

Access and Inclusivity Report

**King's Cross Central
The King's Boulevard**

King's Cross Central
General Partner Ltd

January 2020

**KINGS
CROSS**

All Clear Design

3 Devonshire Mews
London
W4 2HA

T: +44 (0) 20 8400 5093
W: www.allclear.co.uk



all clear designs
3 devonshire mews
london w4 2ha

t: 020 8400 5093
f: 020 8400 5094

mail@allclear.co.uk
www.allclear.co.uk

King's Cross Central:

King's Boulevard Pedestrianisation

Access & Inclusivity Statement

Prepared by All Clear Designs Ltd

August 2019

First Draft 16.08.19

Second Draft 28.08.19

Final Draft 21.11.19

Final Draft 02.12.19

Contents

1.0 Introduction 1

2.0 Proposals..... 5

Appendix A
Management Issues

1.0 Introduction

This document sets out the process adopted by the developer (King's Cross Central General Partner Limited) to create an accessible and inclusive public realm along King's Boulevard, the main north-south street within the King's Cross Estate.

This statement has been prepared to accompany the submission for the re-formatting of the surface treatment of the King's Boulevard.

This statement has been prepared in response to discharge Condition 19 (Access Statement) of the KXC Outline Planning Permission ('the Outline Planning Permission'), granted in December 2006 (with ref. 2004/2307/P) and Section V of the associated Section 106 Agreement on Access and Inclusivity.

1.1 Context

Documents which relate to access and inclusivity within KXC are developed under a document hierarchy as follows:

1. King's Cross Central Access and Inclusivity Strategy (Sept 2005)	A scene setting document establishing the principles and containing the master plan philosophy and over arching strategies, as referred to in the S106 Agreement.
2. Access Statement (this document)	A detailed document containing expanded descriptions explaining how the strategy has been implemented in the individual schemes.

1.2 Scope

This Access Statement contains an explanation of measures that have been incorporated within the proposals for King's Boulevard to facilitate access and use by all people including disabled people. It indicates how the design meets the required design standards, good practice guidance and Building Regulations access requirements.

The statement takes into account the needs of people with mobility impairments including wheelchair users and those with sensory and cognitive impairments. However, it is recognised that the issues considered in this report will affect the convenience of access for all occupants, not just disabled people.

This Access Statement is based on the strategies set out in the King's Cross Central Access and Inclusivity Strategy (September 2005) and addresses the items set out in Appendix D of that document, including:

- Explanation of policy and approach to access;
- Sources of advice and guidance on accessibility;
- Details of consultations undertaken or planned;
- Details of access consultant involvement;
- Explanation of specific issues affecting accessibility and details of access solutions adopted; and
- Details of potential management policies and procedures to be adopted to enhance and maintain accessibility.

Areas where technical or other constraints have prevented or constrained the application of the principles set out in the above strategy are highlighted as appropriate.

This statement does not cover operational aspects in detail, but it identifies and comments on areas where management procedures are likely to be required to ensure good accessibility.

This Access Statement is based on, and should be read in conjunction with, the submitted scheme drawings and information provided by Gillespies Landscape Architects.

1.3 Role of Access Consultant

The access consultant has been involved in the preparation of the submitted proposals. The role of the access consultant is to advise the design team and appraise elements of the design at the relevant stages of the design process to ensure that the best possible level of access is achieved and that the proposals meet relevant legislation, the S106 Agreement requirements and recognised good practice guidance. The consultant also provides recommendations about measures that can be incorporated within the scheme to facilitate access and use by disabled people.

The access consultancy services have ensured the integration of accessibility measures into the public realm design whilst also maintaining the overall concept of the design.

