

Kent Pedestrian Guard Railing Assessment

Sittingbourne – Consultation Report (Version 3)



June 2011





Project Number B1649000





Document control sheet





BPP 04 F8

Client: Kent Highway Services
 Project: Kent Guard Railing Assessment Job No: B1649000
 Document Title: Sittingbourne Consultation Report Vrs 3

Originator Checked by Reviewed by Approved by

ORIGINAL	NAME R. Fletcher	NAME S. Watkins	NAME G. Williams	NAME G. Williams
DATE 12 December 2010	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME R. Fletcher	NAME S. Watkins	NAME G. Williams	NAME G. Williams
DATE 10 March 2011	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME S. Watkins	NAME K. Williams	NAME G. Williams	NAME G. Williams
DATE 01 June 2011	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE
Document Status				

Contents

1. **Foreword**
2. **Methodology**
3. **Site Conclusions / Recommendations**

An assessment of the pedestrian guard railing in Sittingbourne town centre was carried out for Kent Highways Services in November 2010. A report on the findings and recommendations was sent to County Members, KCC's Transport and Development team and Swale Borough Council in December 2010.

This report details the comments received through the consultation process and the Safety Auditor's response and recommendations to be taken to the Joint Transportation Board on 13th June 2011 for decision.

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst maintaining road safety. It is recognised that where pedestrian guard railing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints.

Guard railing can be the right solution when the objectives of installing it (and in the right amount) are fully considered. The main purpose of guard railing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guard railing can also be used to offer some protection to pedestrians at locations where the swept path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.

This report contains recommendations to retain, partially remove or wholly remove pedestrian guard railing from 12 sites across Sittingbourne.

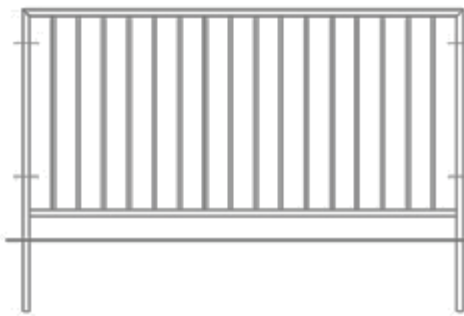
The assessments were conducted within an approximate 750metre (820yard) radius (1 mile diameter) of the High Street to incorporate the main pedestrian thoroughfares in the town centre (see figure 1).

Each site has been assessed by a fully qualified road safety auditor and a road safety engineer. Records of each site will be maintained by the KHS Signs, Lines and Barriers Asset Manager.

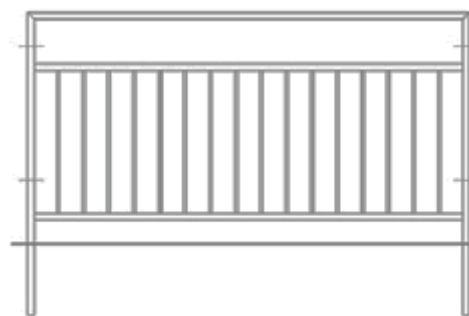
The surveys have allowed sufficient adjacent road space to be included; the exact length of road surveyed to make up a site has been dictated by the existence of side roads, major entrances / exits and the current extent of the existing guard railing.

The type of pedestrian guard railing assessed has been categorised into one of three types as shown below:

Standard type



'See through' type



Decorative type

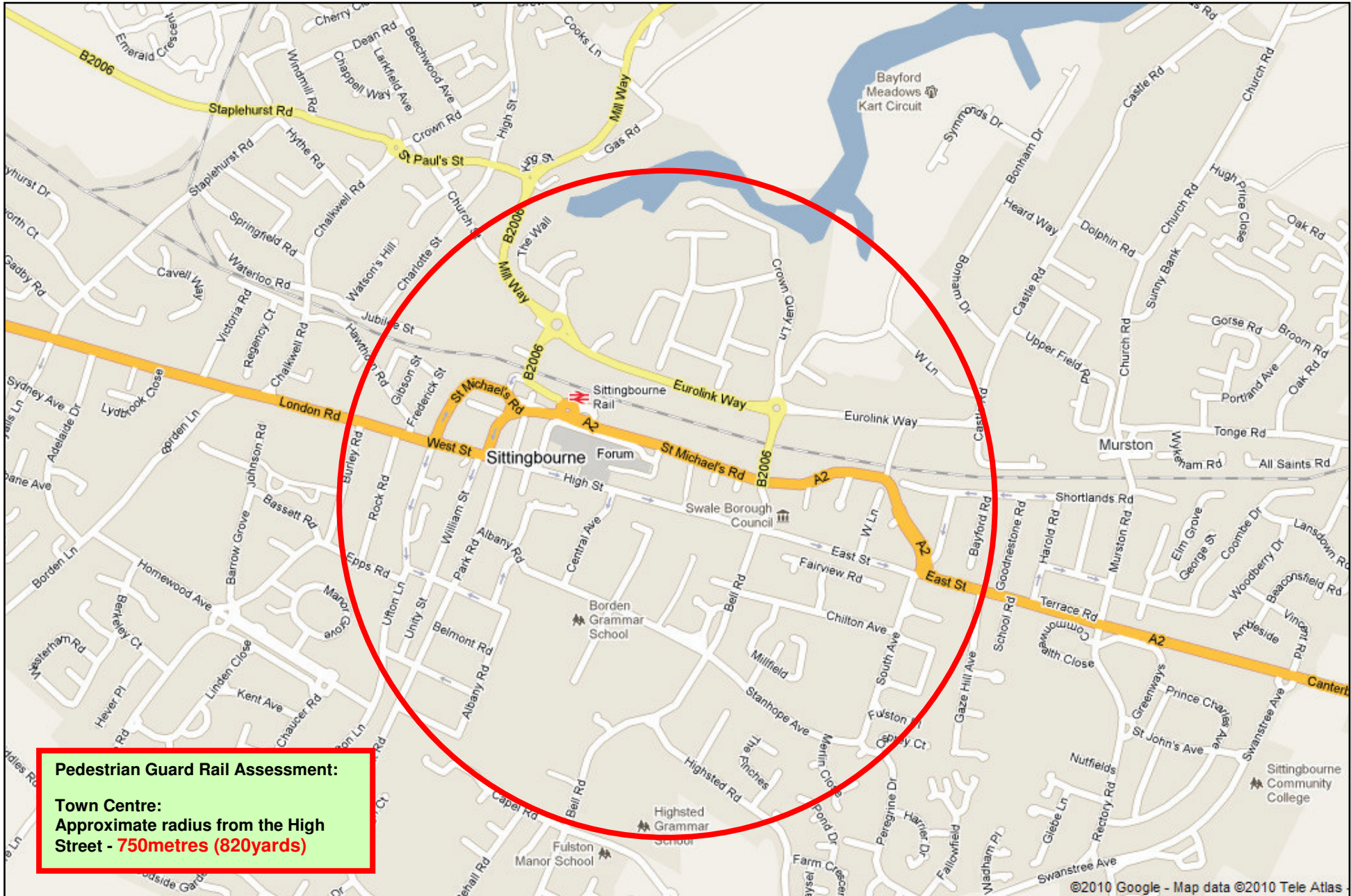


The decorative type of railing has a number of variations.

The site assessment was conducted by assessing the effectiveness of individual guardrails within the site and effectiveness as a whole. Photographs were taken and all technical data pertaining to the site was recorded including guard rail measurements, carriageway and footway width, proximity of junctions, type of pedestrian crossing and proximity to other crossings etc. Local trip attractors and generators have also been identified to assess pedestrian desire lines.

Where appropriate the width of the carriageway and its arrangement into lanes has been recorded as this relates to the degree of difficulty that people have in crossing. The width of the available footway has also been taken and consideration given to the effect the guard railing has on reducing the effective footway width.

Illustrated diagrams indicating pedestrian guardrail locations, any proposals to install additional guardrail panels, the replacement of any damaged panels and to remove or retain the guardrails have been included.



Pedestrian Guard Rail Assessment:
Town Centre:
Approximate radius from the High Street - 750metres (820yards)

Site 1 Location:

Site 1 is located at the junction of West Street/London Road and St. Michael's Road/Ufton Lane.

Types of Guard Railing:

Standard	See through	Decorative
Yes	Yes	

Comments received

Dropped kerbs with tactile paving will need to be re-located for new desire line.

Response to comments

Pedestrian movements will need to be monitored.

