

Colourful Crossing Feedback Summary

Crossing	Contributor	Comment(s)
Borough High St and Southwark Street	Autism Group	Could be distracting.
		Nothing wrong with existing pedestrian crossings. Waste of time/money.
		I'm concerned over the impact on those in the special interest groups in terms if visibility and groups such as your autism group
		Will customers recognise it as the crossing area, given it is significant deviation from the 'normal' way of marking such things?
		Does it risk people pausing/stopping in the crossing to either catch their balance due to visual impact of it (the 3D nature may make you dizzy/feel like you are stepping into/onto something that isn't there), or stopping to look at the patterns and thereby increasing delays to both pedestrians and traffic, and ultimately increasing risk of collision through people still being on the crossing when the lights change?
		The designs are beautiful but there is a place for them and on the street in public with no warning is not right
		Just speaking from a driver's POV, there is already a huge amount of signage, adverts, road furniture and all the usual distractions to be taking account of; I would rather have less distraction than more. Also, supposing there was someone on the crossing wearing colourful clothing and they were actually camouflaged by it?
		It looks beautiful, but if I were to see that when walking, I'd get vertigo and collapse on the spot. I wish I were exaggerating. The sensory side of this is too much visually to be able to cross safely. And collapsing on a road, where I would be horizontal, would be a danger, as I wouldn't be visible to oncoming traffic. That's only my opinion though. Open to others.
		Makes me feel dizzy.
		I would find them difficult – just an extra distraction or sensory input in an already difficult place – the

		number of times I've nearly been hit by a car because I wasn't looking the right way or I was distracted/ deep in thought. I'm pretty sure it'll be the way I leave this world.
	TfL Independent Disability Advisory Group	<p><u>Form vs function</u></p> <p>"Promoting a vibrant and colourful city" sounds like the kind of thing I would expect to find in some TfL literature somewhere - and if not TfL then certainly the GLA. Unless you're the fun police; it's an aim to be applauded.</p> <p>Without wishing to become the 'fun police', we do have to consider whether the admirable aim of adding a bit of colour to the concrete jungle comes at a cost of accessibility.</p> <p>Our concerns about the previously presented (I am aware these are separate designs) crossings still stand. These would be quite difficult for somebody with dementia to navigate over. The presence of lights helps to assuage some of my concerns about their indicative use for pedestrians - though as x's notes, the neighbourhood in which they will be placed is an important factor and an in situ mock up might help us get a better idea.</p>
		<p>If they have designed these with a street crossing in mind then I think we need to spend some time considering what a crossing is for and why we use stripes on zebra crossings and studs and different shades of road surface on controlled crossings.</p> <p>These designs are for controlled crossings aren't they?</p> <p>Controlled crossings usually only have subtle indicators that they're a controlled crossing, such as studs and white lines for vehicles to wait behind, zig zags to indicate the approach to a crossing and for pedestrians there is tactile markings with tails. We don't usually expect geometric shapes or bright colours on the road. I realise that's part of the point of these to make the environment colourful and unusual.</p> <p>I had fewer concerns about the Tate modern designs because:</p> <ol style="list-style-type: none"> 1) they were recognisable pieces of arts or styles of art 2) they were in context being close to the art gallery

		<p>I think the problem with these designs is that they are so bold, so busy, so bright but with out anything to connect to why they're like this. I really love the idea of involving the community in the design and that they are people with mental health conditions is even better. But I'm wondering if there is a way to tie them to the area more so they make more sense. This is important for people with dementia or learning difficulties to place why they're here. So for example if these are near to a park a pattern with recognisable flowers or trees might tie it better to the local area.</p> <p>I think the designs will still be problematic to people with dementia and people with visual impairment. It is hard however to know exactly how they will look stretched across a road. scaling them up may mean the psychedelic effect is reduced.</p> <p>My recommendation stands that more diverse people's opinions should be sought.</p>
Tooley St and St Thomas St	TfL Independent Disability Advisory Group	<p>In terms of the designs themselves IDAG felt:</p> <ul style="list-style-type: none"> • For people with sensory sensitivity they may be overly intricate – and may cause some anxiety and many people with sensory sensitivities/on the Autistic spectrum wanting to avoid using these completely. • For people with a learning disability/people with dementia/people with a visual impairment they do not intuitively indicate that these are zones for crossing safely. • Tooley street mockup: the circular dots on the pattern could easily be misconstrued as holes on the ground • St Thomas' street mockup: from the angle provided, the pattern could easily be misconstrued as being quite serpent-like in nature, one could see how an individual with dementia might mistake these for snakes <p>IDAG also enforced the role of pedestrian crossings</p> <ul style="list-style-type: none"> • Pedestrian crossings are there for health and safety reasons. • Pedestrians know what current crossing infrastructure looks like and what behaviours can be expected from both pedestrians and drivers for example with zebra crossings both pedestrians and car drivers know what to do. This proposed design change at signalised crossing will confuse older and disabled people and drivers alike. • The Mayor of London wants us to be a dementia friendly city and that also means that our urban

