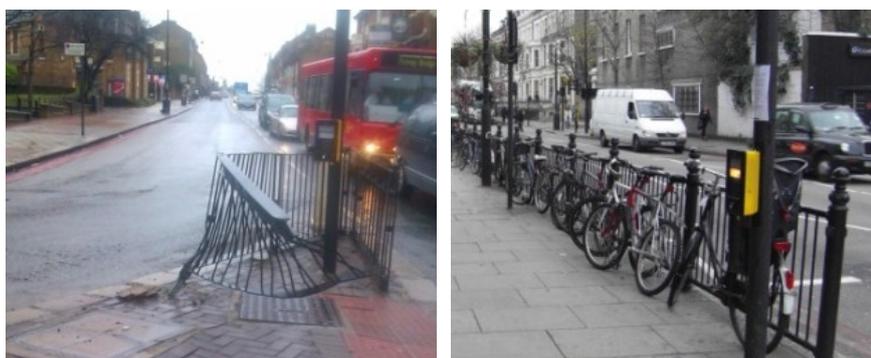


# Consider the removal of railings in a junction safety assessment



People prefer to take a direct line across a road



Guardrailing is not intended to protect pedestrians but may provide parking for cycles



At many of the TfL crossings, guardrailing was removed without any other associated works



Guardrailing forces pedestrians into a narrow area where they may be trapped in the road

## TfL'S GUARDRAILING ASSESSMENT PROCESS

Transport for London's assessment process is intended to aid design engineers make decisions by highlighting key factors to be taken into consideration.

### PRINCIPLE CONSIDERATIONS

**Maintenance** of railing is an ongoing liability.

**Kerbside activity** may be hindered: emergency services, people getting onto buses, and access to below pavement utility services.

**Visibility** may be reduced for people about to cross the road.

**Cyclists** may become trapped between a railing and a vehicle.

**Cycle parking** at a railing may reduce visibility and partially obstruct the pavement.

**Vehicle restraint.** Guardrailing is not designed to act as a barrier to protect pedestrians.

**Street clutter.** Guardrailing adds to an ugly, cluttered feel of the street.

**Desire lines.** Pedestrians may be taken away from their desire line and walk on the outside of the railing and become trapped in the road or forced to jump over them.

**Pavement width** may be reduced by guardrailing to the detriment of wheelchair users and pedestrian comfort.

**Driver perception.** Where a railing is present, drivers are more likely to assume, incorrectly, that pedestrians will only cross at a formal crossing.

**Speed.** Railing encourages greater speed.

**Pedestrian attitudes.** Surveys at two junctions after removal showed that the majority of people were in favour of removal.

**Crowd management.** Railing can be used to effectively contain crowds.

**Security.** Railing may be requested to prevent vehicles accessing the footway. Bollards may be an alternative.

**Outside schools.** TfL has no evidence that railing provides a safety benefit outside schools, but the perception of safety may be a reason to keep it or provide it.

**Pavement parking** may be prevented. Alternatives are effective enforcement, bollards, trees and cycle stands.

**Effective capacity of crossings** may be reduced. People may become momentarily trapped in the road by railing, while trying to squeeze through a crowd.

### SAFETY AUDIT & MONITORING

A road safety audit is carried out, on the assumption that no railing exists. The design team then prepares a response report and takes the final decision.

There is a fully documented audit trail. This is in effect a Quality Audit.

Following removal, a site may be subject to monitoring for accidents.