

Kent Pedestrian Guard Railing Assessment

Sevenoaks – Report for Consultation




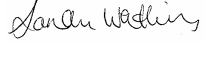


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1 Foreword

Jacobs UK Ltd has received a request from Kent Highway Services to complete a Pedestrian Guardrail Assessment in Sevenoaks.

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst still 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 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 8 sites across Sevenoaks.

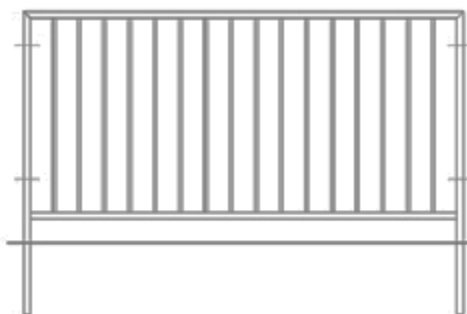
The assessments were conducted within an approximate 750metre (820yard) radius (1 mile diameter) of the High Street to incorporate the main pedestrian thoroughfares in the town centre (see figure 1). Following a request from T & D the assessment was extended to cover the pedestrian guard railing in the vicinity of the Sevenoaks railway station.

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.

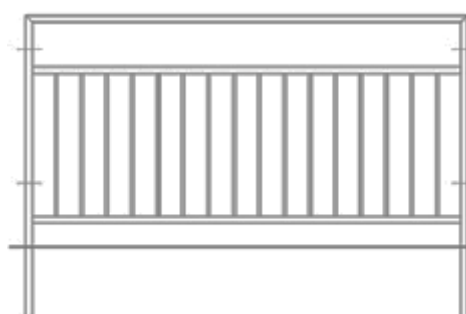
The surveys have allowed sufficient adjacent road space to be included; the exact length of road surveyed to make up a site has been dictated by the existence of side roads, major entrances / exits and the current extent of the existing guard railing.

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



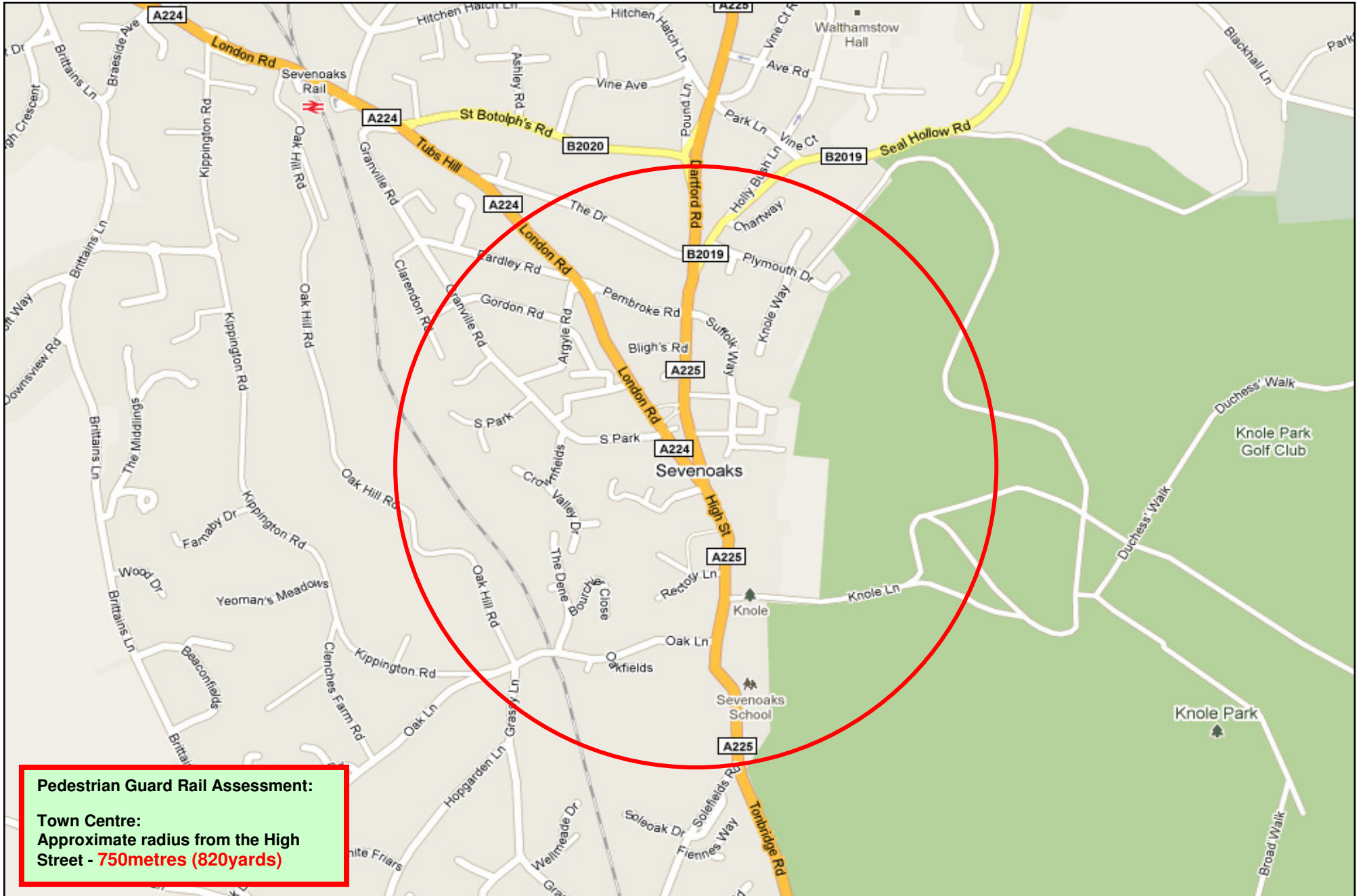
The decorative type of railing has a number of variations.

