Purpose
To consider the findings of the pedestrian accessibility review, along with other requested measures, at the Gilders Road roundabout and agree improvements.

Recommendations
To Resolve that -

1. the Team Leader Strategy & Commissioning (Highways & Transport) is authorised to investigate and develop the proposals set out in paragraphs 5 to 8 of the report to detailed design stage, for consultation with Ward councillors; and

2. in consultation with Ward councillors, the Team Leader Strategy & Commissioning (Highways & Transport) is authorised to determine and undertake appropriate stakeholder engagement, review the proposals in the light of the outcome of the consultation, and progress the developed proposals to implementation.

Key Points.

A. The issues reviewed within this report have been raised on several occasions by residents, businesses and councillors. The primary focus of investigations relates to accessibility across and around the Copt Gilders area, which was audited using the Pedestrian Environment Review System (PERS). Other issues investigated were around crossing safety, parking and overrunning of kerbs.

B. The audit looked at the two paths across the centre island of the roundabout, the adjacent informal crossings and pedestrian routes across the roads adjoining the roundabout, including Gilders Road. Many of the crossing points give access to adjacent bus stops serving route 71, local shops and businesses.

C. A longstanding objective of the council is to provide accessible routes to public transport, which is also a requirement of the Disability Discrimination Act (DDA). The audit has identified that the layout, alignment and location of pedestrian facilities providing access to the bus stops do not meet the DDA requirements. Crossing points giving access to adjacent side roads have also been identified as requiring basic improvements to alignment and layout.

D. In addition to the above, the audit has indicated that visibility can be affected by indiscriminate parking at crossing points where there are no yellow lines. This is a particular problem at the junction with Billockby Close.

E. The Council has received a request to improve safety by upgrading the informal crossings to the centre island to zebra crossings. It should be noted that the PERS audit has not identified this as an issue. However, we have reviewed this request in paragraph 9 and have concluded that there are a number of disadvantages to such proposals; moreover, the number of vehicle and pedestrian movements would not meet the criteria necessary to justify zebra crossings.
F. Other parking issues include a lack of turnover on the north-west side of the roundabout. Requests for time limited parking to match those on the south-east side have been received. Following comments received from residents that parking may be leading to large vehicles overrunning the kerbs, an investigation has confirmed the presence of ruts, worn patches and broken paving on areas of the centre island along with damage to footways on the approaches.

G. The proposals include realignment of paths and crossing points to meet DDA requirements, and reduce the likelihood of obstruction by parked vehicles. Additional restrictions to protect visibility splays and access to crossings, and time limited parking controls on the northwest side of the roundabout to increase turnover. Subject to meeting the relevant design criteria, proposals will also seek to reduce damage caused due to overrunning by altering kerb alignments or installing measures to protect the centre island and footways.

H. Officers met with Ward councillors on site on 25 May 2018, to review the area and discuss some of the proposals prior to the Neighbourhood Committee meeting.

Context

1. The paths across the roundabout provide a valuable link for residents accessing the local shops and businesses. The 71 bus route provides a link to Chessington South and North Railway Stations, and to areas of Hook, Surbiton and Kingston. The crossing facilities are therefore an important and integral part of the local network.

2. Locating crossing facilities on pedestrian desire lines and ensuring full DDA compliance may not always be possible because of the many private driveways in the area. This will require further investigation.

3. Comments indicate that turnover and indiscriminate parking issues may relate to vehicles being left for long periods by commuters or persons visiting local town centre facilities.

Proposal and Options

4. Officer proposals are divided into five main elements as listed below, although some are linked. It should be noted that these represent officers’ initial assessment, based on the PERS audit, along with other requests, and may be subject to change following further investigation.

5. Proposals for pedestrian routes across the roundabout:
   - Southern path from Billockby Close to Stokesby Road. Widen path to 2 metres along with crossing points at each end (The new width will allow wheelchair and pushchair users to pass each other). Move east end of path southwards to align with a new informal pedestrian crossing point to be positioned near the post box. Benches and cycle stands to be renewed, and repositioned to match new alignment. Move south end of parking bay northwards to remove potential obstructions to new dropped kerb by post box and allow new double yellow lines on corner with Billockby Close. Remove redundant dropped kerbs.
   - Northern path from Filby Road to northbound bus stop. Widen path to 2 metres along with crossing points at each end. Review arrangements at the west end of the path, to consider options to align with a new informal crossing
point at the north end of the bus stop. Consideration of moving the bus shelter further south to be discussed with TfL Buses, and noted that there are power supply issues which may impact on costs of doing so. Benches and cycle stands to be renewed. It should be noted that the new crossing point may impact on one of the parking space by the bus stop shelter.

