrians then better, as new system will increase traffic jams but advantages outweigh this.

### **Support In Part - Eight**

Although I greatly welcome changes to this junction, which is a nightmare to navigate on foot, I am concerned about the removal of pedestrian islands on the West and South arms.

On the southern arm in particular, large numbers of people cross as soon as the opportunity arises when traffic allows. As westbound traffic across the junction is most common, it blocks right-turning traffic leaving the western arm, providing ample time to cross in many circumstances. However, when the traffic light phase stops this Westbound traffic, it allows the right-turning traffic to flow. With the island, anyone trapped halfway across has a suitable refuge. I am concerned that without this, people may end up trapped in the middle of the road when the lights change again and north-south traffic flow commences.

As it stands, the islands provide a useful refuge if traffic circumstances change, so I would prefer to retain them.

### **Support In Part - Nine**

I support this proposal in making it safer to cross this busy and complicated junction. However, an even higher priority needs to be first adding a pedestrian crossing at the King's Road / Old Church Street crossing on the northern side. This crossing is dangerous every time I cross it, even knowing the exact phasing on the lights and understanding where cars come from. The main danger is from vehicles turning right from King's Road to Old Church Street heading north. They have to wait for a gap in oncoming traffic, and often don't pay attention to pedestrians crossing that road.

Crossing Beaufort/King's Road is significantly less risky than Old Church/King's Road.

### **Support In Part - Ten**

Why not split the lanes between straight and forced left turn for people travelling westward on Kings roads? It would remove the reducing in lanes bottleneck after beaufort street.

### **Support In Part - Eleven**

Whilst the effort to improve safety on the roads is to be commended, this is another proposal which is based on a flawed assumption. The theory behind creating cycle waiting spaces, with cycle movement also traffic lighted, is that cyclists will generally (as

most vehicle users do) observe the rule of the road in the interests of enhancing their own safety. That is a seriously inaccurate assumption. At least 75-80% of cyclists in the London do not respect traffic lights. Further, with this proposal, there is a flawed assumption that cyclists will wait in the safe cycling bays. They will not. They will in large numbers migrate across the pedestrian crossing and wait on the corner of junctions for the first opportunity to cross traffic, irrespective of what colour the lights may be on.

With respect to pedestrians, my understanding is that the vast majority of accidents (described in your consultation as "casualties") arise because pedestrians are walking through moving, often turning, traffic, irrespective of pedestrian light signalling. As a consequence, here and across London one frequently encounters traffic being stopped at crossings with no pedestrians, because the pedestrians have already moved off as soon as there is space in the traffic has opened up for them. That is a reflection of the same conduct of two-wheel road users - they do not in large numbers wish to obey the rules of the road and see vehicles as obstacles to weave in and out of, and across, or through, irrespective of signalling arrangements.

I would therefore suggest that an essential corollary of schemes such as the proposal is that much more time and money is spent on educating pedestrians and two-wheel road users, regulating their conduct, and enforcing breaches of the highway code through police and other intervention such as cameras which can identify offenders through face recognition.

All that said, if (as one can anticipate) the proposals are to be taken forward, I would strongly encourage RBKC to investigate whether the pedestrian crossing lights can be enhanced with some software to ensure that they operate with different phases according to rush hours or quiet times of the day (evening) etc. Alongside this the pedestrian crossing red lights should be activated only by push button requests from pedestrians and not as a matter of course during the day and night.

### **Support In Part - Twelve**

I like the new proposal but would further increase the width of some of the pavements to increase safety.

The pavement on the South-West side of Beaufort Street is too narrow. There is a bus stop where in the morning people stand on the street to let people pass. Similarly, to cross the street from the South West to South East side, the sidewalk is too narrow and makes for a dangerous situation. I've personally witnessed several dangerous situations with people standing on the road and traffic, including busses, passing by with a very small margin for error.

## Support In Part - Thirteen

It is excellent news that there are proposed works to this junction which is currently a hazard for those who use it.

Could I please make the following recommendations.

The junction immediately north of this at the crossing of the Fulham Road and Drayton Gardens was updated approximately eighteen months ago along very similar lines.

However, the changes which have been carried out have been a detriment to road safety. Previously there were no pedestrian lights so those crossing the road took great care to cross when there was no traffic to make this possible.

However since pedestrian lights were installed people crossing the road, on a green pedestrian light, assuming that it was safe to do so, are assailed by bicyclists completely ignoring the red lights which should have stopped them. In a thirty second period it is not uncommon to see about twenty cyclists go through red lights, do illegal rights turns, ride on the pavement, scattering pedestrians as they do so.

It is therefore extremely important that the controls at this junction should be seen to encourage cyclists to obey the rules and Highway Code which are there to protect them as much as other users.

To this end could I suggest:

- 1) Audible indicators (bleepers) are installed at the push buttons. This will assist blind or visually impaired pedestrians that the green man is lit. An added benefit is that it should alert cyclists that they are crossing the junction through a red light
- 2) Low level cycle indicators such as are installed recently at the junction of Gloucester Road and Harrington Gardens are put in place. It will give cyclists a few seconds to move forward before traffic behind them. It will also give them a clear indication that they should not move forward when a red cyclist light is right in front of them.
- 3) It is encouraging that there will be four "straight across" green man crossings. Can the roadway please be clearly marked as such with painted white lines. Whilst there are clearly designated spaces behind these crossings for cyclists to stop in many do not and stop forward of them. Perhaps a sign on the roadway in the middle of these "straight across" crossings stating "No stopping" or similar.

I hope that these comments are of interest.

Could I please urge the Council to do their utmost to prevent cyclists from abusing the rights of pedestrians and other road users to cross the road safely when indicated by a green light so to do.