1.4 Criteria for assessment and design guidance references

The following documents and guidance have informed the proposals and are referenced where appropriate:

- Shaping Neighbourhoods Accessible London: Achieving An Inclusive Environment Supplementary Planning Guidance: October 2014;
- Building Regulations Part K, Approved Document K, 2015 edition (incorporating the 2013 amendments);
- Building Regulations Part M, Approved Document M, 2015 edition;
- British Standard BS8300:2018 Section 1 External and 2 Internal: Design of buildings and their approaches to meet the needs of disabled people – Code of Practice;

- BS EN 81-70 2018 Safety rules for lifts.
- British Standard BS9999:2017 Code of practice for fire safety in the design, management and use of buildings;
- DETR, Parking for Disabled People, Traffic Advisory Leaflet 5/95, 1995; and
- Other currently recognised good practice design guidance including; *Guidance on the use of Tactile Paving* (UK, DETR), *Inclusive Mobility* (DoT); *Designing for Accessibility* (CAE, 2004), *The Access Manual*, (Blackwell, 2006) and *Manual for Streets* (DfT and DCLG 2007).
- London Cycling Design Standards (LCDS) TfL 2014

It is also necessary to observe reasonable functional and financial practicalities and to take into account the nature of the public realm.

1.5 Factors contributing to accessibility

This Access Statement considers accessibility at an early stage in the design.

The individual needs of visitors cannot always be known in advance, thus it is acknowledged that further adjustments to estate management policy or procedure or to the physical features of landscaping may become necessary.

1.6 Consultation

Consultation has taken place with a range of local and national organisations and groups.

Two specific to this report are the Royal National Institute for the Blind (RNIB) and the King's Cross Design and Access Forum (D&AF)

These meetings have been developed as a method of ensuring that there is adequate user input into the design development process.

The RNIB were consulted on two occasions and the comments from the meeting on 16.08.19 noted below.

Issue	Response
RNIB. The RNIB only have a policy where a pavement must be present in any scheme and cyclists completely segregated from any pedestrian activity.	King's Boulevard has been designed to predominantly cater for pedestrians. The use by existing cyclist and projected cyclists has been measured and current and projected use is approximately 1-2%. To design King's Boulevard to have a kerbed edge would therefore be designing a road surface aimed at cyclists, rather than a pedestrian surface with

	occasional cycle access.
RNIB commented that the corduroy paving is not as detectable as a kerb edge.	Research papers (cited below in section 2.3 and contained in more detail in the Urban Design Report) have shown that the corduroy strip is as, if not more detectable than a single kerb edge. The tactile surface is being used in line with National Guidance and with the language for which it has been intended, and is being laid in an 800mm wide strip, which will be extremely detectable.
RNIB commented that they cannot support a scheme where pedestrians and cycles are mixed.	The scheme has two sections of wide pedestrian only North/South routes. There is also a 4.1 metre wide pedestrian/cyclist route in the middle with tactile warnings to both sides of this route. Calming measures and clear signage will indicate that this is a pedestrian priority route.
D&AF	It may be worth discussing the scheme as it develops with "Wheels for Wellbeing". Specifically if further information is needed on the use of 'rumble strips'. Noted.
D&AF	Are the crossings included in the application? The crossings are not a part of this planning application and are being discussed with LBC.

Further details are provided in the assessment of the proposals set out in Section 2.0.

2.0 Proposals

2.1 King's Boulevard

King's Boulevard runs approximately North/South from the Pancras Road and King's Cross Station up to its intersection with Goods Way and corresponds to the bridge leading from Goods Way to Granary Square in the North.

This application seeks to reconsider the existing proposal, which is for a trafficked street, and re-designate it as a pedestrian priority area allowing North/South movement and East/West movement across its whole length.

It is acknowledged that there will be a limited amount of unavoidable cycle traffic North/South, and the design seeks to mitigate the effect of this on any pedestrian usage.



Figure 1 King's Boulevard: Existing approved design

King's Boulevard is wide, with approximately 18.9 metres at the southern end, and widening to approximately 33 metres at the northern end.

In its current arrangement King's Boulevard is designed to accommodate both vehicular and pedestrian movement, however the carriageway has never been opened to traffic. The dedicated carriageway with full height kerbs provides a central, tree lined route for vehicles, with pedestrian movement focused on either side of the street. The existing layout of the street facilitates clear footway zones for people moving north-south. Fully accessible east-west movement across the street is restricted to raised crossing points at limited locations along King's Boulevard.

2.2 Current and likely users

In order to properly estimate the make-up of users of the King's Boulevard surveys of the surrounding streets were made to count actual users at the junctions to King's Boulevard (and so likely to be crossing onto it) at Goods Way and Pancras Road.

