

PROPOSED SPEED REDUCTION VICTORIA WAY, WOKING  
Comments from Surrey County Council Officers

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I have discussed this previously with Louisa and indicated that I would have no objection to this proposal. From the data that you have supplied, the mean speeds are within the parameters allowed in your Speed Limit Policy for this to be changed to a 30mph limit without any further speed reducing measures being introduced. Also with the proposed introduction of the bus along the eastern bound carriageway of Victoria Way from Lockfield Drive to Chobham Road, this is likely to slow vehicle speeds even further.

Therefore given all of the above I can confirm that I have no objection to this speed limit change. The only thing that must be understood is that given the physical nature of Victoria Way it would be impossible for us to be able to carry out any speed enforcement from either hand held equipment or the camera vans. If there were complaints of vehicles exceeding the speed limit and enforcement was required then it would have to come via fixed position cameras. I raise this so there is no misunderstanding in the future.

Graham Cannon

Road Safety & Traffic Management

**VICTORIA SQUARE / BANDSTAND  
A320 VICTORIA WAY  
WOKING  
PROPOSED SIGNAL DETAILS FOR PHASE 3  
ROAD SAFETY AUDIT STAGE 2**

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B1.4. PROBLEM (Location B, C & D Appendix B – controlled crossing across A320 adjacent to Light Box) Summary: risk of pedestrian / cycle confusion and conflict. Pedestrians / cyclists from the southern side of the A320 controlled crossing facility adjacent to the Light Box, will cross the westbound carriageway when traffic stops and a green man / cycle aspect is shown. However, northbound pedestrians and cyclists may view southbound pedestrians / cyclists crossing the adjacent crossing across the eastbound A320 (which operates independently) at the same time. Northbound pedestrians / cyclists may therefore assume that they are able to cross both carriageways in one movement, without realising that the eastbound A320 traffic is about to proceed / the status of the controlled crossing has changed to a red man / red cycle aspect. Northbound pedestrians / cyclists entering the eastbound A320 carriageway (to reach the northern footway) are at risk of conflict with eastbound traffic, especially with eastbound traffic travelling within the nearside lane (as vehicles in the nearside lane may have received a green signal for several seconds by the time pedestrians / cyclists occupy the nearside lane). This is of concern due to the potential speed of eastbound vehicles within the existing 40mph speed limit, as well as the fact that traffic in the offside lane may mask pedestrians / cyclists attempting to cross the carriageway. NB. This situation remains a concern for southbound pedestrians / cyclists crossing the carriageway in the opposite direction to reach the southern footway.

RECOMMENDATION Retain existing staggered crossing facility.

**Provide a speed limit reduction to 30mph extending from Church Street West to Chobham Road to the east (possibly to Chertsey Road).**

**From SCC Area Highways Manager**

Would not support a reduction of speed limit as it is not felt that a change would amend the average vehicle speeds and therefore would not make Victoria Way safer.

Considers that Victoria Way is a strategic road link and not part of the town centre.

Any changes to Victoria Way should seek to reduce vehicular congestion so far as is practicable.

**SCC Road Safety Team Manager**

I would be supportive of a 30 mph limit on Victoria Way for the following reasons.

The current speed limit of 40 mph is inappropriate for a town centre where we want to support the economic vibrancy of the shops and businesses by making it a pleasant place to be. This includes the off peak period where speeds could be greater and more problematical with increased presence of pedestrians associated with a successful night time economy (cinema, theatres, pubs, bars and restaurants).

The road has signalised crossing points where there are comparatively large numbers of vulnerable road users (pedestrians and cyclists). Encouraging lower speeds will reduce the risk of collision and the consequences.

There have been some collisions along Victoria Way, focussed at the junctions and include shunts for example. Although these might not be recorded as speed related (as they will be within the existing speed limit), lower speeds will reduce the number of these type of collisions and the consequences.

Reducing the speed limit to 30 mph would reduce the signage clutter and ongoing maintenance because the current 40 mph limit requires illuminated terminal signing at every boundary with the surrounding 30 mph roads, as well as a number of repeater signs. All of these will be removed if there is a 30 mph limit throughout the town centre.

Slower and smoother vehicle speeds with a 30 mph limit (as opposed to faster acceleration and deceleration between junctions and queues within a 40 mph limit) will reduce pollution and emissions, so helping to improve air quality. It will also reduce noise.

Speed surveys have confirmed that the proposed 30 mph limit meets our speed limit policy requirements.

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