## **Support In Part - Fourteen**

As a pedestrian I frequently use this dangerous crossing and am encouraged that the City is considering these changes, however, I feel strongly that the right and left turns for traffic should be removed, as these are part of the reason this crossing is so hazardous - you can start walking across and then a car or bike will arrive at the intersection and immediately turn without checking if there are any pedestrians going across. This is particularly problematic for those of us who cannot walk quickly e.g. seniors, mums and tots etc.

## **Support In Part - Fifteen**

Putting in signals for pedestrians at this crossing is in principal a good idea, however a focus should be placed on keeping traffic moving:

- Traffic going in an easterly direction towards Beaufort street on the Kings Road (west of junction) is now, often, backed up far down the kings road thanks to congestion on Beaufort street heading towards Battersea bridge. From a traffic flow perspective this is the key issue in this particular area that needs to be resolved (ideally in advance of any new works)
- Currently cars are reluctant or fail to use the left lane bus lane after 10am approaching the junction from the West as they are allowed to. This results in cars wishing to go straight ahead merging in to the left lane late and adding to the poor flow of traffic. This combined with the poor placement of the bus stop restricts the free flowing movement of traffic.
- As such, adding a right turn only lane at the junction is may mean drivers end up in the right turn only lane, without realising they can be in the left lane and are then either reluctant to move into the left lane and continue their journey in the direction they wish to (adding to beaufort street congestion) or make the change late again further restricting traffic flow.
- Removing the small bus lane from the westerly approach to the junction would allow for two clear lanes of traffic moving through the junction. A recommendation would be to move the bus stop to the layby approximately 75 yards earlier on the left-hand side on the westerly approach to the junction. This would stop buses from blocking the main straight ahead lane of traffic onto the Kings Road.
- Allowing the right lane to be a right hand turn and straight ahead lane would allow for smooth flow traffic. It is generally relatively easy to merge in turn as you cross over the junction towards the Kings Road.

## **No Opinion - One**

Difficult to assess the impact on traffic flow.

**ENDS**

# RBKC Safety Impact Assessment (SIA)

*(for publication with decision reports)*

## SECTION 1: Programme/ or proposed decision details

| Question  | Information provided   |
|---|--|
| Name of the decision, policy, project, service, or strategy being assessed                | <b>Pedestrian Improvements at Traffic Signals - Kings Road / Beaufort Street</b>   |
| Key or Executive Decision reference number  | ED5012743  |
| Give a brief overview of your works aims and objectives                                   | <p>The Council has recently consulted on proposals to introduce green man signals at the junction of King's Road and Beaufort Street.</p> <p>The proposals include replacing the existing staggered pedestrian crossing on the eastern arm of the junction with four pedestrian crossings (one on each arm of the junction), which will run in their own 'all-round pedestrian stage'.</p> <p>Advance cycle stop lines will be introduced on the King's Road approaches and the allocation of the offside traffic lane on the western arm of King's Road will be change from 'ahead and right turn' to 'right turn' only.</p> <p>The scheme affects the immediate area fronting onto both junctions, plus anyone that travels through the area, either walking, cycling, or driving.</p> |
| Name of person completing this Safety Impact Assessment (SIA)                             | Allan Evans, Senior Traffic Engineer   |
| Name of Director  | Andrew Burton, Director of Highway and Regulatory Services   |
| Team  | Transport Projects   |
| Directorate   | Environment and Neighbourhoods   |
| Contact Email   | <a href="mailto:Allan.evans@rbkc.gov.uk">Allan.evans@rbkc.gov.uk</a>   |
| Where is this SIA stored. (This is to ensure colleagues can pick this up in your absence) | Appendix Four – HSIA   |

## SECTION 2: SIA Screening – Do you need to complete a full SIA?

Please complete the checklist below, including impact to help determine if a full SIA is necessary.

| Question   | Answer<br>(Yes, No, Unclear) | Impact<br>(Positive, Negative or Neutral) |
|--|------------------------------|---|
| Does your programme or proposed decision involve:  |                              |   |
| Construction work - see below for a definition of construction work ( <a href="#">SECTION 3A: Assessing the Impact – Construction work</a> )   | Yes                          | Neutral                                   |
| Any impact on residents, service users or the community? ( <a href="#">SECTION 3B: Assessing the Impact – Community project/programme</a> )  | Yes                          | Neutral                                   |
| Working on or installing any safety related installations (e.g. fire detection/alarm systems, fire doors, panic alarms, water, gas, electricity, asbestos) ( <a href="#">SECTION 3C: Assessing the Impact – Statutory building safety requirements</a> ) | No                           | n/a                                       |
| Changes to the working environment, or procedures, policies or practices affecting staff ( <a href="#">SECTION 3D: Assessing the Impact – Working environment</a> )  | No                           | n/a                                       |
| Any foreseeable impact on children's safeguarding, e.g. work at a location where vulnerable children are present? ( <a href="#">SECTION 3E: Assessing the Impact – Children's safeguarding</a> )   | No                           | n/a                                       |
| Any foreseeable impact on adults' safeguarding, e.g. work at a location where vulnerable adults are present? ( <a href="#">SECTION 3F: Assessing the Impact – Adults' safeguarding</a> )   | No                           | n/a                                       |
| Are there any foreseeable activities or policies which will impact the safety of residents in the context of crime or antisocial behaviour ( <a href="#">SECTION 3G: Assessing the Impact – Community</a> )  | No                           | n/a                                       |

***If you have assessed the impact to any of the above questions to be Negative, or Unclear, then you will need to complete the relevant parts of Section 3 and Sections 4 and 5 below.***

***If you have assessed all the necessary impacts as Positive or all of the questions are answered No, explain the rationale for this in the box below. Then complete Section 5.***

## SECTION 3A: Assessing the Impact – Construction work

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

'Construction work' means the carrying out of any building, civil engineering or engineering construction work and includes the construction, alteration, conversion, fitting out, commissioning, renovation, repair, upkeep, redecoration or other substantial maintenance, de-commissioning, demolition or dismantling of a structure ([more information](#)).