Conclusions / Recommendations

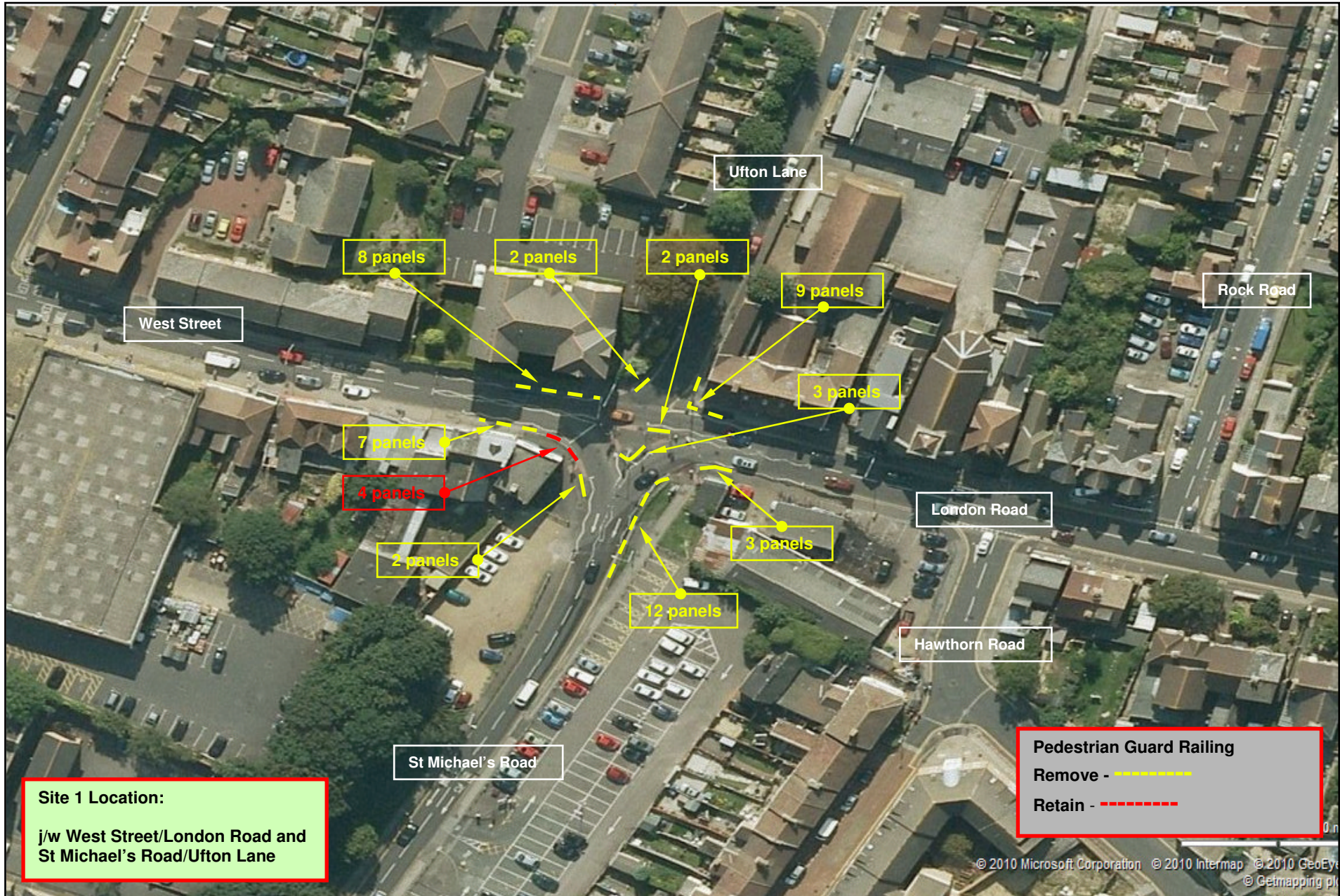
The site has a mixture of residential properties and small retail outlets and a car parking facility on St Michael's Road. St Michael's Road is an access from the residential properties to the Sittingbourne Railway Station.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The pedestrian guard railings at the site are a mixture of standard and see through. Those assessed for removal offer little benefit as a guide or protective device.

- **It is recommended to partially remove the pedestrian guard railings at site 1.**

Illustrated Diagram of site 1



Site 2 Location:

Site 2 is located on St. Michael's Road.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Comments received

- a) Risk of vehicles mounting the pavement on the tight bend on St Michaels Road.
- b) Tactile paving should be installed at existing crossing point at northern end of car park.

Response to comments

- a) This site has been further assessed. The footway is very narrow at this point and the pedestrian guard rail reduces it further. There needs to be a balance between the substandard footway width and the chance of vehicle overhang. The pedestrian railing should be set back 450mm from the edge of the carriageway to maximise the width of the carriageway. A realignment is required in the future, in the meantime the 12 panels at the northern end should be retained.
- b) Any change in pedestrian desire lines should be monitored.

Conclusions / Recommendations

The site has a car park on the western side and a wide grassed verge on the eastern side with walled residential properties at the northern end of the site.

St Michael's Road is an access from the residential properties to the Sittingbourne Railway Station.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The pedestrian guard railings at the site offer little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 2.**

Illustrated Diagram of site 2



12 Panels

13 panels

46 panels

West Street

St Michael's Road

Site 2 Location:
St Michael's Road

Pedestrian Guard Railing
Remove - - - - -
Retain - - - - -

Site 3 Location:

Site 3 is located at the junction of St. Michael's Road and Dover Street.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Comments received

The 7 panels outside Holy Trinity offer protection as there is a difference in levels between the footway and the carriageway.

Response to comments

The site has been reassessed and these panels are recommended to be retained.

Conclusions / Recommendations

The site on the western side is located on an extended semi-circular grass verge, adjacent to a block of flats with half on St Michael's Road and the other on Dover Street and seven panels on a wall adjacent the footway outside the Holy Trinity church.

On the eastern side the guard railings are located on a boundary wall of elevated residential flats.

