



**WOKING JOINT COMMITTEE**

**DATE:** 24 JUNE 2015  
**SUBJECT:** WRITTEN MEMBER QUESTIONS  
**DIVISION:** WOKING

**1. Question from Cllr John Kingsbury, Surrey County Council**

With the increasing demand for pedestrian crossings across the borough, and bearing in mind the shortage of funding for such conventional schemes, can officers identify any other options to provide appropriate safe crossings at a lower cost than the current estimate of £100k per crossing?

**Answer from Chairman on behalf of the committee:**

Pedestrian crossing facilities fall into 4 main categories. The first, and cheapest of these, is a pair of dropped kerbs, one opposite the other, which enable all pedestrians to leave and gain access to raised pedestrian pavements, without the difficulties that can be caused by kerb upstands. The cost of these varies but is typically around £5000 including provision of tactile paving.

If the road is sufficiently wide, dropped kerbs can be complemented by the provision of a pedestrian refuge island, which allows pedestrians to cross half of the road at a time in safety. Ideally, such islands should be no less than 1.8m in width, because the narrower an island is, the more vulnerable pedestrians can feel when waiting on it.

The third category of crossing is the Zebra crossing, which, at around £50,000, is significantly cheaper than a signal controlled crossing. There are limitations on where zebra crossings can be placed, and they are only appropriate in 30mph speed limits where there is good compliance with the limit.

The final category of crossings are signal controlled crossings which can be of several different types such as puffin (pedestrian use only) and toucan (suitable for pedestrians and cyclists). Signalised crossings will typically cost between £100,000 - 120,000.

The design, installation and operation of zebra crossings and signal controlled crossings is covered by strict regulations and unfortunately there is no legal provision for implementing one element of a crossing in isolation, such as the use of just black and white stripes across the road which is commonly seen in France, for instance. If

such an approach was taken without a change to the present regulations, the crossing would be non-compliant and could make the highway authority liable should any accident occur when using it.

Installing the correct form of crossing for individual circumstances is extremely important for the safety of pedestrians. Pedestrian crossings need to be accessible and although simple dropped kerbs and pedestrian refuge islands can provide a suitable facility for many pedestrians, the additional priority and control afforded by the more expensive crossings can be vital for users with sight or mobility impairment where they can be justified.

**2. Question from Cllr John Kingsbury, Surrey County Council**

Following the excellent resurfacing of St Johns Road through the Village, when will the area of subsidence near the bottom of St Johns Hill Road be reinstated?

**Answer from Chairman on behalf of the committee:**

The Maintenance Engineer for Woking, Chris Higgs, met with a Streetworks Officer and a representative from Affinity Water on 1st June 2015. The subsidence at the bottom of the hill is located in an old Affinity Water excavation, and it was agreed that Affinity will carry out a listening survey to ascertain if there were any leaks in their system. As soon as the results from this survey are available, it is likely that repairs will be carried out by Affinity Water. Unfortunately it is not possible to confirm a timescale for these repairs at the time of providing this Committee response.

**3. Question from Cllr John Kingsbury, Surrey County Council**

Following several visits by Affinity Water to repair the leak opposite Woodend Close on St Johns Hill Road, what is the current position as the water flow has increased considerably in the last few weeks?

**Answer from Chairman on behalf of the committee:**

It is believed that there is a clean water leak in this vicinity, but it has so far proved difficult to locate. Affinity Water have carried out investigations and stated that they cannot find a leak and that there is nothing more they can do. However, Affinity have confirmed that they will carry out a sounding survey at this location, at the same time as carrying out further investigation work in St Johns Hill Road. Further actions will depend upon the results of this survey, but Surrey Highways will continue to work with Affinity Water until this matter is resolved.

**4. Question from Mr Ben Carasco, Surrey County Council**

Could we clarify, for the public, the legal status of the one way traffic sign below the canopy at the Railway station. What steps can be taken to avoid the frequent and occasionally serious disruption that non-compliance produces.

**Answer from Chairman on behalf of the committee:**

The County Council is aware of issues in relation to enforcement at this site and every effort is being made to resolve outstanding issues in relation to compliance.