In identifying risks in this section (some examples are provided in the green box below – *please delete this row in the table before the document is published*), you should consider all aspects of the construction process, including Construction, Design & Management (CDM) and Building Control compliance:

| Risk factor  | Impact  | Mitigations  |
|--|---|--|
| Construction of King's Road / Beaufort Street scheme | <ul style="list-style-type: none"> <li><i>Safety of contractors and members of the public during construction work</i></li> <li><i>Safety of existing and future users</i></li> </ul> | <p><b>Planning construction</b></p> <p>Pre-commencement of works, a 'Point of Use Risk Assessment' will be undertaken with findings recorded on the 'Control of Re-active Works' document. Additional control measures will be implemented as identified. All equipment will be checked and recorded where applicable on the relevant documents as standard.</p> <p>Pre-tracing of the site will be undertaken using latest C2 utility plans. Trial holes will be hand dug to manually check depth and direction of underground services. Banksmen hold responsibility to guide the delivery and removal of materials to and from site. Traffic/Pedestrian Management measures will be implemented and maintained throughout the works.</p> <p><b>Appoint the right people</b></p> <p>Contractors working on the site must meet minimum competency levels dependent on their level of seniority, with supervisors meeting CITB Site Supervisor Safety Training and/or IOSH Supervising Safely, each requiring a minimum of 2 years' construction experience. Supervisors and site operatives must hold a CSCS Card. Specialist operatives must</p> |

| Risk factor                              | Impact   | Mitigations   |
|--|--|---|
|  |  | <p>hold relevant competency documents e.g. cable avoidance tool operators must have attended Cable Avoidance Tool Training course.</p> <p>All site operatives must wear Personal Protective Equipment (PPE) as standard, with specialist operatives wearing specialist equipment as required.</p> <p><b>Consult and engage with workers</b></p> <p>Contractors working on the scheme are briefed on their responsibilities with regards to health and safety whilst on site.</p> <p>Daily Task Briefings shall be conducted at the commencement of the working shift by the relevant Manager, Supervisor or Foreman, to share information on the activities to be conducted during the forthcoming shift.</p> <p>Work gangs shall be subject to periodic site visits by their Manager or Supervisor. On occasions, these site visits will be formally recorded as a measurement of compliance for quality, environmental and health and safety performance. Work gangs shall also be subject to periodic site visits by the Safety, Health, Environmental and Quality Department. These site visits will be formally recorded as a measurement of compliance for quality, environmental and health and safety performance.</p> <p><b>Communicate risks and safety measures</b></p> <p>The Council's term contractor, FM Conway, has successfully and safely delivered numerous schemes for the Council. FM Conway have a robust library of generic risk assessments for all types of construction work.</p> |
| Environmental Issues during construction | <ul style="list-style-type: none"> <li><i>Dust, emissions and waste affecting residents and visitors.</i></li> </ul> | <p>Activities to be conducted in a manner that eliminates airborne dust particulates or reduces airborne dust particulates to an acceptable level. Vehicle engines or fuel consuming tools must not be left running unnecessarily. Operatives to</p>  |

| <b>Risk factor</b>                                | <b>Impact</b>   | <b>Mitigations</b>   |
|---|---|--|
|   |   | <p>drive safely and smoothly to reduce fuel consumption and CO2 emissions.</p> <p>Care to be taken to minimise waste from procured materials and ensure these are disposed of correctly.</p>   |
| Physical hazards during construction              | <ul style="list-style-type: none"> <li>• <i>Members of the public may slip or trip on equipment or materials</i></li> </ul> | Barriers/cones/signs to be secured properly and with sandbags. Site manager to ensure site is kept clear and tidy.   |
| Hours of work during construction                 | <ul style="list-style-type: none"> <li>• <i>Contractors working overtime may become tired and incur injury.</i></li> </ul>  | Shifts scheduled in advance of works and daily briefings conducted at the commencement of the working shift by the relevant Manager, Supervisor or Foreman, for the purposes of provision of information on the activities to be conducted during the forthcoming shift.   |
| Equipment and premises issues during construction | <ul style="list-style-type: none"> <li>• <i>Contractors working on the site incurring injury</i></li> </ul>                 | <p>Welfare facilities to be planned and implemented. Emergency procedures to be put in place, including (but not limited to) first aid and fire emergency. All accidents and incidents to be reported and logged. first aid and burns aid kits to be available on site at all times.</p> <p>PPE to be worn at all times.</p> <p>All site operatives to meet competency requirements set out in the Method Statement.</p> |

**Return to Screening section**

## SECTION 3B: Assessing the Impact – Community project/programme

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

Community project/programme means any activities which the Council is proposing to host, run or fund (e.g. by awarding a grant or contract) which will involve residents at locations within the borough.