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 on the A225 Tonbridge Road outside the Sevenoaks School and the junction with Oak Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
			Yes

Conclusions / Recommendations

The guard railings are located outside the Sevenoaks School and the junction with Oak Lane. During peak times there is a high volume of vehicular traffic and the Pelican Crossing at the site has a high volume of pedestrian movement, in particular school children.

The post and railing type of panel installed offers little benefit as a guide or protective device for either pedestrians or vehicles.

The general condition of the post and railings are fair.

- **It is recommended to remove the post and railing at site 1.**

Illustrated Diagram of site 1



Site 1 Location:
At the junction with A255
Tonbridge Road and Oak Lane

Site 2 Location:

Site 2 is located at the junction with the A224 London Road/Tubs Hill and Hitchen Hatch Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
	Yes		

Conclusions / Recommendations

The pedestrian guard railings are located outside the railway station where there is a high volume of vehicular traffic and the Pelican Crossing at the site has a high volume of pedestrian movement.

The majority of the pedestrian guard railing at the site offers little benefit as a guide or protective device and is mainly utilised by cyclists for securing their bicycles to the railing. Site observations revealed a high number of pedestrians not using the controlled crossing but instead are crossing diagonally across the road to and from the railway station entrance.

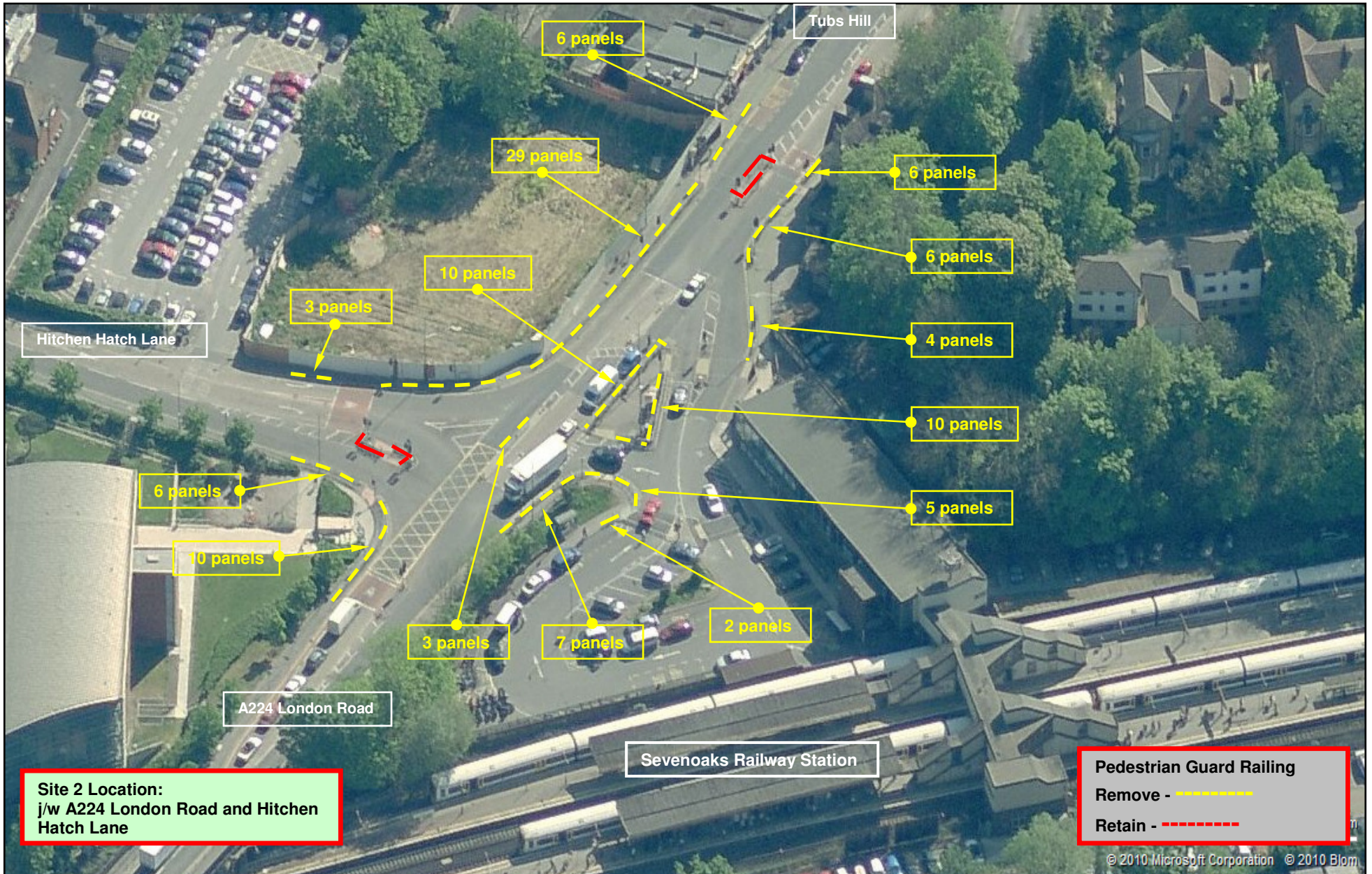
These movements' results in the pedestrians walking for a significant distance on the carriageway as the existing pedestrian guard rails prevent access onto the nearest footway.

The footway at the site varies between 1.5 - 4.5metres

There needs to be prior notification of the proposed guard rail removal date issued to cyclists.

- **It is recommended to partially remove the pedestrian guard railing at site 2.**
- **Issue prior notification to cyclists of the proposed guard railing date of removal.**

Illustrated Diagram of site 2



Site 3 Location:

Site 3 is located at the junction with the A225 Dartford Road and the B2019 Seal Hollow Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

The pedestrian guard railing is located at a complex junction and links two Zebra Crossings, one located at the junction with A225 Dartford Road and the other approximately 15metres away on the B2019 Seal Hollow Road.

The guard railings guide pedestrians from the A225 Dartford Road footway away from the northern and southern exit and entry points of Seal Hollow Road to a safe point at the Zebra Crossing on Seal Hollow Road and visa versa. The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- **It is recommended to retain the pedestrian guard railing at site 3.**

Illustrated Diagram of site 3



A225 Dartford Road

B2019 Seal Hollow Road

Site 3 Location:
j/w A225 Dartford Road and the B2019 Seal Hollow Road

Pedestrian Guard Railing Retain - - - - -

Site 4 Location:

Site 4 is located at the junction with the A225 Dartford Road and Suffolk Way/Pembroke Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