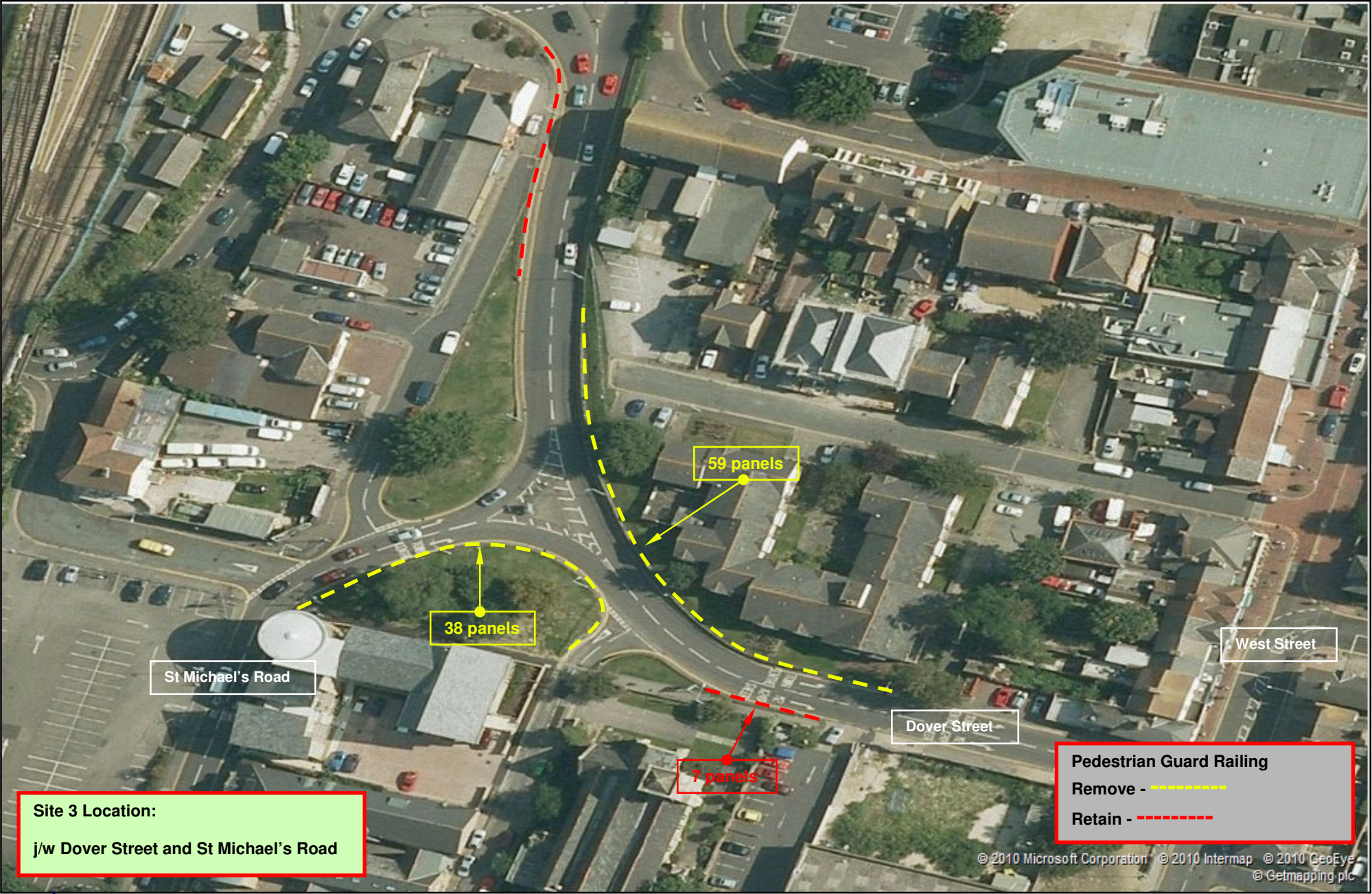
On the northern side the guard railing is located on a wall adjacent to the elevated Fountain Street and footway and as a protective device should be retained to prevent pedestrians falling into the carriageway below.

The site has a high volume of vehicular traffic and low pedestrian use.

The pedestrian guard railings assessed for removal offer little benefit as a guide or protective device.

- **It is recommended to partially remove the pedestrian guard railings at site 3.**

Illustrated Diagram of site 3



Site 3 Location:
j/w Dover Street and St Michael's Road

59 panels

38 panels

7 panels

St Michael's Road

Dover Street

West Street

Pedestrian Guard Railing
Remove - - - - -
Retain - - - - -

Site 4 Location:

Site 4 is located at the roundabout junction of St. Michael’s Road/Dover Street and Milton Road.

Types of Guard Railing:

Standard	See through	Decorative
Yes	Yes	

Comments received

Concern over removals because the area is heavily used by school children.

Response to comments

The railing around the car park is redundant. Sight lines are unobstructed, vital guard railing is to be retained