In identifying risks in this section, you should consider all aspects of the project that could have an impact on community safety and sentiment towards the delivery of the service (some examples are provided in the green box below - *please delete this row in the table before the document is published*):

| Risk factor  | Impact  | Mitigations   |
|--|---|---|
| Changes introduce new risks to members of the public | <ul style="list-style-type: none"><li><i>Risk of injury</i></li></ul> | <p>A road safety audit stage 1 was completed as part of initial design stage and all issues raised were accepted or mitigated. Detailed design will be undertaken alongside a Road Safety Audit Stage 2 and all issues raised will be considered and mitigated where necessary.</p> <p>A road safety audit stage 3 will be taken 3 months after implementation is complete.</p> |

**Return to Screening section**

## SECTION 3C: Assessing the Impact – Statutory building safety requirements

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

'Statutory building safety requirements' means all safety regulations that apply to the setting/activity proposed, including structure, fire safety, electrical safety etc. ([more information](#))

In identifying risks in this section (some examples are provided in the green box below - *please delete this row in the table before the document is published*), you should consider all aspects of the statutory building safety requirements:

| Risk factor    | Impact | Mitigations |
|----------------|--------|-------------|
| Not applicable |        |             |

**Return to Screening section**

## SECTION 3D: Assessing the Impact – Working environment

Please use this section to assess the impact of the programme/proposed decision.  
Please note considerations of the impact for identified risks and proposed mitigations.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on staff safety and wellbeing (some examples are provided in the green box below - *please delete this row in the table before the document is published*):

| Risk factor    | Impact | Mitigations |
|----------------|--------|-------------|
| Not applicable |        |             |

**Return to Screening section**

## SECTION 3E: Assessing the Impact – Children’s safeguarding

Please use this section to assess the impact of the programme/proposed decision.  
Please note considerations of the impact for identified risks and proposed mitigations.

This section relates to any proposed activities where the Council contracts or grant funds a third party to provide services for children and where a service is provided in house.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on children’s safety and wellbeing through the activities or services to be delivered (some examples are provided in the green box below - *please delete this row in the table before the document is published*):

Further advice can be sought from the appropriate safeguarding lead.

| Risk factor    | Impact | Mitigations |
|----------------|--------|-------------|
| Not applicable |        |             |

**Return to Screening section**

## SECTION 3F: Assessing the Impact – Adults’ safeguarding

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

This section relates to any proposed activities where the Council contracts or grant funds a third party to provide services for adults and where a service is provided in house.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on adult safety and wellbeing through the activities or services to be delivered (some examples are provided in the green box below - *please delete this row in the table before the document is published*):

Further advice can be sought from the appropriate safeguarding lead.

| Risk factor    | Impact | Mitigations |
|----------------|--------|-------------|
| Not applicable |        |             |

**Return to Screening section**

## SECTION 3G: Assessing the Impact – Community Safety

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations. You may wish to discuss your responses with the Council's Community Safety Services.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on the safety and wellbeing of the individuals involved in the activities or services to be delivered (some examples are provided in the green box below - *please delete this row in the table before the document is published*).

| Risk factors   | Impact | Mitigations |
|----------------|--------|-------------|
| Not applicable |        |             |

**Return to Screening section**

## SECTION 4: Action Plan

| Planned Action/mitigation<br>(from section 3)            | Implementation date and action<br>owner                                  | Review date 1 – approval (e.g.<br>contract award or project<br>initiation) | Review date 2 – contract review or<br>project completion |
|--|--|--|--|
| Construction of King's Road<br>/ Beaufort Street Schemes | From March 2026<br>Project Manager – RBKC<br>Site Supervisor – FM Conway | February 2026 (pre-<br>construction)                                       | September 2026 (project completion)                      |
| Hours of work during<br>construction                     | From March 2026<br>Project Manager – RBKC<br>Site Supervisor – FM Conway | February 2026 (pre-<br>construction)                                       | September 2026 (project completion)                      |
| Environmental Issues during<br>construction              | From March 2026<br>Project Manager – RBKC<br>Site Supervisor – FM Conway | February 2026 (pre-<br>construction)                                       | September 2026 (project completion)                      |
| Physical hazards during<br>construction                  | From March 2026<br>Project Manager – RBKC<br>Site Supervisor – FM Conway | February 2026 (pre-<br>construction)                                       | September 2026 (project completion)                      |
| Equipment and premises<br>issues during construction     | From March 2026<br>Project Manager – RBKC<br>Site Supervisor – FM Conway | February 2026 (pre-<br>construction)                                       | September 2026 (project completion)                      |

## SECTION 5: Sign-off

|                                       |  |
|---------------------------------------|--|
| <b>Director/ Head of Service Name</b> | Mark Chetwynd, Head of Transportation and Highways |
| <b>Contact Email</b>                  | Mark.Chetwynd@rbkc.gov.uk                          |
| <b>Date of sign off</b>               | 28 November 2025                                   |
|                                       |  |
| <b>Date of 1st Review</b>             |  |
| <b>Name of Reviewer</b>               |  |
| <b>Director signature</b>             |  |
| <b>Date of 2nd Review</b>             |  |
| <b>Name of Reviewer</b>               |  |
| <b>Director signature</b>             |  |
| <b>Date of 3rd Review</b>             |  |
| <b>Name of Reviewer</b>               |  |
| <b>Director signature</b>             |  |

## SECTION 1: Programme details

|  |  |
|--|--|
| Name of the policy, project, service, or strategy being assessed   | <b>Pedestrian Improvements at Traffic Signals - Kings Road / Beaufort Street</b>   |
| Give a brief overview of your works aims and objectives  | <p>The Council consulted in September and November 2025 on proposals to introduce green man signal facilities at the signal-controlled junction of King's Road / Beaufort Street.</p> <p>The scheme affects the immediate areas fronting onto the junction, plus anyone who travels through the area, either walking, cycling, or driving.</p> <p>Whilst we do not have precise data on the demographics of these small areas, officers delivered letters to c5,200 residences and businesses near the junction to invite them to take part in the consultation. Local residents' associations and community groups were contacted by email and notices were posted around the junctions on-street. The consultation was also promoted on social media, using NextDoor.</p> <p>We received 153 responses. Many respondents provided demographic data, including data related to age, disability, gender etc.</p> |
| Name of person completing this EqlA  | Allan Evans, Senior Traffic Engineer   |
| Name of Director   | Andrew Burton, Director of Highway and Regulatory Services   |
| Team   | Transport Projects   |
| Directorate  | Environment and Neighbourhoods   |
| Contact Email  | Allan.Evans@rbkc.gov.uk  |
| Where is this EqlA stored.<br>(This is to ensure colleagues can pick this up in your absence. )  | Appendix Five – EQIA   |
| Is this EqlA accompanying a report that is going through a formal decision process?<br><br>If so which meeting, is it going to for decision? | Executive decision   |

