

## Sandown Park Racecourse, Esher

### Addendum 1 JCR5/4

### Pedestrian Conditions Summary Note

1. This note assesses and summarises conditions for pedestrians on Station Road, Portsmouth Road, More Lane and Lower Green Road in the vicinity of Sandown Park. The assessment considers the current conditions on the western footway of Station Road, the northern footway of Portsmouth Road, More Lane and Lower Green Road. The assessment also looks at the changes that would occur along each footway as part of the proposed development.
2. The features of the existing footways and the footways after the proposed improvements have been ranked into three bands colour coded as Pink, Amber and Green. Green represents good or very good provision, amber represents adequate/acceptable provision and pink represents a facility or aspect that requires improvement.
3. The tables below provide an assessment for each road.

**Table 1: Assessment of Station Road (western footway)**

| Parameter         | Before            | After    | Comments   |
|-------------------|-------------------|----------|--|
| Effective Width   | Adequate          | Adequate | Width provided on western footway can accommodate the expected pedestrian demand.  |
| Dropped Kerbs     | Needs improvement | Good     | Dropped kerbs are provided on Station Road at the junction with Portsmouth Road. The provision of a new crossing facility near Esher Station would provide dropped kerbs at that location and facilitate pedestrians crossing. |
| Gradient          | Good              | Good     | Footway is flat throughout its length.   |
| Crossings         | Needs improvement | Good     | No formal pedestrian crossing at Esher Station. The provision of a new crossing facility at Esher Station would provide safe crossing at this location.  |
| Legibility        | Adequate          | Good     | There is a general lack of signage for pedestrians. This will be provided as part of the proposals.  |
| Lighting          | Adequate          | Adequate | Lighting provided at regular intervals.  |
| Personal Security | Needs improvement | Adequate | Lack of active frontages along the footway provides perception of unsafe environment. The proposed development will provide frontages along Station Road which will improve the perceived pedestrian security.                 |
| Surface Quality   | Adequate          | Adequate | The footway surface quality is acceptable.   |

**Table 2: Assessment of Portsmouth Road (northern footway)**

| Parameter         | Before            | After    | Comments   |
|-------------------|-------------------|----------|--|
| Effective Width   | Adequate          | Adequate | Width provided on footway can accommodate the expected pedestrian demand. The width of the footway to the east of the main access to Sandown Park is considered to be good but narrower to the west of the access.   |
| Dropped Kerbs     | Adequate          | Good     | Dropped kerbs are provided along the footway and facilitate crossing. Dropped kerbs are at a good gradient and sufficient width. The proposals will include the provision of new crossing points with pedestrian islands and dropped kerbs across Portsmouth Road.   |
| Gradient          | Good              | Good     | Footway is mostly flat throughout its length.  |
| Crossings         | Adequate          | Good     | Pedestrian permeability is acceptable due to provision of various crossings. Permeability will be further improved by the provision of a new crossing as part of the proposals. This will include the provision of new crossing points with pedestrian islands and dropped kerbs at the main access to Sandown Park and Site 5 close to Littleworth Common Road. |
| Legibility        | Adequate          | Good     | Lack of signage for pedestrians. This will be provided as part of the proposals.   |
| Lighting          | Adequate          | Adequate | Lighting provided at regular intervals.  |
| Personal Security | Needs improvement | Adequate | Active frontages exist along part of the road. The proposals include residential units as part of Sites 2 and 5 that would overlook Portsmouth Road and replacement of close boarded fencing with more open fencing. These measures would improve natural surveillance and perception of personal security.  |
| Surface Quality   | Needs improvement | Good     | Footway is reasonably clean and free of graffiti / signs of vandalism. However, some sections are damaged/display signs of wear and tear. Drainage facilities at some local junctions may also require maintenance. The proposals would upgrade these sections to ensure that they are in good condition.  |

**Table 3: Assessment of More Lane**

| Parameter         | Before            | After                 | Comments  |
|-------------------|-------------------|-----------------------|---|
| Effective Width   | Adequate          | Adequate/<br>improved | The footways provide acceptable width to accommodate the pedestrian demand. The proposals will provide a footway extension along the eastern side of the carriageway, at the access to the racecourse. This will provide dropped kerbs on either side of the access and on More Lane that will facilitate crossing and pedestrian access to the nearest bus stop, located to the north of the access to the Racecourse. |
| Dropped Kerbs     | Needs improvement | Adequate              | Dropped kerbs are generally not provided along More Lane and pedestrian crossings are not common along the road. The proposals comprise the provision of dropped kerbs on either side of the access to the racecourse and on More Lane which will facilitate crossing.  |
| Gradient          | Good              | Good                  | Footway is mostly flat throughout its length.   |
| Crossings         | Needs improvement | Good                  | There is a general lack of pedestrian crossing points located along the length of the road. A new crossing will be provided in the vicinity of the access to the racecourse which will facilitate pedestrian movement at that location. Also the new footway provided on the eastern side will improve access to the bus stop by the Racecourse and Recourse.   |
| Legibility        | Adequate          | Good                  | Lack of signage for pedestrians. This will be provided as part of the proposals. The provision of an extended footway on the eastern side of More lane is also expected to improve pedestrian legibility.   |
| Lighting          | Adequate          | Adequate              | Lighting provided at regular intervals.   |
| Personal Security | Adequate          | Adequate              | More Lane has residential units which provide a degree of natural surveillance.   |
| Surface Quality   | Adequate          | Adequate              | The footway surface quality is acceptable.  |

**Table 4: Assessment of Lower Green Road**

| Parameter         | Before            | After    | Comments   |
|-------------------|-------------------|----------|--|
| Effective Width   | Needs improvement | Adequate | Vehicles tend to park on the footway in the vicinity of the railway bridge, to the east of the access to Site 3. As part of the proposals Lower Green Road will be improved to facilitate parking on street which would remove cars from the footway. The width of the remainder of the footway is considered acceptable.            |
| Dropped Kerbs     | Needs improvement | Adequate | Dropped kerbs are generally not provided along the footway and pedestrian crossings are not common along the road. A new crossing could be provided in the vicinity of the railway bridge that would comprise dropped. A crossing point would also be provided near Site 3 and would also comprise dropped kerbs and tactile paving. |
| Gradient          | Good              | Good     | Footway is mostly flat throughout its length   |
| Crossings         | Needs improvement | Adequate | There is a lack of pedestrian crossing points located along the whole length of the road. A new crossing could be provided in the vicinity of the railway bridge with dropped kerbs. A crossing point would also be provided near Site 3   |
| Legibility        | Adequate          | Good     | Lack of signage for pedestrians. This will be provided as part of the proposals  |
| Lighting          | Adequate          | Adequate | Lighting provided at regular intervals   |
| Personal Security | Adequate          | Adequate | There are active frontages along most of the road.   |
| Surface Quality   | Adequate          | Adequate | The footway surface quality is acceptable.   |

### Conclusions

- The changes proposed as part of the Sandown Park development would improve conditions for pedestrians on Station Road, Portsmouth Road, More Lane and Lower Green Road.