Sutton Station Gateway

Background and Design Overview
Equality and Diversity Forum
10th December 2013

Peter Boddy – Project Manager

Station Forecourt: Tired pubic realm doesn’t create a welcoming experience

Congested bus stops, substandard bus cages leading to pedestrian crossing points being obstructed, poor cycle facilities.
The Quadrant: Unappealing and inconvenient rear access to the Station, concerns regarding antisocial behaviour.

Sutton Court Road Junction: Main link to the town centre, narrow crossing points quickly comes congested

What are the issues?

Aims

Sutton Station Gateway:
- A 'welcome moment'
- Local communities: shops, services, public space

- Funding from Transport for London (TfL) for improvements such as:
  - Reduced vehicle congestion
  - Better transport interchange
  - Improved pedestrian facilities and way-finding
  - Enhanced Public Realm
  - Improved safety and feeling of safety

- Improvements to the station: Network Rail, Southern Railways
Timescales and funding requirements

- Works to the station
  - Funded by Network Rail and Southern Railways
  - Underway Spring 2014

- Funding from Transport for London (TfL) for area improvements
  - Funded by TfL
  - Spend by March 2015
  - Works begin Summer 2014

- Future funding?
  - ‘Sutton gateway’ – larger than immediate programme of works → WHY?
  - Possibility of future funding through funding applications and development money

Sutton station improvements

How the Project is being Managed

New station entrance

Open side entrance & New canopy

New embankment (improved landscaping)

New cycle parking
Key Elements

1. Removal of northbound bus stop opposite the station and replacement with a loading bay.
2. Introduction of two new bus stops to replace the removed northbound stop, one on Brighton Road outside 1-8 Regent Parade, the other outside 6-8 Mulgrave Road.
3. A new bus stop on Mulgrave Road south side to take some of the services off the southbound stop outside the station.
4. A widening of the south/west footway at the Mulgrave Road/Brighton Road junction.
5. A relocation of the pedestrian crossing on Brighton Road from north to south of the Mulgrave Road junction and upgrades to include pedestrian countdown.
6. A relocation of 15 minute free drop off parking from Brighton Road to the Quadrant.
7. Modification to the bus stop/stand facilities on the Quadrant.
8. An upgrade to the pedestrian crossing on Brighton Road by Cedar Road to include pedestrian countdown.
9. Improvements for pedestrians at the Mulgrave Road / Cedar Road and Quadrant junctions with Brighton Road.

Transport Activities

1. Proposed deck with canopy
2. Existing stairs/walls to be removed
3. Existing planting to be replaced
4. Existing ramp to be retained
5. Proposed staircase

Station Improvements - plan view
Pedestrian Way Finding

Arms and objectives of Legible London

Legible London is a new pedestrian information system for the Capital, designed to encourage walking. Based on extensive research, the system targets a number of key objectives to ensure maximum usage:
- Enhance legibility
- Improve wayfinding
- Increase accessibility
- Promote urban mobility

- The legible London system is user-centred and practical, providing comprehensive and reliable wayfinding for walkable journeys.
- Clear signage helps to reduce the amount of unclear data in the streets, improving the efficiency and effectiveness of wayfinding.
- It also integrates with other transport modes to help people navigate independent.

Legible London also helps to identify the key to their development.
Public space

No standard pallet of materials for Sutton Town Centre

Wide range of different materials and street furniture being used and further variants being introduced as part of new developments.

Operational and whole life costs issues have not been fully considered as part of some previous scheme resulting increased maintenance cost and shorter operational life.

Public realm guide: framework for how the station area and future works will look