## SECTION 2: EqIA Screening – Do you need to complete a full EqIA?

Please complete the checklist below, including impact to help determine if a full EqIA is necessary.

Please see table in Section 3 for a breakdown of the protected characteristics

| Question   | Answer<br>(Yes, No,<br>Unclear) | Impact<br>(Positive,<br>Negative<br>or Neutral) |
|--|---------------------------------|---|
| Does your programme have the potential to disproportionately affect men, women or those who identify as non-binary?  | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people of a particular race or ethnicity?<br>This includes refugees, asylum seekers, migrants and gypsies and travellers.  | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people with a disability?<br>Consider physical and learning disabilities and mental health conditions.   | Yes                             | Positive  |
| Does your programme have the potential to disproportionately affect people of certain sexual orientations?   | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people of different age groups? Consider children and elderly populations.   | Yes                             | Positive  |
| Does your programme have the potential to disproportionately affect those undergoing or intending to undergo the process of gender reassignment?   | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect those due to pregnancy or maternity?<br>The Equality Act protects women people from discrimination from when you become pregnant until your right to maternity leave ends and you return to work. If you do not have the right to maternity leave this is 2 weeks after the child is born. | Yes                             | Positive  |
| Does your programme have the potential to disproportionately affect those who are married or in a civil partnership?   | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people of different faiths and beliefs?  | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people on low incomes or living in poverty?  | No                              | Neutral   |
| Does your programme have the potential to disproportionately affect people living in the most deprived areas of RBKC?<br>Think about North Kensington, in particular Golborne, Notting Dale, Dalgarno and those living on the Worlds End Estate. There is further detail in Section 3 below in the socioeconomic and geographical box.                         | No                              | Neutral   |

If you have assessed the impact to any of the above questions to be Negative, Neutral or Unclear, then you will need to complete Sections 3, 4 and 5. If you have assessed all the necessary impacts as Positive, explain the rational for this in the box below and then go to Section 5.

- Not applicable

## SECTION 3: Assessing the Impact

Please use this section to assess the impact of the programme on those with protected characteristics. Please answer the following questions in your assessment for each characteristic.

- 1. How many people currently use the service? Or who and how many people will be affected by the policy or strategy?** We have provided data from the latest census on the population of RBKC for each protected characteristic. Additional Census data can also be accessed from the RBKC Census Dashboard. Please add data about your service users/populations in the relevant boxes.
- 2. What consultation have you completed to gather feedback from service users? Or what other relevant data have you gathered to support your work?** Include the findings in each relevant group.  
For more information on consultation please refer to the [12 principles of good governance and consultation in the Constitution](#). You can also speak with the Consultations Team for further advice.
- 3. How will you ensure that the policy, project, service, or strategy will be accessible to all groups? and how will you address or breakdown any barriers to achieving this.**  
Explain if your proposal takes steps to meet the needs of people from protected groups, where these are different from the needs of other people; and encourages people from protected groups to participate in public life or in other activities where their participation is disproportionately low?
- 4. How is this group impacted and determine whether the proposed activity will have a positive, neutral or negative impact.**
- 5. If the impact is negative, what mitigations will you put in place to reduce the impact?**
- 6. If the impact is positive, what actions have you taken to achieve a positive impact?**

| Protected characteristic | Analysis  | Impact (Positive, Negative or Neutral) |        |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
|--------------------------|---|--|--------|-------------|--------|-----------|------|-------------|--------|-------------|------|-------------|-------|-------------|------|-------------|------|-------------|------|-------------|------|--|--|-------------------|------|----------|
| Age                      | <p>2021 census: The average age of residents in Kensington and Chelsea is 40.45 years, making it the fourth oldest population in London.</p> <p>The age breakdown of our population is:</p> <table><tr><td>4 years and under</td><td>4.3%</td><td>25-34 years</td><td>17.5 %</td></tr><tr><td>5-9 years</td><td>4.4%</td><td>35-49 years</td><td>21.2 %</td></tr><tr><td>10-15 years</td><td>5.4%</td><td>50-64 years</td><td>20.5%</td></tr><tr><td>16-19 years</td><td>3.8%</td><td>65-74 years</td><td>7.9%</td></tr><tr><td>20-24 years</td><td>8.5%</td><td>75-84 years</td><td>4.8%</td></tr><tr><td></td><td></td><td>85 years and over</td><td>1.7%</td></tr></table> <p>Table 1 below shows the demographic breakdown of the survey respondents. Younger people were under-represented and respondents over 35 were slightly over-represented. Twenty per cent of the people who replied were over 65 but 50 per cent of the objections came from that group. Reviewing those objections none stated that they felt the proposals disproportionately affects older people.</p> | 4 years and under                      | 4.3%   | 25-34 years | 17.5 % | 5-9 years | 4.4% | 35-49 years | 21.2 % | 10-15 years | 5.4% | 50-64 years | 20.5% | 16-19 years | 3.8% | 65-74 years | 7.9% | 20-24 years | 8.5% | 75-84 years | 4.8% |  |  | 85 years and over | 1.7% | Positive |
| 4 years and under        | 4.3%  | 25-34 years                            | 17.5 % |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
| 5-9 years                | 4.4%  | 35-49 years                            | 21.2 % |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
| 10-15 years              | 5.4%  | 50-64 years                            | 20.5%  |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
| 16-19 years              | 3.8%  | 65-74 years                            | 7.9%   |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
| 20-24 years              | 8.5%  | 75-84 years                            | 4.8%   |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |
|                          |   | 85 years and over                      | 1.7%   |             |        |           |      |             |        |             |      |             |       |             |      |             |      |             |      |             |      |  |  |                   |      |          |