Conclusions / Recommendations

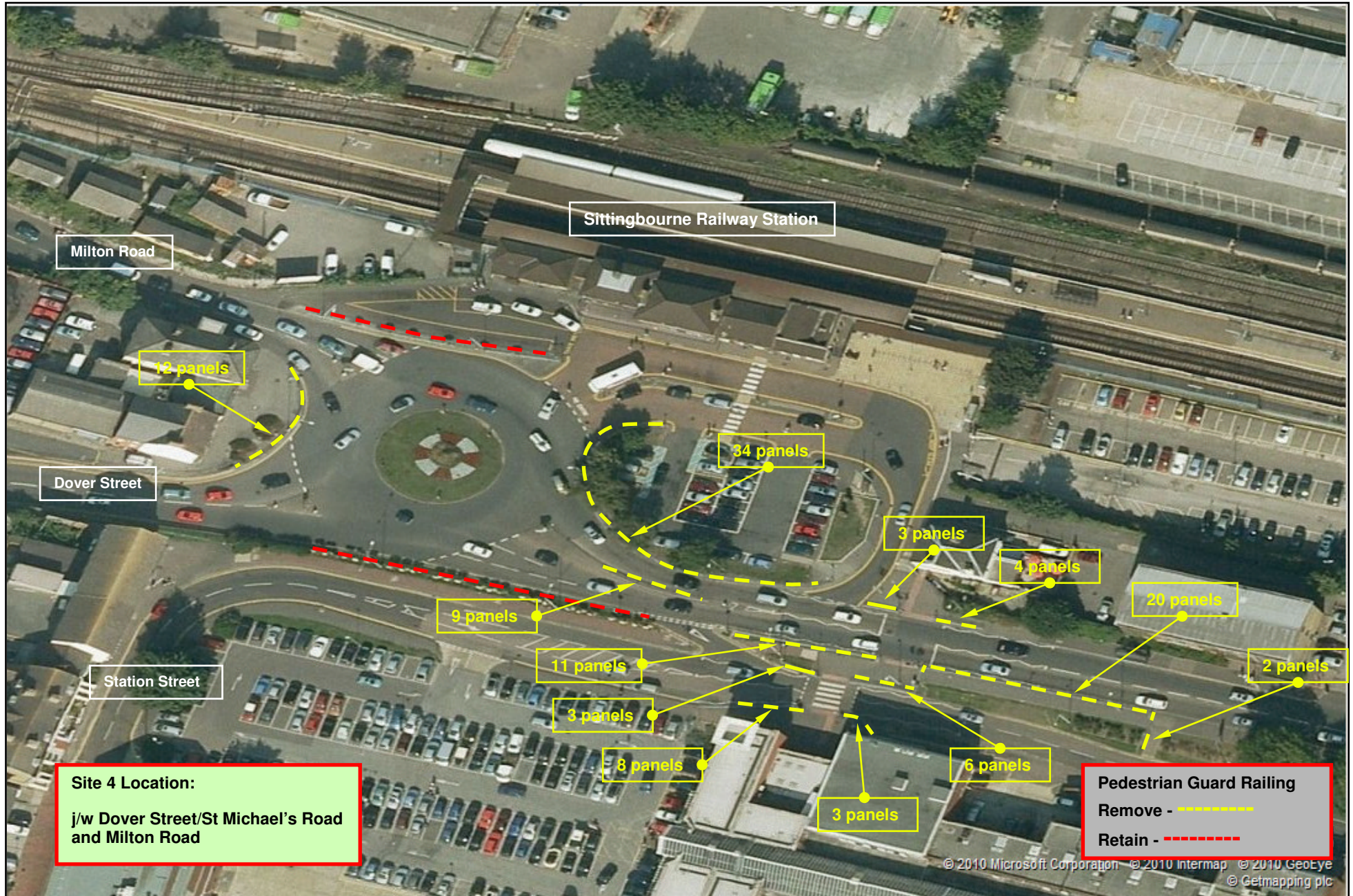
Located on the northern side of the site is Sittingbourne Railway Station with mainly retail outlets on the eastern, western, and southern sides.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The pedestrian guard railings at the site are a mixture of standard and see through. Those assessed for removal offer little benefit as a guide or protective device.

- **It is recommended to partially remove the pedestrian guard railings at site 4.**

Illustrated Diagram of site 4



Site 5 Location:

Site 5 is located at the junction of West Street and Dover Road.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Comments received

Dropped kerbs with tactile paving will need to be re-located for new desire line.

Response

The pedestrian movements will need to be monitored and a case made.

Conclusions / Recommendations

The site is located mainly where there are retail outlets and is an access to the High Street and Sittingbourne Railway Station.

The site has both a high volume of vehicular traffic and pedestrian use.

The pedestrian guard railing at the site offers little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 5.**

Illustrated Diagram of site 5



Site 5 Location:
j/w West Street/Dover Road and
Williams Street

**Pedestrian Guard Railing
Remove - - - - -**

Site 6 Location:

Site 6 is located on the Avenue of Remembrance near the junction of Albany Road.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Comments received

Concern due to proximity of schools

Response

The pedestrian guard railing here reduces the footway width. Historically the pedestrian guard railing may have had a purpose but it is now redundant. Formally this was a Masonic Hall – not aware that this still being used by children.

Conclusions / Recommendations

The site has residential properties and the Borden Grammar School on the southern side and a block of offices on the north eastern side.

The site has a moderate volume of vehicular traffic and low pedestrian use.

The pedestrian guard railing at the site offers no benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 6.**

Illustrated Diagram of site 6



Avenue of Remembrance

Park Road

4 panels

Albany Road

Site 6 Location:
Avenue of Remembrance

Pedestrian Guard Railing
Remove - - - - -

Site 7 Location:

Site 7 is located on the Avenue of Remembrance outside the Borden Grammar School.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Comments received