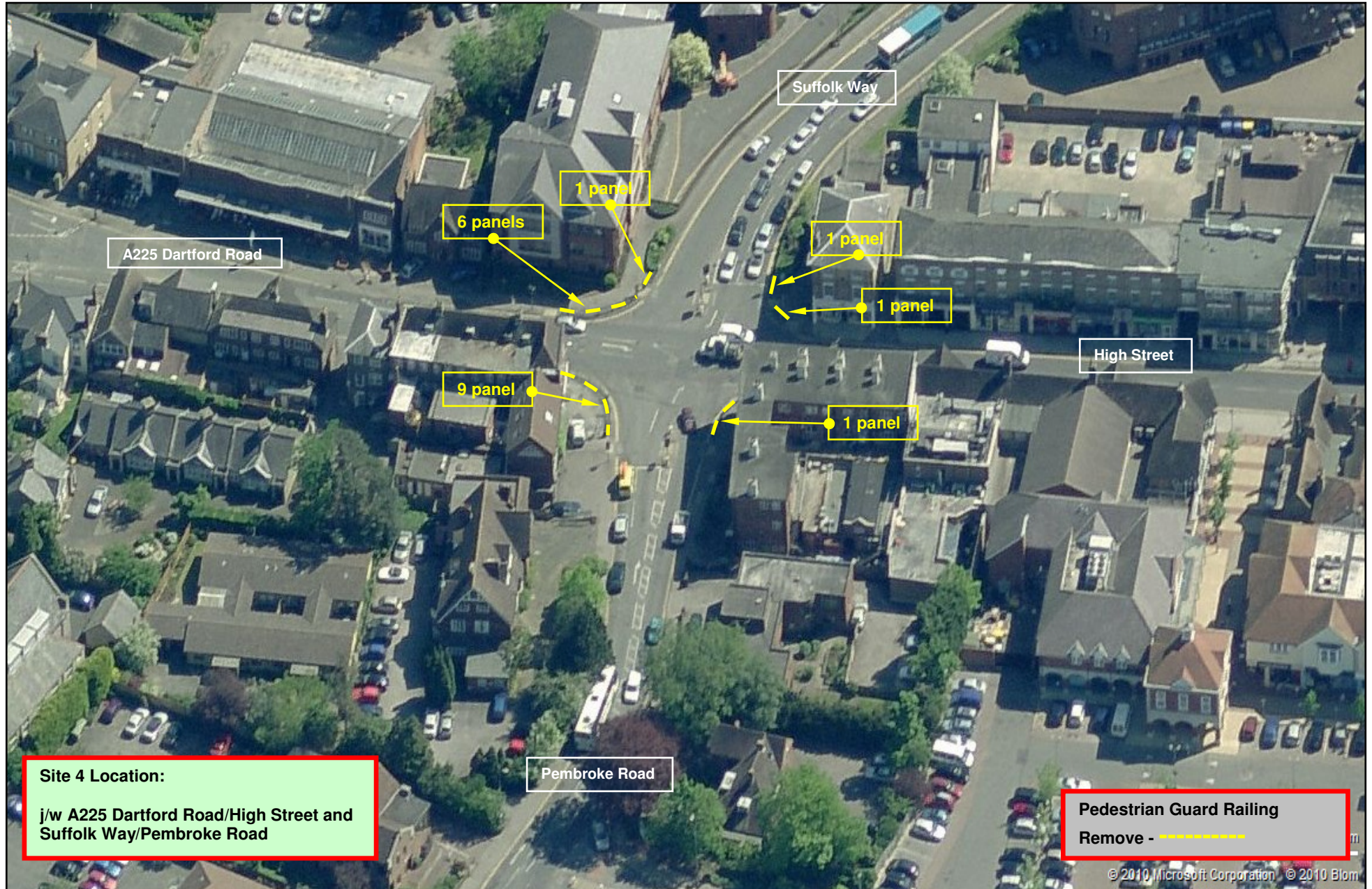
The junction is controlled by an automatic traffic light system with uncontrolled pedestrian crossings.

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

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

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

Illustrated Diagram of site 4



A225 Dartford Road

Suffolk Way

1 panel

6 panels

1 panel

1 panel

High Street

9 panel

1 panel

Pembroke Road

Site 4 Location:
j/w A225 Dartford Road/High Street and
Suffolk Way/Pembroke Road

Pedestrian Guard Railing
Remove - - - - -

Site 5 Location:

Site 5 is located on the A225 High Street out side the Tesco Metro.

Types of Guard Railing:

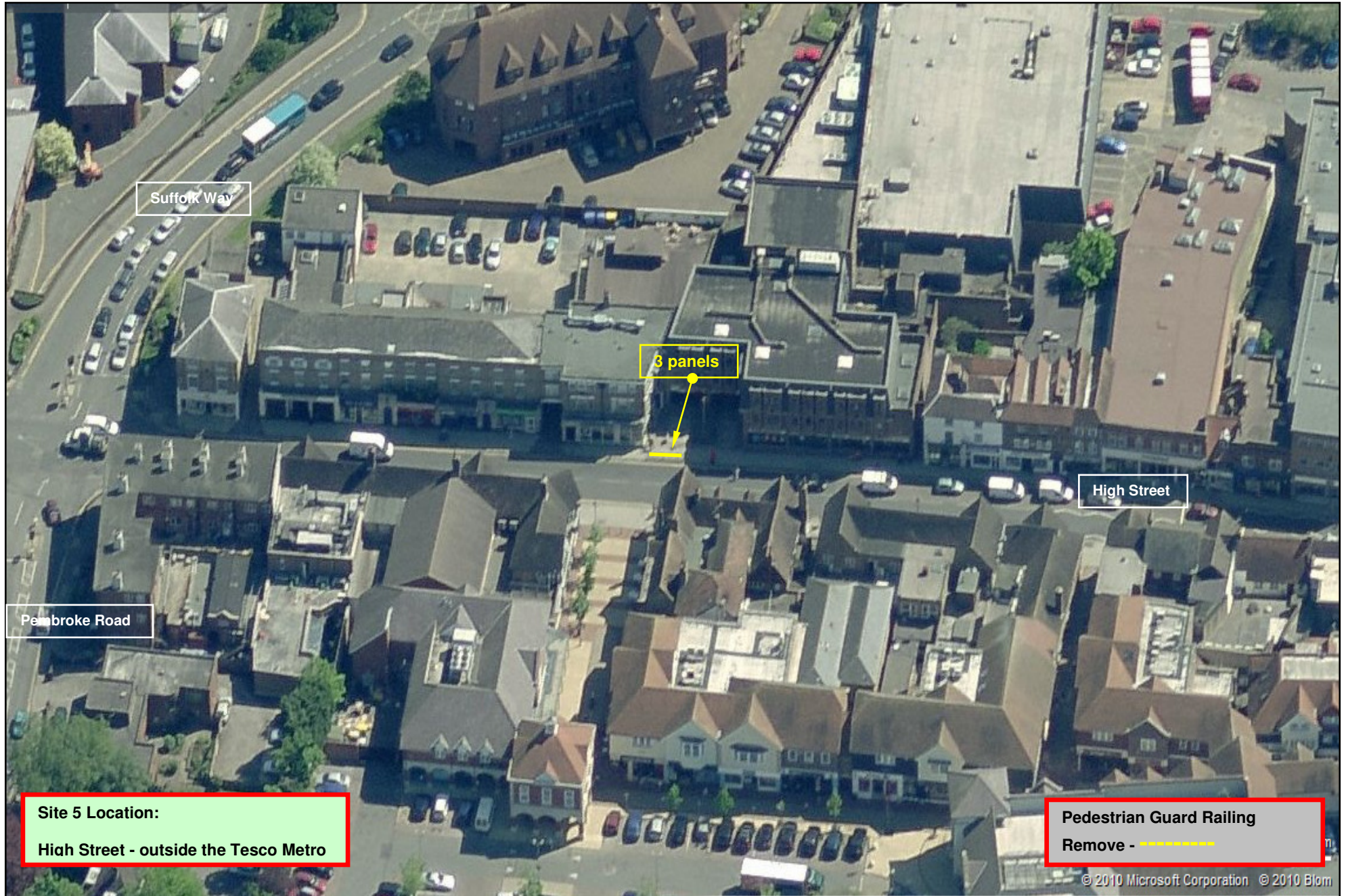
Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

There are only 3 pedestrian guard railing panels at this site which offer no benefit as a guide or protective device
The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

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

Illustrated Diagram of site 5



Site 6 Location:

Site 6 is located on the A225 High Street out side the Tesco Metro.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

There are 9 pedestrian guard railing panels located on the western side footway at the Pelican Crossing and no guard railings on the eastern side, the 9 railings offer no benefit as a guide or protective device, as pedestrians were observed crossing the road all along the High Street.

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

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

Illustrated Diagram of site 6



Site 6 Location:
High Street - outside Waitrose

Pedestrian Guard Railing
Remove - - - - -

Site 7 Location:

Site 7 is located on the A224 London Road opposite the shop, Hospice of the Weald.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
Yes	Yes		

Conclusions / Recommendations

There are 2 pedestrian guard railing panels located on the eastern side footway at the Zebra Crossing and no guard railings on the western side. There are also 2 panels located immediately inside the entrance to the car park which offer no benefit as a guide or protective device.

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

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

Illustrated Diagram of site 7



Site 7 Location:
A224 London Road

London Road

Pedestrian Guard Railing
Remove -

Site 8 Location:

Site 8 is located at the junction with A224 London Road and Pembroke Road/Argyle Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

The site is located at a large busy crossroad junction with moderate pedestrian movements. The junction has three refuge island crossing points of which two are controlled, with the centre island guard railings and the footway railings offering little benefit as a guide or protective device.

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

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

Illustrated Diagram of site 8

