



**HEATHSIDE CRESCENT, WHITE  
ROSE LANE AND ORIENTAL ROAD  
– PROPOSED PEDESTRIAN AND  
CYCLE IMPROVEMENTS AND  
SPEED REDUCTION MEASURES**

**LOCAL COMMITTEE FOR WOKING  
20 OCTOBER 2005**

**KEY ISSUE:**

To consider proposals to improve accessibility for cyclists and pedestrians in the area to the south of Woking railway station and to reduce traffic speeds.

**SUMMARY:**

A package of measures is proposed to improve access for pedestrians and cyclists in the area south of Woking railway station, and to reduce the amount of speeding traffic in Heathside Crescent:

- New or improved zebra crossings

- New cycle lanes, including a contra-flow cycle lane in White Rose Lane
- Locally widened footways
- Revised parking facilities

### **CONSULTATIONS:**

The following have been consulted:

County Council Divisional Members

Borough Council Ward Members

Woking 4 Pedestrians

Woking Cycle Users' Group

North-West Surrey Association of Disabled People

Surrey Police

Surrey Ambulance Service

Surrey Fire and Rescue

Local residents and businesses

### **OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree**

- (i) that the proposals shown on Drawing No. 12020 be approved for construction; and,**
- (ii) that the necessary traffic regulation orders be advertised; and,**
- (iii) that authority be delegated to the Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order.**

## INTRODUCTION and BACKGROUND

1. The area immediately south of Woking railway station is a mixture of residential, business and retail development. Heathside Crescent is one way westbound. That section of Oriental Road joining the ends of Heathside Crescent is one way eastbound, the two roads forming a gyratory with two lanes of traffic. The section of White Rose Lane between Heathside Crescent and Oriental Road is one way northbound. (See Location Plan No. 13038 attached at Annex A). There is a lot of pedestrian activity in the area, particularly to and from the station via White Rose Lane. Although there are zebra crossings at either end of the one way section of White Rose Lane, which enable pedestrians to cross both Oriental Road and Heathside Crescent, other pedestrian crossing movements in the area are not catered for.
2. Route 3 of the Woking Cycle Network runs from the south side of Woking station, down White Rose Lane and onward to Sutton Green and Guildford. However, there is currently no provision for cyclists to cross Heathside Crescent and Oriental Road (cyclists cannot legally use zebra crossings without dismounting). Neither can cyclists legally cycle south on the one way section of White Rose Lane. There is a large number of cycle movements in the area, particularly movements to and from the south side of Woking Station, where over 120 cycles are regularly parked.
3. Residents of Heathside Crescent are concerned about the speed of traffic using the road, and the difficulty of entering and leaving their driveways by car. A recent development of some 96 flats (Bracken Hill) is now fully occupied, generating additional motorised and pedestrian movements.

## ANALYSIS AND COMMENTARY

4. The proposals shown on Drawing No. 12020 attached at Annex B are intended to improve both pedestrian and cycle accessibility within the area, to reduce traffic speeds and enhance road safety.
5. The proposals are itemised below:

### **A new zebra crossing, with widened footways, at the junction of White Rose Lane and Oriental Road**

6. The new zebra crossing would replace the existing zebra crossings at the same location, which currently involve crossing Oriental Road in two stages. The junction will be modified by altering the existing traffic islands and widening the footway on the north side of Oriental Road, enabling pedestrians to cross the road in a single stage. The changes will also reduce the actual crossing distance.

### New zebra crossings, with widened footways, at the junction of White Rose Lane and Heathside Crescent

7. There is an existing zebra crossing on Heathside Crescent, immediately west

of White Rose Lane. The presence of a traffic island means that pedestrians have to cross the road in two stages. The traffic island would be removed, and the footway widened on the north side of Heathside Crescent. This will enable pedestrians to cross the road in a single stage and also reduce the crossing distance. A second zebra crossing would be provided on the east side of Heathside Crescent. This will enable residents from the flats on the old Bracken Hill site and from Greenheys Place to access Woking station more easily.

8. Because northbound traffic will be able to continue straight on into White Rose Lane, it will be necessary to amend the existing Traffic Regulation Order which currently prohibits this movement.

**New zebra crossings, with locally widened footways, at the junction of Oriental Road and the eastern end of Heathside Crescent**

9. Currently provision for pedestrians at this junction is poor. Zebra crossings are proposed on Heathside Crescent, between Oriental Road and Park Road, and on Oriental Road, either side of Heathside Crescent. This will cater for all pedestrian crossing movements to and from the station and the shops. At the same time the entry radii into Heathside Crescent will be reduced in order to encourage lower vehicle speeds as drivers enter Heathside Crescent. This will have the additional advantage of providing widened footways. In order to further reduce the speed of vehicles turning right into Heathside Crescent, drivers will be required to “stop” before entering Heathside Crescent, rather than giving way as at present. Suitable landscaping will be provided on the island in the mouth of the junction to prevent drivers from being able to see approaching westbound vehicles on Oriental Road and turning into Heathside Crescent at speed. This proposal will require the approval of the Department for Transport.

**A contra-flow cycle lane in the one way section of White Rose Lane**

10. This facility will provide the important missing link in Route No.3 of the Woking Cycle Network. Cyclists will be able to enter the contra-flow lane at the northern end of White Rose Lane by crossing a single lane of traffic. Upon reaching the junction of White Rose Lane and Heathside Crescent, cyclists will be able to enter the existing cycle lane south of the junction by again crossing a single lane of traffic. Small traffic islands will segregate cycle and motorised traffic at each end of this length of White Rose Lane. The cycle lane will be coloured green so that drivers are more aware of its presence, especially drivers emerging from private driveways within this section of road. The widened footway at the White Rose Lane/Heathside Crescent junction will ensure that cyclists have a good view of on-coming traffic.
11. Cyclists heading north up White Rose Lane will simply keep to the left hand side of the road as at present.
12. The existing two parking bays within this section of White Rose Lane will need to be removed. However, replacement bays will be provided in Oriental

Road. (See para. 13 below). It will be necessary to prohibit waiting at all times on both sides of this section of White Rose Lane.