|  | <table><tr><th colspan="4">Table 1 - King's Road / Beaufort Street:<br/>Age of respondents to consultation</th></tr><tr><th>Age</th><th>No. Responses</th><th>%</th><th>No. of objectors</th></tr><tr><td>18 - 24</td><td>5</td><td>3%</td><td>1</td></tr><tr><td>25 - 34</td><td>19</td><td>12%</td><td>1</td></tr><tr><td>35 - 44</td><td>35</td><td>23%</td><td>0</td></tr><tr><td>45 - 54</td><td>23</td><td>15%</td><td>2</td></tr><tr><td>55 - 64</td><td>22</td><td>14%</td><td>1</td></tr><tr><td>65 - 74</td><td>20</td><td>13%</td><td>4</td></tr><tr><td>75+</td><td>10</td><td>7%</td><td>1</td></tr><tr><td>Prefer not to state</td><td>10</td><td>7%</td><td>0</td></tr><tr><td>Not answered</td><td>9</td><td>6%</td><td>0</td></tr><tr><td><b>TOTAL</b></td><td><b>153</b></td><td><b>100%</b></td><td><b>10</b></td></tr></table> <p>The proposal improves crossing facilities from uncontrolled (where traffic has the right of way) to controlled green man crossings (where pedestrians have the right of way), which means anyone with very young children or older people who might walk more slowly, should feel less intimidated by traffic when they cross the road through being given enough time to cross with traffic stopped. The new pedestrian signals will include pedestrian countdown timers which clearly display how much time pedestrians have to cross the road, and are widely acknowledged to be an improvement compared to the older style pedestrian 'blackout' display.</p> | Table 1 - King's Road / Beaufort Street:<br>Age of respondents to consultation |                  |  |  | Age | No. Responses | % | No. of objectors | 18 - 24 | 5 | 3% | 1 | 25 - 34 | 19 | 12% | 1 | 35 - 44 | 35 | 23% | 0 | 45 - 54 | 23 | 15% | 2 | 55 - 64 | 22 | 14% | 1 | 65 - 74 | 20 | 13% | 4 | 75+ | 10 | 7% | 1 | Prefer not to state | 10 | 7% | 0 | Not answered | 9 | 6% | 0 | <b>TOTAL</b> | <b>153</b> | <b>100%</b> | <b>10</b> |  |
|--|---|--|------------------|--|--|-----|---------------|---|------------------|---------|---|----|---|---------|----|-----|---|---------|----|-----|---|---------|----|-----|---|---------|----|-----|---|---------|----|-----|---|-----|----|----|---|---------------------|----|----|---|--------------|---|----|---|--------------|------------|-------------|-----------|--|
| Table 1 - King's Road / Beaufort Street:<br>Age of respondents to consultation |   |  |                  |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| Age  | No. Responses   | %  | No. of objectors |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 18 - 24  | 5   | 3%   | 1                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 25 - 34  | 19  | 12%  | 1                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 35 - 44  | 35  | 23%  | 0                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 45 - 54  | 23  | 15%  | 2                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 55 - 64  | 22  | 14%  | 1                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 65 - 74  | 20  | 13%  | 4                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| 75+  | 10  | 7%   | 1                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| Prefer not to state  | 10  | 7%   | 0                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| Not answered   | 9   | 6%   | 0                |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| <b>TOTAL</b>   | <b>153</b>  | <b>100%</b>  | <b>10</b>        |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |
| <b>Disability</b>  | <p>2021 census: 12.8% of residents in the borough said they had a long-term condition or disability that limited their life in some way. LGA Data from the academic year 21/22 highlights:</p> <ul style="list-style-type: none"><li>• 2,379 young people have Special Educational Needs in RBKC.</li><li>• 746 have a statement of Special Educational Need or an Education and Health Plan.</li><li>• 62 children in the Borough have a disability in schools.</li></ul> <p>Seventeen (11 per cent) of the respondents said they had a disability, with nine saying that their disability related to a physical or mobility impairment.</p> <p>Fifteen of those respondents supported the proposals, with one objection and one having no opinion.</p> <p>The proposal improves crossing facilities from uncontrolled (where traffic has the right of way) to controlled green crossings (where pedestrians have the right of way), which means anyone with physical or mobility impairments which might mean they cross the road more slowly, should feel less intimidated by traffic when they cross the road through being given enough time to cross with traffic stopped. The new green man crossings will also have 'tactile rotating cones' fitted under the pushbutton units, to indicate to</p>  | Positive   |                  |  |  |     |               |   |                  |         |   |    |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |         |    |     |   |     |    |    |   |                     |    |    |   |              |   |    |   |              |            |             |           |  |

