

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 14 DECEMBER 2015****LEAD OFFICER: NEIL MCCLURE, PROJECT MANAGER, TRANSPORT POLICY****SUBJECT: PETITION – STATION ROAD ROUNDABOUT REDHILL****DIVISION: REDHILL EAST****Summary of issue**

A petition containing 81 signatures was submitted for consideration at the Local Committee meeting on 14 Sept 2015. Residents are asking for the reinstatement of pedestrian guard railing in the Station Road Roundabout area.

**Wording of the petition:**

“Today I decided to meet my girl in town after they finished school; I waited at the bus station. What I saw over the span of 10 minutes made stomach do flips and I began to get very nervous watching the children. I have to state now, I love the renovated town centre, however I am failing to see why the pedestrian guardrail from the traffic lights in Princess way to the train station was removed. Also the pedestrian guardrail around the Bus stop. The children are dangerously Jaywalking and I truly feared for their life's watching them cross the road today and I'm sure many of you have witnessed it yourself. I hoping this petition will help get the pedestrian guardrail Re-installed before it's too late”.

**Officer comment at Local Committee meeting 14 Sept 2015:**

The Redhill Balanced Network project has recently been completed and part of the process after a short initial 'settling down' period is to carry out an independent Road Safety Audit at stage 3 (post construction).

The points raised within this petition will be taken into account during the Road Safety Audit which is expected in September 2015, and a full report will be presented to the next available meeting of this committee.

**Officer response – Local Committee meeting 14 Dec 2015:**

An independent Road Safety Audit at stage 3 (post construction) was carried out on the Redhill Balanced Network (RBN) during October/November 2015. The safety audit included the Station Road roundabout site and traffic signal controlled pedestrian crossing across Princess Way between Redhill rail station and the bus station, connecting to Redhill Town Centre. An assessment of the pedestrian movements crossing Princess Way without the guard railing in place formed part of the safety audit.

## ITEM 4b

Following completion of the Road Safety Audit, and after review of the recommendations made within the report, the Reigate & Banstead Local Committee are asked to note:

- 1 the proposal to make changes to the traffic signal 'on crossing' detectors at the Princess Way toucan crossing as recommended by the independent Road Safety Audit.
- 2 the intention to undertake a further assessment of the site with an independent Road Safety Audit at stage 4 (monitoring) to be carried out to assess the effectiveness of the changes made to the traffic signals crossing, as noted above.
- 3 the requirement to complete a 'walkability' survey of the Redhill Balanced Network with visually impaired and other disability groups, which will include a review of the Station Road roundabout site and Princess Way toucan crossing facilities.

This report summarises the key issues and reasoning behind the removal of guard railing in Redhill Town Centre and the decision to implement the proposed changes to the traffic signals at the Princess Way Crossing and undertake further monitoring of the site with an independent Road Safety Audit at stage 4.

### **Reasons for recommendations**

#### **1. Introduction and background**

- 1.1 The Redhill Balanced Network scheme is a series of link and junction improvements in Redhill town centre for the benefit of vehicles, cyclists and pedestrians. The scheme was designed to unlock the potential for economic growth in Redhill, by improving journey time reliability and access to jobs, and providing opportunity for development sites that will offer a greater range of facilities to employees and residents.
- 1.2 The removal of pedestrian guard railing in Redhill town centre formed part of the package of highways and public realm improvements. The Balanced Network project went through an 8 week public consultation exercise during November 2012 to January 2013. Along with engaging members of the public, separate engagement took place with transport operators, local businesses and utility companies to gain views on the proposals and shape the schemes for subsequent delivery.
- 1.3 Results from the consultation were presented to delegated Local Committee Members. Approval was gained to proceed with the project. Comments received through the public consultation were taken into account whilst carrying out the detailed scheme design.
- 1.4 Construction of the Redhill Balance Network took place during 2014 and 2015. The switchover of the 1 way to 2 way traffic flows in the town centre happened during February 2015. This effectively marked the end of the majority of planned works, with a number of smaller schemes left to complete.
- 1.5 However, two larger self contained schemes for Redhill town centre that were

expected to take place at the same time as the other Balanced Network changes were delayed. This included development of Redhill Rail Station and the introduction of a right turn for buses only from Princess Way into Ladbroke Road. Both these schemes are underway now with new timescales.

- 1.6 The redevelopment plans for Redhill Rail Station is central to the Balance Network design decisions that have been taken for the area outside the existing rail station entrance, and location of the toucan crossing on Princess Way. A start date for the construction works at Redhill Rail Station is not yet known. Surrey CC Officers are currently in discussion with the developer involved to agree a start date and remaining legal arrangements.

## **2. Removal of guard railing**

- 2.1 One of the key objectives of both the Redhill Balanced Network and Redhill Rail Station redevelopment proposals was to try and reconnect the station with the town centre area. There are a number of measures that have or will be introduced to do this. Firstly the visual link between the two areas has been improved by closing off Station Road East and making changes to the roundabout, making the town more visible from the rail station entrance. The guard railing immediately outside the station provided a visual and physical barrier here. The overall improvement to the public realm now provides better connections between the station and the town centre.
- 2.2 Secondly, the Rail Station redevelopment plans significantly change the entrance area to the existing station. When complete this will mean people exit the station more centrally, nearer to the new configuration of the crossing on Princess Way. This whole area will be redesigned and mean that the pedestrian 'desire line' will align with the crossing. New retail units planned for the improved Rail Station entrance area will further push people this way. Once complete the area outside the rail station entrance will provide a continuous shared cycle/pedestrian route along Princess Way and under the rail bridge from Noke Drive, and into the town centre.
- 2.3 The purpose of the improvements around the rail station was to soften the look of the road, making it feel less like a busy dual carriageway causing severance through the town. The effect of this softening has also been designed to lower vehicle speeds and heighten driver awareness of pedestrians. Guard railing has been found to do the opposite, as drivers are fully separated from pedestrians and cyclists using the shared footways and tend not to pay full attention to them.
- 2.4 The areas immediately outside the rail and bus station are particularly busy with pedestrians, especially at peak time meaning that the guard railing caused a 'kettling' effect for people, resulting in queues for crossing the road and contributing to the area feeling generally unattractive. The addition of cyclists along these busy stretches of shared footway adds further space pressures and potential conflict when people are contained within the railings. Railings can reduce the available useable footway surface area by almost 1 metre as the railings themselves need to be set back by 450mm from the kerb line, and people then leave additional space between themselves and the metal barriers.
- 2.5 At the bus station exit, the cage between the bus station and McDonald's restaurant served to elongate people's walk to the town centre. The exit road from the bus station is a low speed road with less regular traffic and used by professional drivers. Removal of the guard railings here has enabled people to

