

SURREY COUNTY COUNCIL**DEPUTY LEADER AND CABINET MEMBER FOR
ECONOMICAL PROSPERITY DECISIONS****DATE: 12 SEPTEMBER****LEAD OFFICER: TREVOR PUGH, STRATEGIC DIRECTOR FOR ENVIRONMENT
AND INFRASTRUCTURE****SUBJECT: VICTORIA WAY, WOKING, SPEED LIMIT DECISION REVIEW****SUMMARY OF ISSUE:**

On 28 June 2017, Woking Joint Committee approved a speed limit reduction from 40mph to 30mph for Victoria Way. As this decision was taken contrary to the views of the Area Highways Manager, this report is presented to enable review of this decision.

RECOMMENDATIONS:

It is recommended that:

1. The existing speed limit of 40mph is retained.
2. A review of the speed limit is undertaken on completion of the town centre development works, so that the review is based on contemporary and complete speed data that reflects driver behaviour following the street scene modifications forming part of the town centre development
3. A report is then presented to the Woking Joint Committee recommending any speed limit revision that may then be required.

REASON FOR RECOMMENDATIONS:

These recommendations will ensure that any Joint Committee decision to modify the speed limit is based on complete and sound evidence, and that the existing County policy on setting speed limits is followed in a manner consistent with other speed limit reviews.

DETAILS:**First Heading/Business Case**

1. The full report as prepared by Lousia Calam of Town Centre Development (TCD) and presented to the Joint Committee on 28 June 2017 is appended.
2. Victoria Way, Woking, is an A class road and presently subject to a 40mph speed limit. It is part of Surrey's strategic road network and a key link between the M25 and Guildford. For this reason it is essential that any decision to vary the speed limit is based on sound information.

3. The speed data on which the Joint Committee decision was based on was out of date and incomplete. It did not include data for the section of Victoria Way likely to attract the highest vehicles speeds, and suggested average speeds that are likely to be lower than reality.
4. Although the report suggested that reducing the existing speed limit would result in a number of benefits to the public, a reduction in the posted speed limit is unlikely to result in any reduction in vehicle speeds, and none of the benefits cited were substantiated by factual evidence.
5. The accident history along Victoria Way is predominantly associated with turning movements at junctions, and excessive speed has not been cited as a contributory factor. A reduction in speed limit is unlikely to reduce accidents, and based on experience at other locations, introducing a 30mph speed limit could result in vehicle speeds increasing, as the existing repeater signs would have to be removed, and the streetscene does not suggest to road users that a 30mph speed limit is appropriate.
6. The existing speed limit policy is scheduled for review as there circumstances, such as is the case with Victoria Way, where average speeds may be suppressed due to congestion, and suggest that a lower speed limit may be appropriate than is actually the case for the character of the road, and how road users will behave under free flow conditions.
7. The Area Highway Manager, having considered the contents of the presented report, could not support the recommended speed limit reduction for the reasons outlined above, and recommended that a review of the speed limit should be undertaken on completion of the town centre development, so that the decision taken by the Joint Committee is based on complete and current data that reflects actual driver behaviour following modifications to the street scene forming part of the development works.

CONSULTATION:

8. Consultation has been carried out as part of the original report to the Joint Committee, and no additional consultation has been undertaken prior to referral to the Cabinet Member for review of the Joint Committee decision.

RISK MANAGEMENT AND IMPLICATIONS:

9. Introducing a 30mph speed limit along Victoria Way may result in reduced public safety due to vehicle speeds increasing, as the existing repeater signs would be removed, and the street scene is not presently in keeping with a 30mph speed limit.
10. The cost of amending the speed limit is minimal and would be met by Woking Borough Council as part of their town centre development budget. However, this expenditure would be unlikely to yield any public benefit.

Financial and Value for Money Implications

Section 151 Officer Commentary

11. As there are no budgetary implications for Surrey County Council, the Section 151 officer approves this recommendation.

Legal Implications – Monitoring Officer

12. There are no legal implications associated with this report.

Equalities and Diversity

13. The proposals contained in this report, and the one presented to the Woking Joint Committee do not have any equalities and diversity implications, as no material change affecting members of the public would result.

Other Implications:

14. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
Environmental sustainability	No significant implications arising from this report

Corporate Parenting/Looked After Children implications

15. N/A

Safeguarding responsibilities for vulnerable children and adults implications

16. N/A

Environmental sustainability implications

17. N/A

Public Health implications

18. N/A

WHAT HAPPENS NEXT:

- Subject to the Cabinet Members decision, the speed limit reduction will either be actioned, or the existing speed limit retained with a commitment to undertake a full and thorough review following completion of the town centre development works.

Contact Officer:

Andrew Milne, Area Highways Manager 01483 519580

Consulted:

N/A

Annexes:

**REPORT SUBMITTED TO WOKING JOINT COMMITTEE ON 28 JUNE 2017 -
PROPOSED AMENDMENTS TO TRAFFIC REGULATION ORDERS FOR THE
WOKING TRANSPORT INFRASTRUCTURE PACKAGE INCLUDING
APPENDICES**

Sources/background papers:

- All background papers used in the writing of the report should be listed, as required by the Local Government (Access to Information) Act 1985.
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