



**WOKING JOINT COMMITTEE**

**DATE:** 28 June 2017  
**LEAD OFFICER:** LOUISA CALAM, PROJECT MANAGER TOWN CENTRE DEVELOPMENT  
**SUBJECT:** PROPOSED AMENDMENTS TO TRAFFIC REGULATION ORDERS FOR THE WOKING TRANSPORT INFRASTRUCTURE PACKAGE  
**AREA:** Woking Town Centre

**SUMMARY OF ISSUE:**

This report will update the Joint Committee on the progress from the last committee report (March 2017) which detailed the various Traffic Regulation Orders (TRO's) which need to be amended/revoked/made to facilitate the delivery of the Woking Integrated Transport Package.

The amendments to the TRO's are sought to enable improved transport facilities and access to the town centre as well as the provision of a high quality urban environment as part of the major public realm improvements to Woking Town Centre.

Joint Committee approval is requested for the advertising of a change of speed limit on Victoria Way (A320), Woking from 40mph to 30mph.

**RECOMMENDATIONS:**

**Woking Joint Committee is asked to:**

- (i) Note the results of the advertising of the TRO's and the update from the previous March 2017 report.
- (ii) Authorise the advertising of the Traffic Regulation Order for the creation of a 30mph speed limit along Victoria Way between the junction with Church Street West (the start of the existing southbound 30mph speed limit) to Chertsey Road, to include revoking of the existing speed limit of 40mph;
- (iii) Authorise the Surrey County Council Area Highways Manager, in consultation with the Woking Town Centre Project Manager and the

- Chairman and Vice Chairman, to advertise the appropriate legal notices in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed changes and revoke any existing traffic orders, as necessary;
- (iv) Agree that the Surrey County Council Area Highways Manager, in consultation with the Woking Town Centre Project Manager and the Chairman and Vice Chairman, resolve any objections received in connection with the proposals, and implement subject to no irresolvable objections.

**REASONS FOR RECOMMENDATIONS:**

The amendments to the TRO are sought as part of the package of improved transport and access facilities to the town centre as well as the provision of a high quality urban environment as part of the major public realm improvements to Woking Town Centre.

Analysis of the existing vehicle speeds has been considered, as well as the guidance within Surrey County Council's Speed Limit Policy. Discussions with Surrey Police's Road Safety and Traffic Management Team and Surrey's Road Safety Team have been held which have been positive to the proposals. These comments are appended to this report.

The Surrey Area Highways Team is not supportive of the speed reduction. These comments are summarised in the appendix to this report and whilst these comments have been carefully considered, notwithstanding this, and in consultation with Woking Borough Council Chief Executive, recommendations for the speed limit reduction on Victoria Way from 40mph to 30mph are being pursued in the interests of supporting growth, economic vibrancy and improvements to the environment in the town centre.

The speed reduction forms part of the aspirations to deliver improved transport infrastructure through the Woking Integrated Transport Package, being funded by the Victoria Square development and Enterprise M3. This government grant provided to Woking to kick start infrastructure and other projects will drive economic growth in the area and help create housing and jobs for local people. The reduction of the speed limit on Victoria Way forms part of these aspirations to deliver improved transport infrastructure to the town centre.

**1. INTRODUCTION AND BACKGROUND:**

1.1 A Traffic Regulation Order (TRO) is the legal instrument by which transportation authorities implement most traffic management controls on their roads under the Road Traffic Regulations Act 1984.

1.2 A list of amendments to TRO's in Woking town centre were brought to the March 2017 Woking Joint Committee, which were for the Joint Committee to note, as delegated authority to advertise and make the TRO's rested with SCC and WBC Members and officers. Many of these TRO's have been advertised, which are detailed later in this report. The Joint Committee is asked to note these TRO's which will be implemented.

1.3 A summary list of the TRO's which were brought to the March 2017 Joint Committee along with the progress update is provided in the table below.