|                                       |  |          |
|---------------------------------------|--|----------|
|                                       | <p>visually impaired people when the green man is on display and it is safe to cross through being given enough time to cross.</p> <p>At the crossing points, tactile paving will be installed to help people with visual impairments identify the controlled crossings. The layout of the tactile paving will conform with national guidance (the paving will include a 'stem') but the material will be the same as the surrounding footways with the stone selected to provide a tonal contrast (rather than using red paving), as defined in Kensington and Chelsea's Streetscape Guide.</p>   |          |
| <b>Gender re-assignment</b>           | <p>The 2021 census captured this information those aged 16 and above.</p> <p>Approximately 90% of our residents stated that their sex is the same as it was at birth. Nearly 9% of residents did not answer the question. The remaining identified themselves as:</p> <ul style="list-style-type: none"> <li>• 0.2% said that their sex is different to that registered at birth</li> <li>• 0.1% identify as Trans woman</li> <li>• 0.1% as Trans man</li> <li>• Less than 0.1% identify as non-binary</li> <li>• 0.1% identify as other</li> </ul> <p>The proposals are deemed to have no impact on this category.</p>                              | Neutral  |
| <b>Marriage and Civil Partnership</b> | <p>2021 Census data shows 49.24% of residents are single. Nearly 35% of residents are married to someone of the opposite sex and 0.5% are married to someone of the same sex. The remaining 0.15% of our residents are in a civil partnership with someone of the opposite sex and 0.39% are in a civil partnership with someone of the same sex.</p> <p>The proposals are deemed to have no impact on this category.</p>  | Neutral  |
| <b>Pregnancy and maternity</b>        | <p>The 2019 JSNA showed there were 1,612 births in the borough. It also showed an estimated 335 cases perinatal mental illness.</p> <p>No data has been collected on whether the respondents were pregnant or caring for young children.</p> <p>The proposal improves crossing facilities from uncontrolled (where traffic has the right of way) to controlled green man crossings (where pedestrians have the right of way), which means anyone with very young children or older people who might walk slowly, should feel less intimidated by traffic when they cross the road through being given enough time to cross with traffic stopped.</p> | Positive |
| <b>Race</b>                           | <p>2021 Census: The broad ethnic breakdown of the borough's population is White at 70.6%; Asian, Asian British at 11.8%; Black, Black British at 7.9%; Mixed or multiple ethnicities at 6.6%; and Other at 9.9%.</p> <p>A more detailed breakdown is:</p>  | Neutral  |

|  |  |  |        |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
|--|--|--|--------|-----------------------|-------|---------------|-------|-------------------------------|--------|--------------|--------|---------------------------------|-------|-----------------|-------|-------------|------|----------------|-----|--|--------|---------------|-------|-------------|------|-----------------|-------|--------------------------------|------|-------------|-------|------------|------|--|--|-------------|--------|--|--|------------|------|--|--|-------------------|------|--|
|  | <table><tr><td>Asian Bangladeshi</td><td>1%</td><td>Mixed White and Asian</td><td>2.1%</td></tr><tr><td>Asian Chinese</td><td>2.7 %</td><td>Mixed White and Black African</td><td>0.9%</td></tr><tr><td>Asian Indian</td><td>2.2 %</td><td>Mixed White and Black Caribbean</td><td>2.1%</td></tr><tr><td>Asian Pakistani</td><td>0.9 %</td><td>Mixed Other</td><td>2.4%</td></tr><tr><td>Asian Other</td><td>5%</td><td>White English, Welsh, Scottish, Northern Irish British</td><td>32.7 %</td></tr><tr><td>Black African</td><td>4.8 %</td><td>White Irish</td><td>2.0%</td></tr><tr><td>Black Caribbean</td><td>2.3 %</td><td>White Gypsy or Irish Traveller</td><td>0.1%</td></tr><tr><td>Black Other</td><td>0.8 %</td><td>White Roma</td><td>0.7%</td></tr><tr><td></td><td></td><td>White Other</td><td>28.3 %</td></tr><tr><td></td><td></td><td>Other Arab</td><td>4.5%</td></tr><tr><td></td><td></td><td>Other ethnicities</td><td>5.4%</td></tr></table> <p>The proposals are deemed to have no impact on this category.</p> | Asian Bangladeshi                                      | 1%     | Mixed White and Asian | 2.1%  | Asian Chinese | 2.7 % | Mixed White and Black African | 0.9%   | Asian Indian | 2.2 %  | Mixed White and Black Caribbean | 2.1%  | Asian Pakistani | 0.9 % | Mixed Other | 2.4% | Asian Other    | 5%  | White English, Welsh, Scottish, Northern Irish British | 32.7 % | Black African | 4.8 % | White Irish | 2.0% | Black Caribbean | 2.3 % | White Gypsy or Irish Traveller | 0.1% | Black Other | 0.8 % | White Roma | 0.7% |  |  | White Other | 28.3 % |  |  | Other Arab | 4.5% |  |  | Other ethnicities | 5.4% |  |
| Asian Bangladeshi  | 1%   | Mixed White and Asian                                  | 2.1%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Asian Chinese  | 2.7 %  | Mixed White and Black African                          | 0.9%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Asian Indian   | 2.2 %  | Mixed White and Black Caribbean                        | 2.1%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Asian Pakistani  | 0.9 %  | Mixed Other  | 2.4%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Asian Other  | 5%   | White English, Welsh, Scottish, Northern Irish British | 32.7 % |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Black African  | 4.8 %  | White Irish  | 2.0%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Black Caribbean  | 2.3 %  | White Gypsy or Irish Traveller                         | 0.1%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Black Other  | 0.8 %  | White Roma   | 0.7%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
|  |  | White Other  | 28.3 % |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
|  |  | Other Arab   | 4.5%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
|  |  | Other ethnicities                                      | 5.4%   |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| <b>Religion/ belief</b>  | <p>A breakdown of religious groups in RBKC from the 2021 census are:</p> <table><tr><td>Buddhist</td><td>1.1%</td><td>Jewish</td><td>1.9%</td><td>Other</td><td>0.7%</td></tr><tr><td>Christian</td><td>48.4 %</td><td>Muslim</td><td>11.8 %</td><td>No religion</td><td>24.8%</td></tr><tr><td>Hindu</td><td>1.1%</td><td>Sikh</td><td>0.2%</td><td>did not answer</td><td>10%</td></tr></table> <p>The proposals are deemed to have no impact on this category.</p>  | Buddhist   | 1.1%   | Jewish                | 1.9%  | Other         | 0.7%  | Christian                     | 48.4 % | Muslim       | 11.8 % | No religion                     | 24.8% | Hindu           | 1.1%  | Sikh        | 0.2% | did not answer | 10% | Neutral  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Buddhist   | 1.1%   | Jewish   | 1.9%   | Other                 | 0.7%  |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Christian  | 48.4 %   | Muslim   | 11.8 % | No religion           | 24.8% |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| Hindu  | 1.1%   | Sikh   | 0.2%   | did not answer        | 10%   |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| <b>Sex</b>   | <p>2021 Census: Female 53.2% and Male 46.8%.</p> <p>The proposals are deemed to have no impact on this category.</p>   | Neutral  |        |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| <b>Sexual Orientation</b>  | <p>2021 census information on sexual orientation is only captured for people aged 16 and above. Approximately 85% identify as Heterosexual, nearly 3% identify as Gay or Lesbian, 1.3% as Bisexual and 0.3% as other, the remaining 10.4% did not answer this question.</p> <p>The proposals are deemed to have no impact on this category.</p>  | Neutral  |        |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| <b>In addition to the nine protected characteristics, where relevant we ask that you also think about the socio-economic and geographical considerations of our residents. Some data has been included below for your reference.</b> |  |  |        |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |
| <b>Socio-economic and Geographic</b>   | <p>A recent report on data from the Index of Multiple Deprivation for 2019 showed that a high concentration of the most deprived Lower Super Output Areas being found in the Golborne, Notting Dale and Dalgarno wards.</p>  | Neutral  |        |                       |       |               |       |                               |        |              |        |                                 |       |                 |       |             |      |                |     |  |        |               |       |             |      |                 |       |                                |      |             |       |            |      |  |  |             |        |  |  |            |      |  |  |                   |      |  |

