

Berrylands Station LB Kingston upon Thames

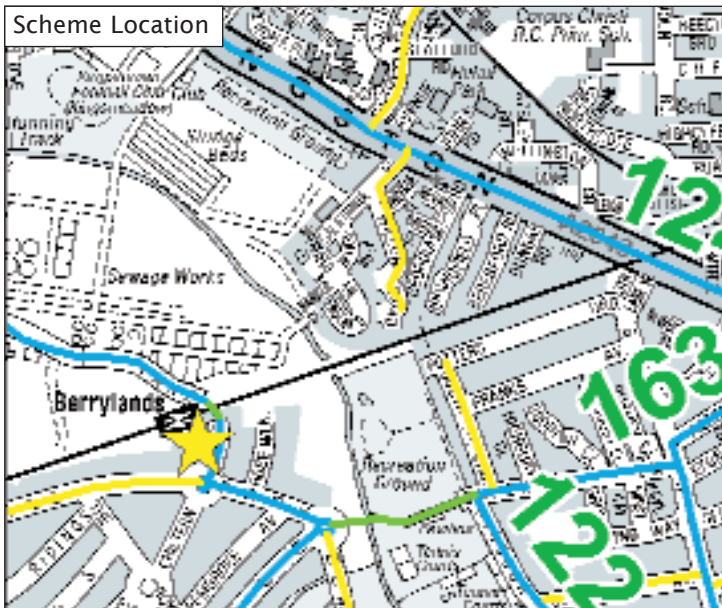
Completed in July 2004, this scheme was designed and introduced by the Royal Borough of Kingston upon Thames and South West Trains in order to address a number of problems in the area around Berrylands Station.

The old route under the railway bridge was very unsightly and unattractive for both cyclists and pedestrians to use. Large amounts of litter accumulated in the area and it was particularly intimidating after dark. Another issue concerned through movement between Chiltern Drive and Lower Marsh Street which was hampered by dilapidated fencing, an obstructive crash barrier and parked cars. Further more, there was a potential for conflict between cyclists and pedestrians when passing under the bridge as there was no indication of any segregation. The scheme progressed in order to address these issues and it was also decided to install cycle parking as part of the station facilities.

The pathway under the railway bridge has been opened up with a segregation of the pedestrian route and cycle track. This has resulted in a reduction of the potential for conflict between users.

Improved and safer environment for rail passengers, pedestrians and cyclists has been achieved through improved lighting, the removal of unsightly fencing and clearing of all litter. The area now feels much safer and is more welcoming at night. Increased cycle parking provision and new station and direction signing have improved the facilities of the area.

Grateful acknowledgement is extended to the officers of SWT Station Development & Station Management Teams, RBK Environmental Services and the Contractors;;: Property Facilities Group and RJ Dance for the successful contributions to this rewarding partnership project.



Scheme details

- Chiltern Drive: the original layout was very unsightly, unattractive and difficult to use.
- Chiltern Drive: cyclists were required to dismount when passing through the arch but rarely did so resulting in potential for conflict between users.
- View from Lower Marsh Lane: showing the unsightly layout and the potential for conflict between cyclists and pedestrians.
- Chiltern Drive: pedestrian access to the station and the pathway under the railway bridge was straightened out and is now more direct.
- Unsightly fencing has been removed as have most of the barriers and the station location is now prominently displayed. New cycle parking for sixteen bicycles has been installed. Although green tactile surfacing was not used more 1057 marking might aid under standing of this scheme.
- The pathway under the railway now allows joint pedestrian and cycle use. However, cyclists and pedestrians are segregated to minimise conflict.
- The path has been opened up and cyclists and pedestrians have been segregated. The necessity of the guardrail is under review.
- New lighting installed on the retaining walls.
- The additional and improved lighting has made a huge difference to the area at nighttime.

Photo 6: After



Photo 7: After



Photo 4: After



Photo 8: After



Photo 5: After



Photo 9: After