		<p>realm should be inclusive in its design approach and not create further barriers for equalities groups.</p> <p>IDAG recommendation:</p> <ul style="list-style-type: none"> • Could other interventions in street design meet the aim of the project but not exclude/disorientate some older and disabled people at crossings? • We engage with the GLA representative Poppy Lyle who is leading on this programme to come and present to our IDAG members or the GLA equivalent forum and include the Alzheimer's Society - City Hall currently have a secondee working at GLA on Mayor's commitment to a Dementia Friendly London
--	--	---

Feedback on Colourful Crossings – Version 2

Crossing	Contributor	Comment(s)
Tooley St and St Thomas St	Autism Group	<p>No. To any of these. Safety is so crucial – is there some reason why the black and white crossing has been shown to be unsafe? Are we just doing this for creative fun? I am a creative person myself but this is not a good enough reason.</p> <p>Firstly – the designs – particularly the first one make my eyes 'dance' and cause me dizziness – probably due to my colour-blindness – in my case the most common type - deuteranomaly which is a reduced sensitivity to green light and is the most common form of colour blindness. (There are also protanomaly, which is a reduced sensitivity to red light, and tritanomaly which is a reduced sensitivity to blue light and is extremely rare – so I can't speak for how people with those conditions, or a combination of these would be affected). As a pedestrian I would not particularly like to walk across them but as a driver I would feel uncomfortable about the effect they might have on me.</p> <p>Secondly, these designs – and I must stress that although they aren't to my taste, I am not in any way criticizing the designs themselves – purely their suitability for the purpose of pedestrian crossings – have been shown during daylight on a dry day. Human eyes are unable to detect colour at night so we see everything in shades of grey – so a pattern of colours with similar tones is unlikely to be distinguishable from the road surrounding it. Worse – if it gets dirty/wet, reflects streetlights/other surrounding lights gets</p>

		<p>tyre marks on it – it will be even harder to see – presumably the reason for the large, wide, easily distinguishable black and white stripes of the existing crossings.</p> <p>For these reasons, I'm actually afraid that these may compromise safety.</p> <p>If it is not broke, don't fix it.</p>
Tooley St and St Thomas St	Autism Group	I agree, particularly with the first - whichever dot I focus on, the others won't stay still. The dashes bleed into the surrounding colour and I feel a headache coming on.
Tooley St and St Thomas St	Autism Group	Option 1 is a lot better and works really well in my opinion. I think the green and blue is far more neutral and doesn't dizzy you like the rug one did. I also like options 1 and 2 for outside Guy's Hospital. They don't dizzy or jar the eye.
Tooley St and St Thomas St	TfL Independent Disability Advisory Group	<p>The fact that scaling up complicated and busy patterns doesn't really do much to alleviate the issue of the appearance of holes/uneven surfaces.</p> <p>As pointed out, the addition of the "look left/right" text is fantastic and really helps to put the crossings into context. I do think that perhaps if the entire crossing was bordered with something akin to this, it might help to alleviate our concerns about misinterpretation of their use.</p> <p>That said, I would definitely recommend consulting with a user group of people with dementia and if it's helpful I can think of a few organisations that we could turn to for this – so do let me know if you would like me to facilitate something.</p>
Tooley St and St Thomas St	TfL Independent Disability Advisory Group	<p>My first recommendation is to consult with someone who knows more about dementia than I do as I still have concerns for how people with dementia will cope with the crossings.</p> <p>Personally I think the green and blue / black design is the best from a visual impairment point of view, its a large clear design.</p> <p>I really like the large black and white look left and look right versions of the design. I think that really helps put the colourful crossings in context also its incredibly accessible. Please let them use those look left look right signs!</p>

	<p>I still think some of the busier options even with the changes made, could be confusing and disorientating for some visually impaired people to walk over.</p> <p>Also when I saw the final picture of the flower smiley face I thought "At last a design which is great and accessible!" then realised it was just to demonstrate the colour palette! The reason I think that design is better is because it isn't something abstract it is a recognisable thing its clear that its a design / image. It's simple.</p> <p>I think the important thing for the project team is to understand that busy patterns and patterns with lots of smaller darker areas in it can appear like shadows, holes or uneven surface to someone with low vision and that's what we're concerned about.</p>
--	--