

## **Service and community impact assessment (SCIA)**

### **Environment & Economy - June 2012**

#### **Introduction**

This report assesses the impacts of the proposals to implement improvements to Kennington roundabout and Hinksey Hill interchange.

#### **Kennington roundabout improvements**

##### **Impact on customers**

###### **Age**

The proposals for Kennington roundabout will not result in a significant change to the current layout for cyclists and pedestrians. However, the scheme will involve lengthening the southern subway. This could result in perceived personal safety issues, particularly for younger and elderly cyclists and pedestrians who may feel more vulnerable.

The extended subway will be well lit. The proposal will not result in an increased safety risk for users of the route compared with the existing design.

Consultation feedback from a member of the public suggested that “hamburger” roundabouts are confusing for elderly drivers. The proposed junction has only three arms and therefore fewer possible movements than other “hamburger” roundabouts in Oxfordshire. The new layout will be clearly signed in advance of the junction with sign posts and road markings so that confusion is minimised for all drivers.

The overall impact of the changes proposed for the junction is unlikely to differently affect drivers, pedestrians or cyclists as a result of their age.

###### **Disability**

The proposal will not differentially affect those with different physical or mental abilities.

###### **Gender reassignment, race, pregnancy and maternity, religion of belief, sex and sexual orientation, people living in rural areas, people living in urban areas, deprivation.**

The proposals will not have a differential impact on service users arising from any of the other characteristics listed.

## **Hinksey Hill interchange improvements**

### **Introduction**

This report assesses the impacts of the proposals to implement improvements to Hinksey Hill interchange.

### **Impact on customers**

#### **Age**

Younger and elderly cyclists and pedestrians may be less confident road users.

The proposals will not result in a significant change to the current layout for cyclists and pedestrians. However, crossing the road will be more difficult because of increases in traffic flow on the new slip lane. Natural gaps will still exist in the traffic flow due to traffic signals at Kennington roundabout so crossing will still be possible. Users could potentially be differentially affected as a result of age because of their confidence. However, it is likely that only confident pedestrians and cyclists cross the roundabout with its current layout so it is unlikely to differentially affect existing users.

#### **Disability**

Visually impaired pedestrians, pedestrians with hearing impairments, pedestrians with ambulant mobility, wheelchair users and people with learning difficulties are likely to find it difficult to cross the slip road in its current layout. This will be made more difficult with the proposed changes.

The existing paths leading to the slip road are narrow and are not suitable for wheelchairs or scooters.

Reduced congestion will improve bus journey times and reduce delays for traffic.

#### **Gender reassignment, race, pregnancy and maternity, religion of belief, sex and sexual orientation, people living in rural areas, people living in urban areas, deprivation.**

The proposals will not have a differential impact on service users arising from any of the characteristics listed.