None

Conclusions / Recommendations

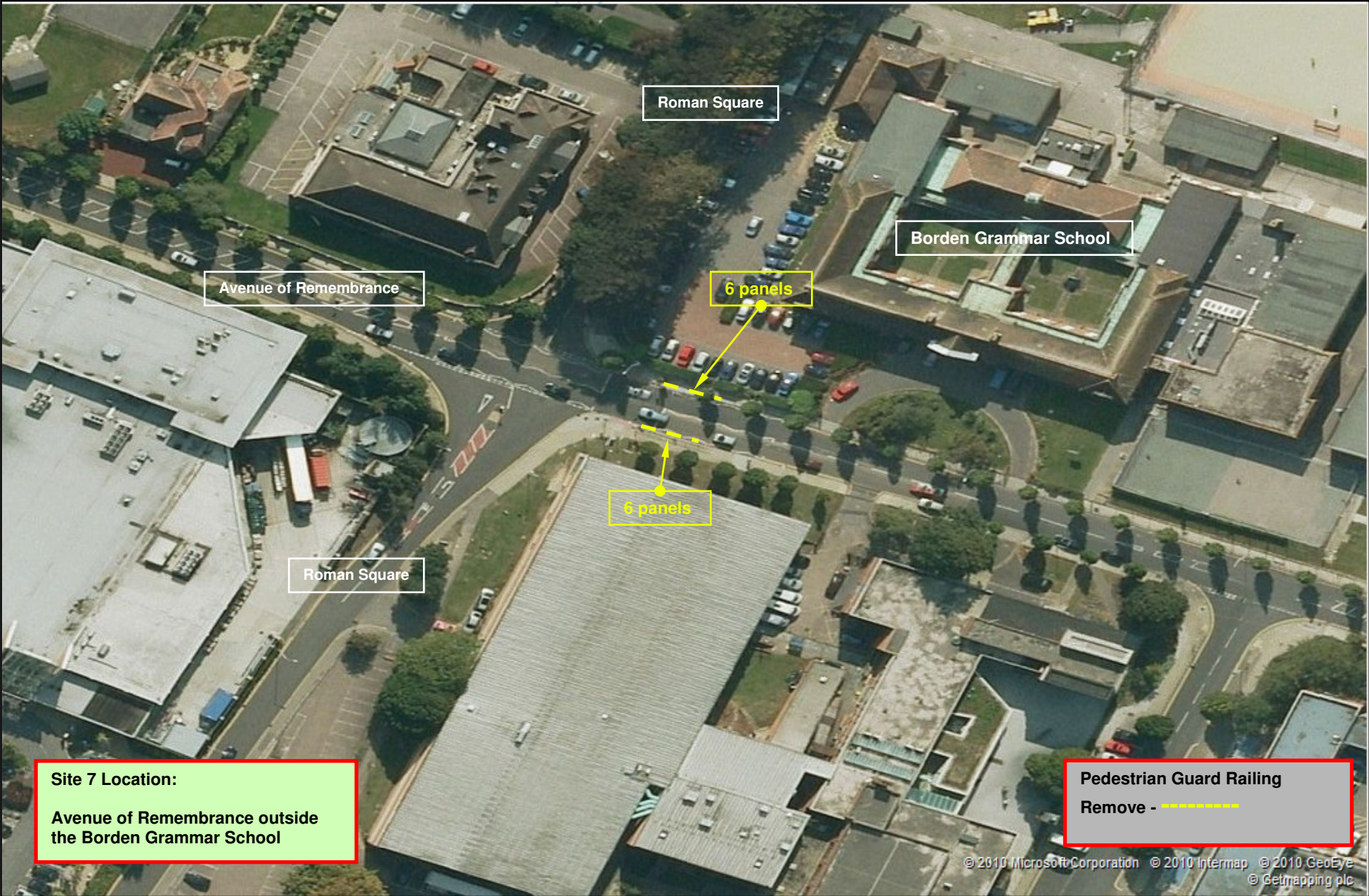
The site is located near the UK Paper Leisure Club, some business premises and outside the Borden Grammar School.

The site has a moderate volume of vehicular traffic and low pedestrian use.

The 6 pedestrian guard railing panels either side of the carriageway offer little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 7.**

Illustrated Diagram of site 7



Site 7 Location:
Avenue of Remembrance outside
the Borden Grammar School

**Pedestrian Guard Railing
Remove - - - - -**

Site 8 Location:

Site 8 is located at the junction of Avenue of Remembrance/Stanhope Avenue and Bell Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Comments received

Concern due to proximity of schools.

Response to comments

This is an open site with evidence of pedestrians walking across the grass. The pedestrian guard railing does not need to act as a guide as there is good visibility.

Conclusions / Recommendations

The site has residential properties on the northern, north eastern and south eastern sides of the site and the Borden Grammar School football field on the southern side.

The site has moderate volume of vehicular traffic and low pedestrian use.

The 6 pedestrian guard railing panels either side of the carriageway offer little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 8.**

Illustrated Diagram of site 8



Stanhope Avenue

Bell Road

6 panels

Avenue of Remembrance

Bell Road

Site 8 Location:
j/w Avenue of Remembrance/Stanhope
Avenue and Bell Road

Pedestrian Guard Railing
Remove - - - - -

Site 9 Location:

Site 9 is located at the roundabout junction of Eurolink Way/Mill Way and Milton Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Comments received

None

Conclusions / Recommendations

The site is at the large roundabout bordered by industrial premises with residential properties on the northern, north eastern and south eastern sides of the site and the Borden Grammar School football field on the southern side.

The site has a high volume of vehicular traffic and low pedestrian use.

The pedestrian guard railing offers little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 9.**

Illustrated Diagram of site 9



Site 9 Location:
Rbt j/w Eurolink Way/Mill Way
and Milton Road

**Pedestrian Guard Railing
Remove - -----**

Site 10 Location:

Site 10 is located on St Michael’s Road approximately 50metres south east of the Aldi Store.