The surveys show that the pedestrian usage of King's Boulevard dominates the existing and likely use of King's Boulevard. It is estimated that only 1.6% of users at

peak times are likely to be cyclists. (This is higher than existing, as the study anticipates the completed buildings which are currently under construction.)

The team have therefore taken the view that the streetscape should be designed to promote and reinforce pedestrian priority (98% of the users) and not cycling priority (2% users). It is further felt that prioritising pedestrian based designs will visibly limit the use of the Boulevard, which is not directly on any of the main cycle networks.

2.3 Proposed Treatment

The proposal for King's Boulevard is for a strong North/South pedestrian route along the building line of each of the elevations. These routes will be wide, ranging from approximately 7 metres wide at the narrowest point, and up to 14.5 metres wide at the widest point.

At the centre of this space will be a 4.1 metre wide zone which cyclists are indicated to use. This is clearly demarcated on both sides of the zone using continuous linear 800mm wide strip of tactile Corduroy paving units. (Illustrated in Figure 3 below).

Corduroy paving is intended for this use as it indicates the entry to an area with possible risks, especially cycles (in the street based built environment), and is extremely detectable.

Research undertaken in 2011 examined the detectability of an 800mm wide strip of Corduroy paving by people with visual disabilities. (*Exhibition Road Corduroy Delineator Testing: Report for Royal Borough of Kensington and Chelsea May 2011 by MVA Consultancy*)

During the research, where 71 users with Visual disabilities were tested, only one user was unable to successfully locate the Corduroy paving, as illustrated in Figure 5 below.

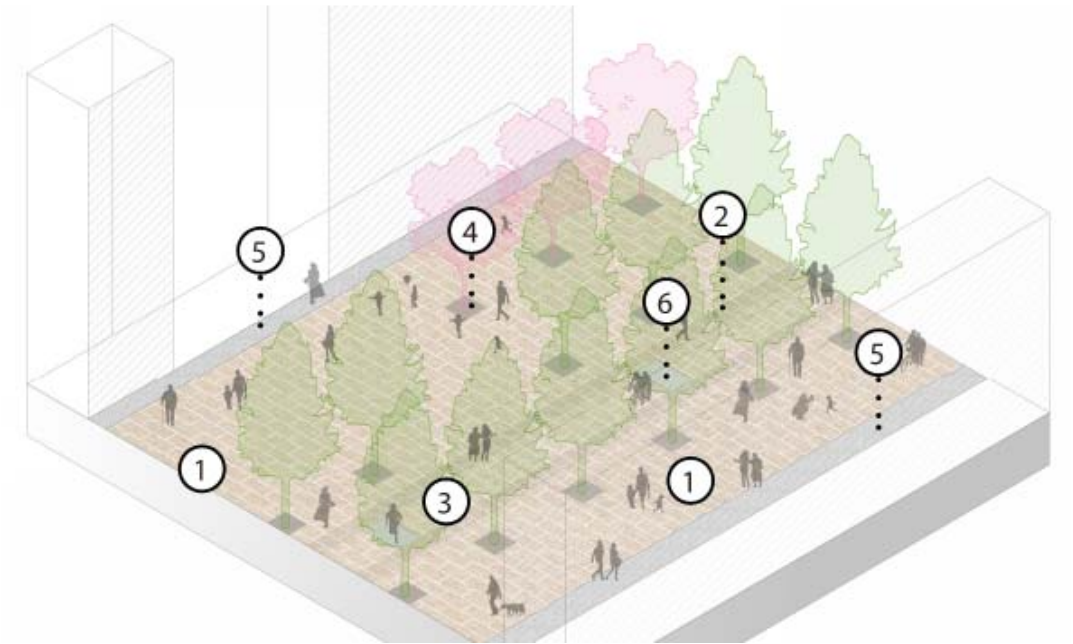


Figure 2 Proposed layout for King’s Boulevard

- ① Yorkstone flags (retained)
 - ② Corduroy tactile paving (Yorkstone)
 - ③ Yorkstone flags (new)
 - ④ Granite setts (tree pits and cycle stands)
 - ⑤ Yorkstone setts
- Carriageway raised to create flush surface with footways
 - Yorkstone flags to carriageway to tie into existing Yorkstone pavement
 - Introduction of corduroy tactile paving to denote shared cycle/pedestrian zone
 - Granite setts around tree pits and cycle stands retained
 - Opportunities for bands of Yorkstone Setts to emphasise pause points along street