cross directly on the desire line between the town centre and these important transport interchange sites. Improved accessibility and connectivity were key objectives for the works undertaken for Redhill town centre.

### **3. Independent Road Safety Audit (RSA) at stage 3 (post construction)**

3.1 The Road Safety Audit provides an independent assessment of safety issues highlighted. The audit at stage 3 was completed during October / November 2015. The site visit observed the Princess Way crossing pedestrian movements during the school finish time. The steady flow of school children from the nearby secondary school (The Warwick School) walking towards the bus station and Redhill town centre by crossing Princess Way was observed by the audit team during this peak time. Other non school related pedestrian and commuter flows were observed at the same time.

3.2 Taken directly from the RSA stage 3 report, the issue raised by the petition in the safety audit was as follows:

**PROBLEM** (Location: Princess Way toucan crossing – opposite bus and train station)

Summary: risk of pedestrian conflict.

Observations indicate that pedestrians wishing to cross the A23 Princess Way at the toucan crossing do not always cross within the controlled crossing area / between the crossing studs. Pedestrians were observed to cross diagonally to the central reserve and then cross in between the crossing studs (or between crossing studs and stop line). As a result pedestrians are not detected by the 'on crossing' detectors and hence an extension to allow large numbers of pedestrians to cross during a green man or blackout period is not made. This increases the risk for pedestrians crossing to the central refuge (and being unable to cross the full carriageway width) to be at risk of conflict with north and southbound vehicles who have been given a green signal.

3.3 Taken directly from the RSA stage 3 report, the following recommendation is made to overcome the safety issue identified above:

#### **RECOMMENDATION**

Adjust the 'on crossing' detectors to allow a wider field of view to be made, to allow pedestrians crossing outside the pedestrian crossing studs to be detected, which could allow an extension to the pedestrian crossing period. Consult with Surrey CC Traffic Systems.

3.4 As recommended in the Road Safety audit report consultation has since taken place with Surrey CC Traffic Signals Team to implement the changes recommended by the safety audit. These changes are outside what you would normally have in place at a crossing point. Additional work with the traffic signals contractor has been necessary to identify requirements and provide a solution before making these changes to the traffic signals.

3.5 Further consultation has also taken place with Surrey CC Road Safety colleagues to identify if any pedestrian/cyclist incidents have occurred since the guard railing has been removed. Available 'personal injury and casualty data' does not include any recorded incidents during the last 12 months. Road Safety colleagues are continuing to keep this site under regular review and monitoring

the situation should any changes occur.

- 3.6 Further to this it has been agreed that a Road Safety Audit at stage 4 (monitoring) should be completed to provide an independent assessment of the site to monitor and review the changes made to the Traffic signal crossing at Princess Way.
- 3.7 An additional requirement from the Redhill Balance Network Project is to complete a 'walkability' survey of Redhill Town Centre with local visually impaired groups. This action was agreed at the Dec 2014 Reigate and Banstead Local Committee to take place after completion of the Balanced Network changes. Later agreement was made to complete the Road Safety Audit at stage 3 first. Now this is complete the walkability survey can be arranged.

#### **4. What happens next**

- 4.1 Surrey CC Traffic Signals Team will instruct their contractors to complete the changes outlined above to widen the field of vision for the traffic light on-crossing pedestrian detectors. At the time of writing this report the Traffic Signal contractor is currently providing costs to complete this work. These costs will be met through the Redhill Balanced Network project. On current timescales the changes to the traffic signals are expected to be operational by Feb 2016.
- 4.2 A period of monitoring by Surrey CC Traffic Signals Team will follow to review the changes and monitor effectiveness at the Princess Way crossing site.
- 4.3 In addition to making these safety changes to the traffic signals the Road Safety Audit at stage 4 will be arranged at a suitable time after the new signals operation has been confirmed as working correctly. This is expected to take place next year.
- 4.4 Arrangements will be made to schedule and complete a 'walkability' survey of Redhill Town Centre with local visually impaired groups. Contact has been made with 'Sight for Surrey' in Reigate and Banstead to participate in the survey. The walking audit will include a review of the Station Road roundabout site and Princess Way toucan crossing facilities, which should take place after the traffic signals changes have been made.

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**Consulted:**

Road Safety Audit team – including SCC and RBBC Officers, Surrey Police.  
Marc Woodall Surrey CC Sustainability Manager.  
Zena Curry, Anita Guy, Surrey CC Local Area Highways Management team.  
Paul Fishwick, Surrey CC Programme Manager, Transport Policy (Redhill Balanced Network Project Manager)

**Sources/background papers:**

Surrey CC Road Safety Audit report, stage 3  
Surrey CC Road Safety Team, PIC data (personal injury and accident data)

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