Item no.	Summary of item	Progress Update
1	A Permanent Traffic Regulation Order will be pursued for the creation of a 20mph zone within the town centre.	Advertised.  Refer to representations summary.
2	An Experimental Traffic Regulation Order will be implemented along High Street from its junction with The Broadway to its new junction with Victoria Way for a one way direction route westbound for use by "buses", "cycles" and "authorised vehicles" with a time period shown (7am – 9pm) with Contra-flow pedal cycles.	Not yet advertised/implemented. Broadway works need to be completed first.
3	The use of the new enforcement camera device which is proposed to be installed at the junction of The Broadway with High Street to enforce the restricted access TRO mentioned above.	For noting only.
4	An Experimental Traffic Regulation Order will be implemented along The Broadway, between its junction with Duke Street and High Street for one way movement of all vehicles westbound, and a contraflow cycle lane eastbound.	Not yet advertised/implemented. Broadway and High Street works need to be completed first.
5	A Permanent Traffic Regulation Order will be pursued for High Street from its junction with The Broadway to its new junction with Victoria Way in close proximity to Victoria Arch for revoking existing parking bays, taxi bays, disabled badge parking bay and a bus stop and implementing loading bay and disabled badge parking bay.	Advertised.  Refer to representations summary.
6	Permanent Traffic Regulation Order will be pursued for The Broadway from its junction of Duke Street to High Street for revoking existing parking bays, and implementing taxi bays, loading bays, disabled badge parking bay	Advertised.  Refer to representations summary.
7	A Permanent Traffic Regulation Order will be pursued for a restricted parking	Advertised.

	zone along The Broadway from its junction with Duke Street extending along High Street to its junction with Victoria Way. This restricted parking zone will also apply to Chapel Street since this is a road adjoining High Street and accessed directly from High Street with no other point of entry.	Refer to representations summary.
8	An Experimental Traffic Regulation Order will be pursued to restrict general traffic on Chapel Street between its junction with High Street and Commercial Way.	Not yet advertised/implemented. Broadway and High Street works need to be completed first.
9	A Permanent Traffic Regulation Order will be pursued for the reverse of the one-way section of road on Duke Street between its junction with Locke Way and Chertsey Road, and along Chertsey Road from its junction with Duke Street to Stanley Road.	Advertised. Refer to representations summary.
10	A Permanent Traffic Regulation Order will be pursued to revoke the Bus Lane on Victoria Way between its junction with Goldsworth Road and its junction with Church Street West.	Advertised. Refer to representations summary.
11	A new bus stop on Victoria Way on the northbound carriageway between Goldsworth Road and Church Street West will be provided.	Bus Stop Clearways do not need advertising. The Signs Regulations allow for them to be installed without a TRO.
12	A new bus stop on the eastbound carriageway of Church Street West between its junction with Goldsworth Road and Forge End will be provided.	No advertising is required.
13	A Permanent Traffic Regulation Order will be pursued for no left turn for all vehicles except for "Buses" and "Cycles" from Victoria Way into Church Street West.	Advertised. Refer to representations summary.
14	To note the new enforcement camera device which is proposed to be installed at the junction of Victoria Way with Church Street West to enforce the restricted access TRO mentioned above.	For noting only.
15	A Permanent Traffic Regulation Order will be pursued for a Bus Lane on Victoria Way between its junction with	Advertised.

	Lockfield Drive and the pedestrian crossing adjacent to the Bedser Bridge crossing.	Refer to representations summary.
16	A new bus stop on Victoria Way eastbound section on the approach to the pedestrian crossing adjacent to the Bedser Bridge will be provided.	This does not require advertising.
17	A Permanent Traffic Regulation Order will be pursued to change the position of the pedestrian crossing on Victoria Way adjacent to Bedser Bridge. The proposal is to keep a staggered crossing setup.	This is not being advertised or implemented following further study work carried out.

1.1 Victoria Way (A320) is currently a 40mph speed limit between Church Street West and the Brook House roundabout. The A320 has been assessed as a strategic route within Surrey’s highway network. This part of the A320 passes through Woking town centre, and whilst it provides a good road connection with other areas of the Borough and beyond, it suffers from heavy traffic, particularly at peak times, forming a severance for pedestrians and cyclists between the town centre and the residential areas to the north and the Lightbox and WWF. It is therefore inconvenient for sustainable road users, which is damaging to the quality of the environment in the area.