Figure 3 Key for the treatment of King’s Boulevard

Table E1 Pass and Fail Rate for Corduroy Delineator Tests

VI Participants		MI Participants	
Pass	99%	Pass	100%
Fail	1%	Fail	0%

Figure 4 from the 2011 study showing that 99% of tested users were able to detect the corduroy paving

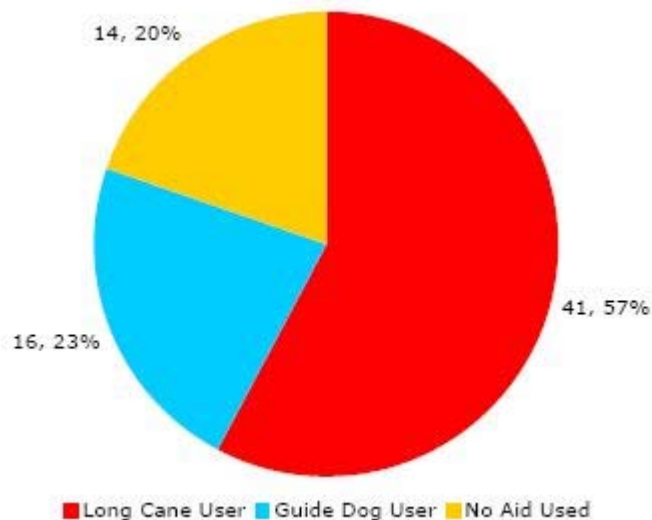


Figure 5 from the 2011 study illustrating the participants by self-identified visual disability

The conclusion from the study was that an 800mm delineating strip of corduroy tactile paving provides an extremely (99%) detectable edge definition for a wide range of visually disabled users.

To further emphasise to cyclists that there will be East/West pedestrians crossing, the King's Boulevard central route will periodically have strips of smaller York stone sets to provide subtle rumble strips in order to further slow cycle speeds.



Figure 6 illustrating the proposed East/West paving treatment

2.4 General Considerations

A consistent treatment and palette of materials will be used throughout the scheme to give a consistent and navigable landscape over the whole area.

No raised tables or dropped kerbs are required, and this will ease road crossings for a wide range of disabled people.

Materials are used to reinforce the pedestrian routes and crossings.

2.5 Specific Considerations

- Joints between paving stones and sets will be level and generally of a 5mm width, but no more than 10mm when filled.
- Paving surfaces are firm, durable and slip resistant.
- No changes to the gradient are intended.
- Lighting columns will be consistently located from the edge of the central route.

2.6 Threshold Treatments

All thresholds onto the outdoor amenity spaces from buildings will be flush, with no more than a 15mm level change, and joints of no more than 10mm wide. Where possible, thresholds between materials will also have a visual contrast (by use of different materials) to assist people with visual disabilities.

2.7 Furniture

Overall, the scheme has been designed to be uncluttered to ensure legibility and ease of passage and to provide a clearly identifiable set of pathways through the landscape. Seating units will be located within the tree line/furniture zone to provide resting opportunities, but outside of the main circulation routes. The seats will provide a range of opportunities with arm-rests and seat backs.

2.8 Lighting

A lighting scheme will be developed to deliver light levels which support the safety initiatives in the area, and navigation by people with visual disabilities.

2.9 Proposed King's Boulevard Conclusions

The proposal for the King's Boulevard is to provide a pedestrian priority area with occasional cycle movements. The cycles are kept to a central area using signage and tactile paving to demarcate a permitted route. The demarcation is detectable by and understood by a wide range of people with visual disabilities. There are no impacts on the proposed levels north-south on the scheme.

It is therefore felt that the proposals for King's Boulevard will provide an accessible, pedestrian priority area, of public realm.

KINGS CROSS

4 Stable Street
London
N1C 4AB
T +44 (0)20 3664 0200
www.kingscross.co.uk