Types of Guard Railing:

Standard	See through	Decorative
Yes	Yes	

Comments received

None

Conclusions / Recommendations

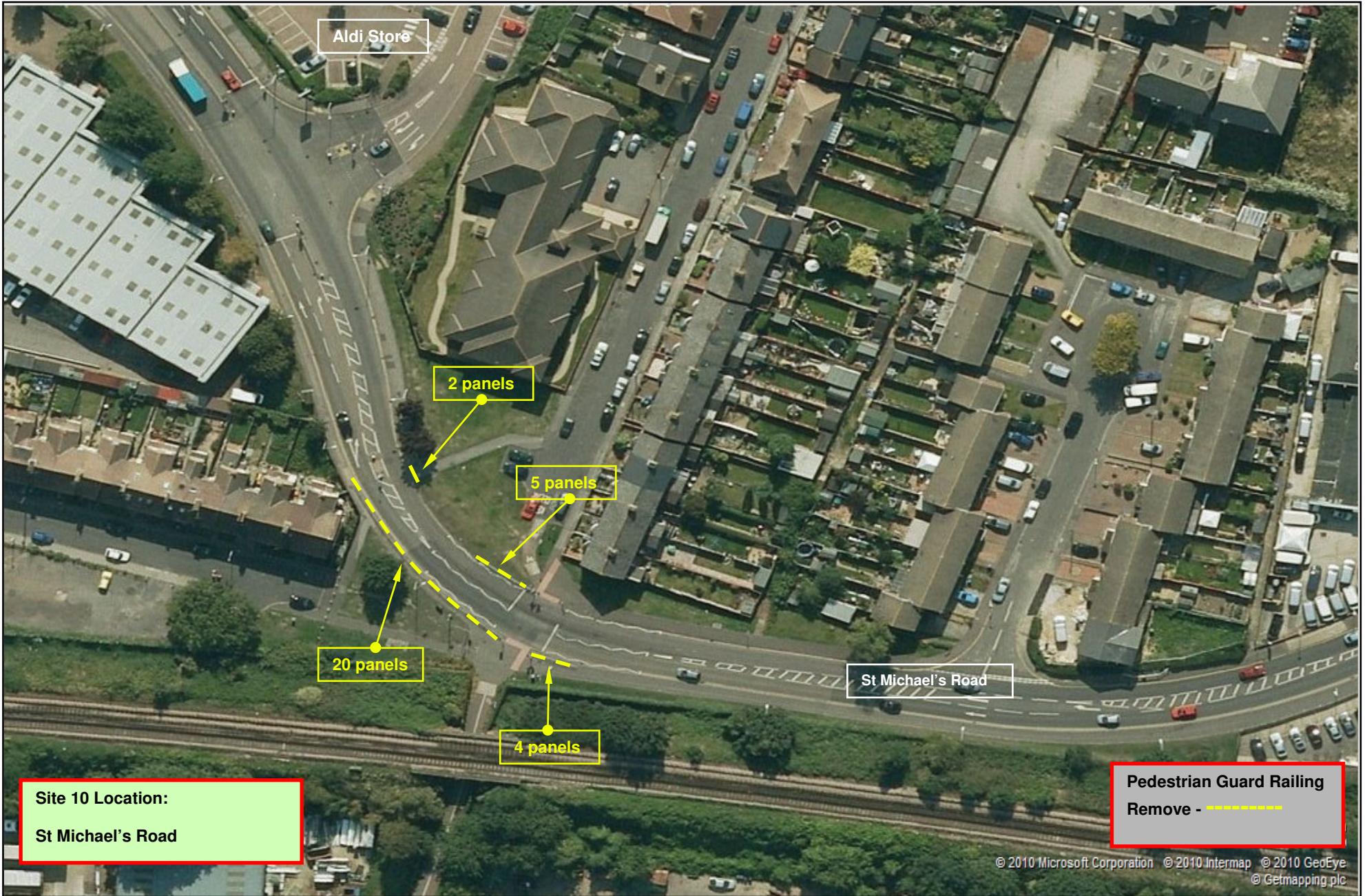
The site has mainly residential properties with some business outlets on the north and south eastern side of the site.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The pedestrian guard railing offers little benefit as a guide or protective device.

- **It is recommended to remove the pedestrian guard railings at site 10.**

Illustrated Diagram of site 10



Aldi Store

2 panels

5 panels

20 panels

4 panels

St Michael's Road

Site 10 Location:
St Michael's Road

Pedestrian Guard Railing
Remove - - - - -

Site 11 Location:

Site 11 is located on St Michael’s Road at the access to the Aldi Store.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Comments received