1.2 40mph limit is considered inappropriate for a town centre where we want the support the economic vibrancy of the shops and businesses by making it a pleasant place to be. Reducing the speed limit to 30mph would bring this section of road in line with neighbouring towns in Surrey and elsewhere (such as Kingston) with dual carriageways of 30mph speed limit whilst in an urban environment.

1.3 Reducing the speed limit to 30 mph will slow speeds and regulate acceleration and deceleration between junctions and reduce queuing, therefore reducing pollution and emissions, so helping to improve air quality. It will also reduce noise.

1.4 The Woking Integrated Transport Package, delivering extensive public realm and transport improvements to the town centre, is an ideal opportunity to address these particular aspects of the town centre and bring enhancements for all those living, working and visiting Woking.

1.5 Joint Committee is asked to agree to advertise the speed reduction TRO on Victoria Way from 40mph to 30mph. The proposal to reduce the speed limit on Victoria Way did not form part of the original planning application, and for this reason there is no delegated authority to approve advertising, which is the reason for the need to seek approval from Joint Committee.

**2. ANALYSIS:**

2.1 Woking Town Centre is going through a period of major transformation. The Borough Council has made a substantial investment in improvements to public realm. The Woking Integrated Transport Package is to deliver further improvements to the

transport infrastructure and public realm for the town centre, which seek to secure the long term vitality of the local economy.

2.2 A summary of the representations received as a result of advertising some of the TRO's brought to the March 2017 Joint Committee is attached in the appendix. These have been considered by the Deputy Chief Executive, Douglas Spinks, in consultation with the Portfolio Holder, Colin Kemp, as having delegated authority to make the TRO following consideration of representations. Their view reached is that these representations can be overcome. The Deputy Chief Executive, Douglas Spinks, in consultation with the Portfolio Holder, Colin Kemp, therefore considers that the TRO can be made.

2.3 A summary of the Members comments from the March 2017 Committee and a response is provided in the appendix.

2.4 The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages.

2.5 Speed data was examined from 2012 for the section of Victoria Way between the pedestrian crossing adjacent to the Woking Borough Council offices and the rail over bridge at Guildford Road. Further data from 2016 was available over the final approach to the rail bridge. However, this data differed little from that recorded in the earlier 2012 surveys. Refer to plans in the appendix VD15278-03-0100 Rev B.

A320 Victoria Way	Average 85%ile speed (mph)	Average mean speed (mph)
Goldsworth Road to Church Street West Northbound	25.3	21.8
Goldsworth Road to Church Street West Southbound	25.5	19.6
Forge End to Lockfield Drive Northbound	29.1	24.6
Forge End to Lockfield Drive Southbound	28.3	24.1
Lockfield Drive to Peacocks Car Park Eastbound	33.3	29.8
Lockfield Drive to Peacocks Car Park Westbound	30.5	25.3
Peacocks Car Park to Chobham Road Eastbound	33.3	29.8
Peacocks Car Park to Chobham Road Westbound	32.0	28.8

- 2.6 Analysis of the speed survey data suggests that the average speeds are contained within the proposed speed limit of 30mph, with the results taken from 4 locations ranging between 19.4 and 29.8mph.
- 2.7 The 85<sup>th</sup> percentile speeds (commonly referred to as the design speed) were as expected higher, ranging from 25.3 to 33.3mph.
- 2.8 As stated in the SCC Setting Local Speed Limits policy (attached in the appendix for reference), "For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures." It is the case that all of the mean speeds are below the threshold shown in the table.
- 2.9 The Police have been consulted on this matter and have confirmed that the mean speeds are within the parameters allowed in the SCC Speed Limit Policy for this change to a 30mph limit without any further speed control measures being required. They are also of the view that the introduction of the bus lane along the east bound carriageway of Victoria Way from Lockfield Drive is likely to slow vehicles even further. Detailed comments are attached in the appendix.
- 2.10 The reduction of vehicle speeds along Victoria Way is supported by the Surrey Road Safety Team. They confirm that encouraging lower speeds will reduce the risk of collision and the consequences. Detailed comments are attached in the appendix.
- 2.11 An analysis of personal injury collisions for the last 3 years is provided in the appendix. The data shows that there have been no collisions with excessive speed a cause.

