



**IMPROVEMENT TO PEDESTRIAN  
FACILITY – TURNOAK  
ROUNDAABOUT**

**LOCAL COMMITTEE FOR WOKING  
26 APRIL 2004**

**KEY ISSUE:**

To consider a proposal to widen a traffic island and thus improve pedestrian safety at Turnoak Roundabout.

**SUMMARY:**

Pedestrians crossing the Western arm of Wych Hill Lane at Turnoak Roundabout from the South to the central island experience difficulty due to the width of the crossing point and the volume of traffic.

**CONSULTATIONS:**

County and Borough Councillors for the area and Surrey Police have been informed of this proposal and no objection or comment has been received.

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree:-**

**that the alterations to the existing central island as shown in Annex A Drawing 11721 be constructed.**

## **INTRODUCTION and BACKGROUND**

1. Turnoak Roundabout, where Wych Hill Lane crosses the A 320 Woking to Guildford Road, currently has dropped crossing facilities for pedestrians on each approach. These offer good sight lines and gaps in the traffic flow allow pedestrians to cross but the location highlighted in this report can be improved.
2. As part of the Safe Routes to School Programme Officers identified difficulties experienced by pedestrians, when crossing the Western arm of Wych Hill Lane, from the South to the central refuge island. This was due to the need to look over their right shoulder, the volume of traffic and the width of the crossing point. Children walking to and from the Barnsbury Infant and Junior Schools use this crossing point.

## **ANALYSIS AND COMMENTARY**

3. When standing at the crossing point intending to cross South to North in Wych Hill Lane a pedestrian looks right to observe approaching vehicles. However a high volume of vehicles turn up Wych Hill Lane from the A320 Egley Road and pedestrians tend to look over their shoulders to observe these vehicles. Having made a decision to cross they have to walk seven metres to the central island.
4. A weekday survey of pedestrian movement observed a total 71 movements in both directions.
5. The kerb line of the central island can be built out 2 metres with no impact on traffic. This will reduce the distance to be walked by pedestrians and increase safety.

## **FINANCIAL IMPLICATIONS**

6. This scheme has been allocated £5000 in the Local Transport Plan Implementation Programme for 2005/2006.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

7. This measure will improve facilities for all pedestrians and therefore contribute to the Walking Strategy in particular Safe Routes to School.

## **CRIME & DISORDER IMPLICATIONS**

8. There are no Crime and Disorder implications.

## **EQUALITIES IMPLICATIONS**

9. This proposal will improve facilities for mobility impaired users of Wych Hill Lane.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

10. This is a low cost improvement which will improve the pedestrian crossing facility, increase safety but have no effect on vehicle flow.

**Report by: Stephen Child, Local Transportation Director, Woking**

---

**LEAD/CONTACT OFFICER: David Durrant**

**TELEPHONE NUMBER: 01483 518300**

**BACKGROUND PAPERS: Nil**

---

Version No. One Date: 31 March 2004 Initials: DD No of annexes: One