None

Conclusions / Recommendations

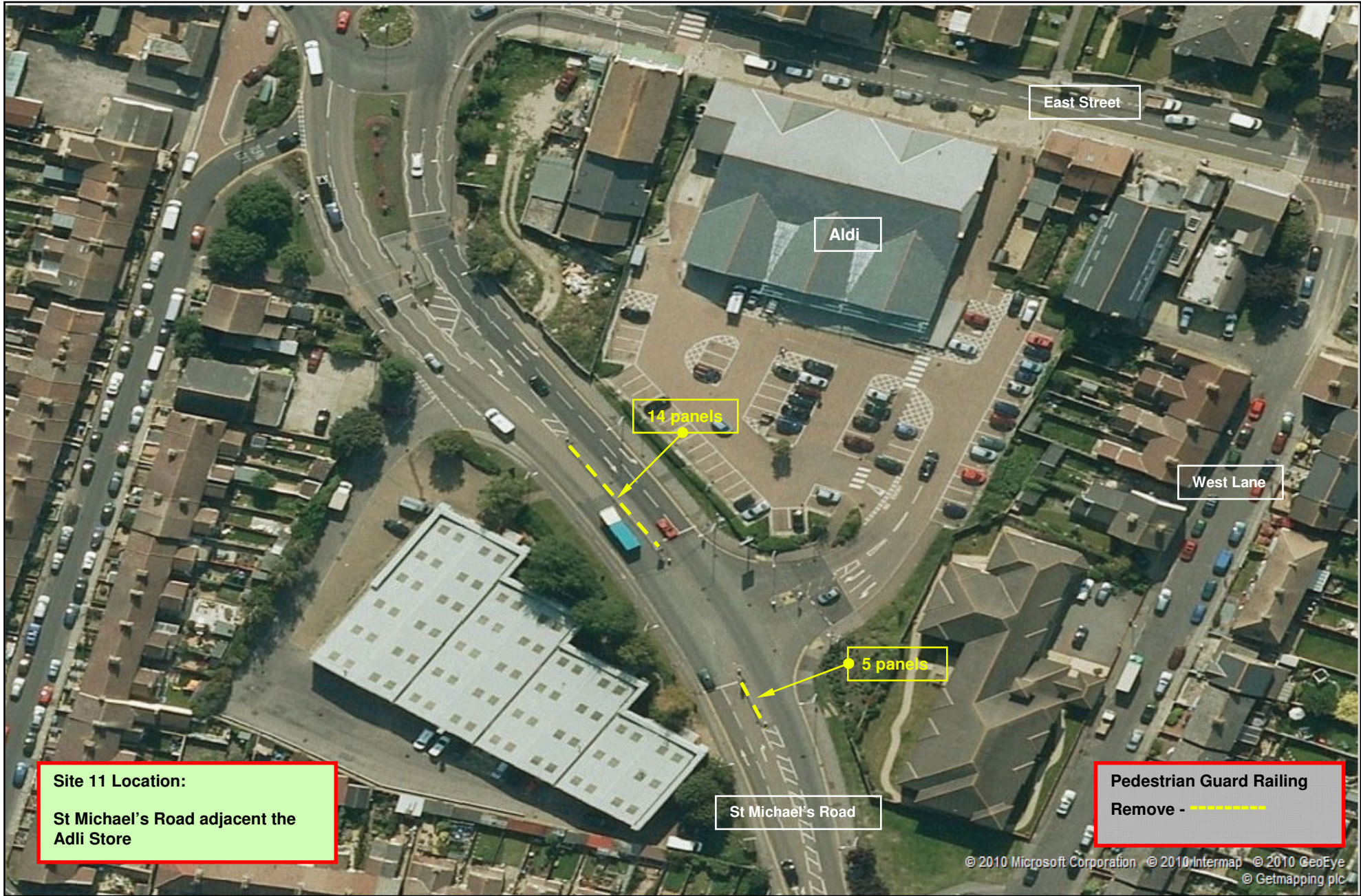
The site is at the access to the Aldi Store and opposite some business outlets and approximately 70metres south east of residential properties.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The central reservation guard railings offer little benefit as a guide or protective device.

- **It is recommended to remove the central reservation guard railings at site 11.**

Illustrated Diagram of site 11



Site 11 Location:
St Michael's Road adjacent the
Adli Store

Pedestrian Guard Railing
Remove - - - - -

Site 12 Location:

Site 12 is located from the roundabout junction of St Michael's Road/East Street and Shakespeare Road/South Avenue to adjacent to the 'Cherry Tree' public house at the junction of Gaze Hill Avenue.

Types of Guard Railing:

Standard	See through	Key Clamp
	Yes	Yes

Comments received

- a) concern over removal due to proximity of schools.
- b) South Avenue – dropped kerbs with tactile paving will need re-locating for any new desire line.

Response to comments

- a) the site has been reassessed. 14 panels are to be retained around the corner of East Street into South Avenue as there is the possibility of fast moving vehicles may cause a problem with overrun. The panels are to be retained on each side of the roundabout. The panels on East Street total around 100m – it is unusual to have this amount.
- b) pedestrian desire lines will need to be monitored and a case made.

Conclusions / Recommendations

The site is located mainly in a residential area with an Aldi store and some retail business outlets on the north eastern side.

The site has a high volume of vehicular traffic and moderate pedestrian use.

The site has two types of pedestrian guard railings installed, 'key clamp fencing' which are in poor condition and the 'see through' type.

The pedestrian guard railings assessed for removal offer little benefit as the guide or protective device.

- **It is recommended to partially remove the pedestrian guard railings at site 12.**

Illustrated Diagram of site 12