



OFFICER REPORT TO LOCAL COMMITTEE WOKING

HEATHSIDE ROAD, WOKING PEDESTRIAN CROSSING

31 OCTOBER 2007

KEY ISSUE

To consider proposals to introduce a controlled pedestrian crossing on Heathside Road, Woking.

SUMMARY

The committee recently approved a number of pedestrian facilities, which have been installed in Oriental Road and Heathside Crescent. These benefit all pedestrians in the area particularly those going to or from the Railway Station.

A large number of pedestrians approach the Town Centre and Railway Station from the south through White Rose Lane and cross Heathside Road near its junction with White Rose Lane. The installation of a zebra crossing at this location will assist these crossing movements and link with the new facilities closer to the Railway Station.

OFFICER RECOMMENDATIONS

The Local Committee Woking is asked to agree that:

- (i) a zebra crossing be installed on Heathside Road close to its junction with White Rose Lane as shown at Annex A**
- (ii) that the necessary Notice under Section 23 of the Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing, be published**

1 INTRODUCTION AND BACKGROUND

- 1.1 Heathside Road, where White Rose Lane crosses it, is a busy junction for pedestrians and vehicle drivers. With the proximity of the Railway Station pedestrians use is high travelling north and south and there are no controlled crossing facilities.
- 1.2 The location was included in the series of menu cards produced and scored for members then considered during the most recent tour of schemes using a Pegasus bus. The provision of a controlled crossing at the junction was included in the feasibility programme for report to today's' Committee.

2 ANALYSIS

- 2.1 It is proposed that a Zebra crossing is installed as shown on the plan at Annex A. The location already has dropped kerbs without tactile paving and this has created a desire line for pedestrians crossing Heathside Road. The installation of a controlled crossing will highlight this crossing point to vehicle drivers and give pedestrians priority over those vehicles.
- 2.2 The Northern arm of White Rose Lane currently has an inadequate width central island, which acts to separate vehicles but is a barrier to pedestrians because of its height and structure. It is proposed that this is removed and the kerbs built out on the western side reducing the distance across for pedestrians. Pedestrian railing will be inserted on the western side to direct pedestrians either to the new Zebra crossing or the new crossing point in White Rose Lane.
- 2.3 Currently the junction across Heathside Road from White Rose Lane is offset. This will not change but the removal of the central island and kerb build out will make the crossing easier for drivers.
- 2.4 The remaining two arms of the junction have existing crossing points, which will be upgraded, and tactile paving inserted. An existing crossing point by the southern end of Greenheys Place will be retained.
- 2.5 Speed and volume surveys were undertaken and the results are shown at Annex B with the 85th percentile speeds and the number of vehicles averaged for a 24 hour period.
- 2.6 A survey of pedestrian and cycle movement was undertaken during a week day between 0700 and 0930 – 1630 and 1900 (Annex C). This shows a high volume of pedestrians crossing at the proposed location of the Zebra Crossing.
- 2.7 Analysing the surveys at 2.5 and 2.6 and considering the various types of controlled crossing available it is appropriate that a Zebra crossing is installed.

3 OPTIONS

- 3.1 In considering the analysis at 2 above and different types of controlled crossings a Zebra Crossing is the most appropriate.

4 CONSULTATIONS

- 4.1 Consultation has been undertaken with Members, residents and the Police

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of the scheme is £38,000

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The facilities will improve conditions for all road users.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Following the consultation process with members, outlined in paragraph 1.2, officers recommend the introduction of a Zebra crossing, removal of an inferior traffic island and improvement of existing crossing points as the most appropriate scheme to improve conditions for all road users.

The Local Committee Woking is asked to agree that:

- (iii) a zebra crossing be installed on Heathside Road close to its junction with White Rose Lane as shown at Annex A
- (iv) that the necessary Notice under Section 23 of the Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing, be published

9 REASONS FOR RECOMMENDATIONS

- 9.1 To improve conditions for pedestrians at this busy junction.

10 WHAT HAPPENS NEXT

- 10.1 If the scheme is approved by the Committee detailed design will be completed in this financial year and construction undertaken in 2008–2009.

LEAD OFFICER: Name, Role David Durrant Assistant Engineer
TELEPHONE NUMBER: 08456 009009

E-MAIL: wah@surreycc.gov.uk

CONTACT OFFICER: Name, Role David Durrant Assistant Engineer
TELEPHONE NUMBER: 08456 009009

E-MAIL: wah@surreycc.gov.uk

BACKGROUND PAPERS: Nil

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