|                     |  |         |
|---------------------|--|---------|
|                     | <p>North Kensington also has higher numbers of people on low incomes, who are unemployed or who have no qualifications than the rest of the borough and has a higher proportion of social housing. There are also pockets of low income, higher unemployment, and lower skills levels in parts of the south and west of the borough, again in areas where there are greater proportions of social housing.</p> <p>According to recent ONS data RBKC continues to have the highest life expectancy in the country, however this varies between the north and the south, between people from different ethnic minorities, and between homeowners, private renters, and those in social housing.</p> <p>ONS data also shows that life expectancy in the borough can vary significantly by different wards. There are larger gaps between the least and most deprived wards, these are as much as 14.8 years for males and 11.9 years for females. Females in Notting Dale live on average 15 years less than their neighbours in Holland Ward.</p> <p>The 2021 census data on general health of our residents shows that 58% of all residents, reported being in 'very good' health, 29.6 reported 'good' health, 10.1% reported 'fair health', 3.7% reported 'bad health' and 1.1% of residents reported 'very bad' health. However, these figures vary greatly across the Borough. Campden residents had the highest proportion reporting 'very good' health, 67.4% and Dalgarno in the north of the Borough had the lowest, 48.5%.</p> <p>The scheme is not expected to have any effect based on socio-economic or geographical factors, other than the improved crossing facilities for vulnerable road users, of which the proportion generally increases as the level of deprivation increases.</p> |         |
| <b>Other Groups</b> | <p>Please consider groups that may be affected by your work, such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces etc.</p> <p>Groups such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces will not be any more or less impacted by the proposals than other people, except insofar as they fall into one of the other categories above.</p>  | Neutral |

## SECTION 4: Action Plan

Have you identified the need to reduce or remove any negative impacts, conduct work with those from protected groups to participate where their participation is disproportionately low, or fill any data gaps? If so, complete the Action Plan below to show the work that is planned.

None identified

| Issue identified | Planned Action   | Lead Officer and Timeframe |
|------------------|--|----------------------------|
| Live document    | No issues or actions are identified at this time, however this document is a working document, and so will be updated accordingly at each stage of the scheme. | Senior Traffic Engineer    |
|                  |  |                            |
|                  |  |                            |
|                  |  |                            |

## SECTION 5: Sign-off

|                                |  |
|--------------------------------|--|
| Director/ Head of Service Name | Mark Chetwynd, Head of Transportation and Highways                       |
| Contact Email                  | <a href="mailto:mark.chetwynd@rbkc.gov.uk">mark.chetwynd@rbkc.gov.uk</a> |
| Date of sign off               | 1 December 2025  |

**Review**  
It is important to consider equalities issues at every stage of the process. Remember an EqIA is a live document which means it must be regularly reviewed and updated considering new evidence or information, for example, have you now completed your consultation or has there been news on funding. Please ask your Director or Head of Service to sign-off at every review stage. You can have as many reviews as are appropriate for your work.

|                                |  |
|--------------------------------|--|
| Date of 1 <sup>st</sup> Review |  |
| Name of Reviewer               |  |
| Director signature             |  |
| Date of 2 <sup>nd</sup> Review |  |
| Name of Reviewer               |  |
| Director signature             |  |
| Date of 3 <sup>rd</sup> Review |  |
| Name of Reviewer               |  |
| Director signature             |  |