**An off-road cycle route along Oriental Road, from the eastern end of Heathside Crescent to the shops and railway station, including a widened footway and parallel parking outside the shops**

13. This facility will provide a route for cyclists approaching the station and shops westbound from Oriental Road, avoiding the need for them to take a detour around Heathside Crescent and up White Rose Lane. As there are effectively two separate footways in Oriental Road, one at the back of the highway and one at the kerb edge, segregated by a wide grass strip, this facility will not interfere with the movement of pedestrians. The parking bays outside the shops (where waiting is restricted to a 20 minute maximum) will be converted from echelon parking to parallel parking, enabling a widened footway to be provided. This parking arrangement will improve safety for all road users, as it avoids drivers having to reverse out of the parking bays into on-coming traffic. Although this arrangement will result in a slight reduction in the amount of parking outside the shops, additional parking bays will be provided on the north side of Oriental Road, west of White Rose Lane. Overall, there will be a net increase in parking provision. The new bays will be a mixture of Controlled Parking Zone, where a permit or voucher is required between the hours of 9.30am and 11.30 am Monday to Friday, and 20 minute waiting bays.
14. This facility will not only provide a direct route to the station, but will also link with the two-way off-road cycle facility currently under construction as part of the Centrium development, providing a continuous cycle link to the existing cycle lanes on Victoria Way.
15. To access this facility from the eastern end of Oriental Road, cyclists will need to dismount to use the zebra crossing at the Oriental Road/Heathside Crescent junction, or turn right onto the facility in the normal way, in advance of the zebra crossing.

**Reduced width in the one way system, to influence vehicle speed, and introduction of a cycle lane**

16. This proposal is intended to reduce the speed of traffic using the gyratory system, a source of concern for local residents, particularly those in Heathside Crescent, and also improve accessibility for cyclists by providing "joined up" routes in the area. Generally the road width would be reduced by means of hatched markings, although the footway will be widened locally as described in paras. 6 - 9 above. In Heathside Crescent the hatching will have the additional advantage of allowing easier egress for drivers leaving property on the inside of the bend, as traffic on Heathside Crescent will be further away from the nearside kerblines.

**SURVEYS**

17. A survey of cyclists arriving at the south side of Woking Station, carried out in

June 2005, revealed that the highest proportion of cyclists interviewed approached the station from the White Rose Lane area. The survey also revealed that 65% of cyclists interviewed felt that the proposed contra-flow cycle lane in White Rose Lane would be “very helpful”.

18. Further surveys of pedestrian cycle and traffic movements were carried out in September 2005. These revealed a vehicular flow in Heathside Crescent, between Oriental Road and White Rose Lane, of about 850 vehicles in the peak hours. This flow can be easily accommodated within a single lane.

## CONSULTATIONS

19. A letter explaining the proposals, together with a plan and questionnaire, was sent to all local residents and businesses on 12 September 2005. (See Annex C). Some 188 letters were sent out, and 43 replies were received. Overall, respondents were in favour of the proposals. A summary of the responses is given in the table below.

Proposal	For	Against
A new zebra crossing at the junction of White Rose Lane & Oriental Road	35	6
New zebra crossings at the junction of White Rose Lane & Heathside Crescent	37	6
New zebra crossings at the junction of Oriental Road & the eastern end of Heathside Crescent	35	6
A contra-flow cycle lane in the one way section of White Rose Lane	26	15
An off-road cycle route along Oriental Road, from the eastern end of Heathside Crescent to the shops & railway station, including a widened footway & parallel parking outside the shops	24	12
Reduced width in the one way system, to influence vehicle speed, and introduction of a cycle lane	27	15

20. Some respondents were concerned that reducing most of the gyratory to a single lane would result in increased queue lengths and delays. However, observations on site and the traffic flows counted during the surveys indicate that the effects of the proposals will be marginal: the longest queues developed in the section of gyratory between A320 Guildford Road and White Rose Lane, and no changes are proposed for this section. There may be some increase in journey time for drivers wishing to turn left into White Rose Lane from Heathside Crescent, but site observations indicate that any queues which occur decay as quickly as they build up.

## **FINANCIAL IMPLICATIONS**

21. The cost of the proposals is estimated to be £190,000. Funding will come mainly from LTP central funding for cycle improvements, with an additional £50,000 coming from a Section 106 Agreement from the development of Bracken Hill

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

22. The proposals are intended to improve accessibility for pedestrians and cyclists, both classed as vulnerable road users, in line with LTP targets.

## **CRIME & DISORDER IMPLICATIONS**

23. The proposals will help to reduce the number of vehicles speeding in the area.

## **EQUALITIES IMPLICATIONS**

24. There are no equalities implications

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

25. The one way roads south of Woking Station present a barrier to cyclists, particularly those travelling south from the station. Pedestrian activity is high, and although there are some zebra crossings, not all pedestrian movements are catered for. Residents of Heathside Crescent are concerned about speeding traffic, and many have difficulties driving out of their properties. Some of the footways in the area are unacceptably narrow.
26. The proposals are designed to address all of these problems, thus catering for vulnerable road users and enhancing road safety, without interfering unduly with queues and delays for through traffic.

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**BACKGROUND PAPERS: None**

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