### **3. OPTIONS:**

- 3.1 This Committee is asked to note the updates to the TRO amendments brought to the March 2017 Joint Committee, so no formal approvals are necessary, but any failure to do so would mean that the objectives of the Woking Integrated Transport Package to provide safe, high quality public realm with improved transport access to the town centre were not met.
- 3.2 This Committee is asked to approve the advertising of the speed reduction TRO. Any failure to do so would mean that the objectives of the Woking Integrated Transport Package to provide safe, high quality public realm with improved transport access to the town centre were not met.

### **4. CONSULTATIONS:**

- 4.1 The TRO's listed in the March 2017 Joint Committee report which have already been advertised are listed above and the consultation responses are summarised in the table attached in the appendix.
- 4.2 Consultations for the speed reduction on Victoria Way have been undertaken with Surrey Police's Road Safety and Traffic Management Team, Surrey's Road Safety Team and the Surrey County Council Area Highways Team, as part of the Woking Integrated Transport Package. Assuming authority is provided to advertise the

proposed amendments, this advertising will give a formal opportunity for representation to be made.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The costs of amending the TRO's will be borne by the Woking Integrated Transport Package funds which is comprised of developer funding from the Victoria Square development and Enterprise M3 funding.

**6. RISK MANAGEMENT:**

- 6.1 It is possible that objections to the amendments will be raised and it may be necessary to find solutions through negotiation. The risks associated with not seeking to make the proposed amendments relate to vehicle, cycle and pedestrian safety, improved bus passenger and pedestrian access to the town, and improved public space and amenity.

**7. LOCALISM:**

- 7.1 The proposals will bring positive benefits to the local area.

**8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 8.1 It is an objective of Woking Borough Council and Surrey County Council to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**9. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	The proposal will improve the quality of the environment in the town centre.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	The scheme will improve the safety for users of the town centre by reducing vehicle speeds and flows.
Human Resource/Training and Development	No significant implications arising from this report.



**10. CONCLUSION AND RECOMMENDATIONS:**

10.1 A summary of the representations received as a result of advertising some of the TRO's brought to the March 2017 Joint Committee is attached in the appendix. These have been considered by the Deputy Chief Executive, Douglas Spinks, in consultation with the Portfolio Holder, Colin Kemp, as having delegated authority to make the TRO following consideration of representations, and the view reached is that these representations can be overcome. The Deputy Chief Executive, Douglas Spinks, in consultation with the Portfolio Holder, Colin Kemp, therefore considers that the TRO can be made.

10.2 This report details the assessment of the speed limits on the stretch of Victoria Way within the town centre. The assessment has been carried out using the County Council's speed limit policy, "Setting Local Speed Limits". The recommendations have been based on the results of the assessment but also on knowledge of that stretch of road and the practical implications of a lower limit.

10.3 The amendments to the TRO will allow the objectives of the Woking Integrated Transport Package to provide safe, high quality public realm with improved transport access to the town centre to be met.

**11. WHAT HAPPENS NEXT:**

11.1 Any agreed changes to the speed limit should be advertised, with the intention of making the relevant Traffic Regulation Order and amending the speed limit.

11.2 The relevant TRO's listed in the report which were brought to the March 2017 committee will be made.

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**Consulted:**

Informal consultations have been undertaken with Borough and County Officers, Surrey Police's Road Safety and Traffic Management Team, Surrey Highways Area Team, and Borough and County Councillors for the area.

**Annexes:**

Appendix 1 - Surrey County Council's speed limit policy, "Setting Local Speed Limits"  
Appendix 2 - Summary of Representations from advertised TRO's  
Appendix 3 - Response to Members questions raised at March 2017 Joint Committee  
Appendix 4 - Plans showing speed survey results  
Appendix 5 - Technical Assessment of the Bedser Bridge pedestrian signal crossing  
Appendix 6 - Comments from SCC officers regarding the Victoria Way Speed Reduction

[www.woking.gov.uk](http://www.woking.gov.uk)  
[www.surreycc.gov.uk/woking](http://www.surreycc.gov.uk/woking)

Appendix 7 - Personal Injury Accident data summary