6. Proposals for pedestrian routes around the roundabout:

- Re-align crossing points on Filby Road to comply with DDA guidance and widen to 2 metres. Extend the yellow lines on the south side of the road to 10 metres to ensure zones of pedestrian - vehicle intervisibility meet the directions of the Highway Code.

- Re-align crossing points on Billockby Close and install tactile paving to comply with DDA guidance, along with widening to 2 metres. Remove redundant dropped kerbs. It may be necessary to make amendments to the junction layout to locate the crossing point at or near desire lines. Install new double yellow line “at any time” waiting restrictions on the northern corner of Billockby Close to protect the crossing points and ensure intervisibility as above.

- Widen crossing points on Stokesby Road to 2 metres. See also third bullet point of paragraph 6 above.

- Investigate the feasibility of providing dedicated DDA compliant informal crossing points of Gilders Road to the north and south of the roundabout.

7. Proposals for parking areas:

- Advertise a Traffic Management Order for limiting the duration of parking to 1 hour maximum stay, with no return for 2 hours, in a bay to be marked on the northeast side of the roundabout, between the bus stop clearway and a point to be determined near the fish and chip shop. The extent of the parking bay will be subject to the review highlighted in the first bullet point of paragraph 8 but it is likely to terminate at the existing waiting restrictions.

8. Proposals for resolving overrunning of kerbs:

- Review layout of roundabout against design criteria to determine if alignment of the corners of the centre island can be amended to allow for turning movements of large vehicles.

- Review the relationship between the bus stops and the centre island to determine the best course of action to resolve issues with vehicles overrunning kerbs to get past buses at the stops.

- Review layout of the junction of Stokesby Road with the roundabout to determine how to resolve the problem with large vehicles overrunning the footway on the southern side. This may lead to the realignment of the crossing points referred to in third bullet point of paragraph 6 above.

9. Review of request for zebra crossings:

- It is important that an assessment of zebra crossings not only considers the level of pedestrian demand against traffic flow, but also the impact on the road layout. Whilst pedestrian demand may be higher than other locations at a local level, the pedestrian flows are far below the design criteria normally required in order to justify a zebra crossing. In addition, the “no stopping” restrictions associated with zebra crossing zig-zag markings, that would be required on the approaches, would result in the removal of all on-street parking by the local shops. Officers therefore recommend that zebra
crossings are not pursued and that instead the proposals concentrate on ensuring the informal crossings meet current design standards.

Consultations

10. At present no consultation has been undertaken on the above proposals, other than the consultation with Ward members on 25 May 2018. In most cases, the proposed works are located away from residential properties where residents might be negatively affected. It is proposed that scheme drawings are prepared for further discussions with the ward councillors and the level of engagement agreed at that time.

11. Furthermore it is highlighted that all new yellow lines would subject to a statutory consultation and objection period of 21 days, as part of the Traffic Management Order process.

Timescale

12. Subject to Committee approval, and local engagement, it is anticipated that these works could be implemented in August/September 2018.

Resource Implications

13. The accessibility works around the Gilders Road roundabout will be implemented using the 2018/19 LIP allocation for the South of the Borough Neighbourhood Improvements.

Legal Implications

14. At this stage there are no legal implications with this report.

Risk Assessment

15. As no works have been approved yet, no risk assessment has been carried out. However, it is clear that there is a need for the accessibility requirements to be addressed and a more detailed assessment will be made prior to the works being installed.

Equalities Impact Assessment

16. An overarching LIP EQIA is in place that covers all LIP schemes and as such individual assessments are not required.

Road Network Implications

17. There are no Network Implications to be considered at this stage, and as highlighted in the report, should any measures be approved for implementation, the impact on the network would be assessed at that stage.

Environmental and Air Quality Implications

18. As highlighted above, the impacts of any measures would be assessed if a scheme were to be approved.

Background papers - held by author of the report, Graham Clapson, Project Engineer, tel 020 8547 5947 graham.clapson@kingston.gov.uk

- None other than those referred to in this report