

Decision Notice

Committee: Woking Joint Committee

Date of meeting: Wednesday, 3 December 2014

Note: Decisions in **bold** type indicate a decision differing from the recommendation in the report.

The following decisions were approved by the Woking Joint Committee on Wednesday, 3 December 2014 and will take effect on 15 December 2014 unless the call-in procedure has been triggered. The call in procedure applies to executive functions of the local committee only. **CALL- IN DEADLINE: 12 December 2014.**

The following represents a summary of the decisions taken by the Committee. It is not intended to represent the formal record of the meeting but to facilitate the call-in process.

[The alternative options considered and rejected by the Committee in taking the following decisions are set out in the reports circulated with the agenda for the meeting.]

To request a call-in on any of these matters, please contact **Sarah Goodman, Community Partnership and Committee Officer** on **01483 518095**.

7	SURREY FIRE AND RESCUE ANNUAL REPORT 2013-14	RESOLVED Woking Joint Committee agreed to: (i) Recognise the achievements of the borough teams within Woking Borough and support their commitment to improve initiatives to reduce risk and make Woking Borough safer through the delivery of the borough/station plan (ii) Note the targets and initiatives set within the Woking Borough plan for 2014/15 and support the Fire and Rescue Service in the delivery of this plan
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		<p>REASON:</p> <p>SFRS dedicate a great deal of time in supporting the safety of members of Woking. It is important to appreciate that need and themes of initiatives will change to meet targeted need throughout the year for which continued support throughout the year is essential to allow maximum effect.</p>
<p>8</p>	<p>COMMON CLOSE PETITION RESPONSE</p>	<p>RESOLVED</p> <p>Woking Joint Committee agreed to note the report.</p> <p>REASON</p> <p>This length of road has been included in a package of speed limit assessments that will form part of the Joint Committee's ITS work programme during the 2015/16 financial year. The speed limit will be assessed with a view to reducing it if appropriate.</p> <p>A scheme for enhanced signing along this length of Chobham Road has been ordered and should be in place before the end of the calendar year.</p>
<p>9</p>	<p>WHITE ROSE LANE PETITION RESPONSE</p>	<p>RESOLVED</p> <p>Woking Joint Committee noted the report.</p> <p>REASONS</p> <p>Speed surveys were carried out in White Rose Lane at locations agreed with the petitioners. The recorded speed data indicates that there is good compliance with the existing 30mph speed limit but that speeds are too high to allow a signed-only 20mph limit to be introduced. Committee noted that budgets would be identified in the next financial year to allow the</p>

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		<p>reconstruction of the existing speed cushions and the provision of enhanced signing. In addition, Liz Bowes agreed to look to use some of her Community Enhancement fund for 15/16 to fund a Vehicle Activated Sign for White Rose Lane.</p> <p>A wider discussion on 20mph speed limits would be held at a future informal meeting of the Joint Committee.</p>
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10	HIGHWAYS UPDATE	<p>RESOLVED</p> <p>Woking Joint Committee agreed to:</p> <ul style="list-style-type: none"> (i) Note the progress with ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year (ii) Note progress with budget expenditure (iii) Agree the proposed capital works programme for 2015/16 (iv) Note that a further Highways Update will be brought to the next meeting of this Committee. <p>REASONS:</p> <p>The recommendations were made to enable progression of all highway related schemes and works. It was noted that the speed reduction measures around Horsell Junior School had not yet been added to the prioritised list, but Officers suggested that it would be unlikely to score high enough on the list to be funded during 15/16.</p>
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11	LOCAL SUSTAINABLE TRANSPORT FUND (WOKING AREA)	<p>RESOLVED</p> <p>Woking Joint Committee agreed to:</p>
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		<p>(i) To note the LSTF (Woking) capital programme for the remainder of 2014/15 (annex A)</p> <p>(ii) Approve bus stop clearways for bus stops on two further LSTF quality bus corridors: the Mayford/Westfield and Sheerwater/Byfleet corridors as indicated in annexes B1, B2, B3 and B4</p> <p>(iii) Approve the following projects for 2014 from the existing LSTF Business Engagement budget (annex C) as set out below:</p> <ul style="list-style-type: none">b. Cycle maintenance stations (£8,000)c. Dr Bike and mobile maintenance classes (£3,000) <p>Woking Joint Committee did not agree to approve the following projects for 2014 from the existing LSTF Business Engagement budget (annex C) as set out below:</p> <ul style="list-style-type: none">a. Pool bike scheme (£12,000)d. Wet weather cycle and walking clothing (£3,600) <p>(iv) To delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Members of the LSTF Task Group and the Project Manager to approve remaining spend from the LSTF Business Engagement budget, and report this spend back to a future meeting of Woking Joint Committee.</p> <p>REASONS</p> <p>Bus stop clearways</p> <p>There are four key reasons why bus stop clearways are required;</p> <ol style="list-style-type: none">1. Buses require parallel alignment to the kerb to deploy ramping and kneeling equipment to allow step-free access for wheelchair users and those with mobility problems, and
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		<p>easier boarding/alighting for all passengers.</p> <ol style="list-style-type: none"> 2. Parked vehicles within bus stops prevent this access. 3. Reliability of buses is increased if the vehicles are able to approach, stop and depart bus stops without hindrance, improving accuracy of scheduled bus stopping times and encouraging usage of sustainable transport 4. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking. <p>Business travel forum</p> <p>The Committee did not agree the proposals from the Business Forum for the spend on the pool bike scheme or the wet weather cycling and walking clothing due to concerns that funding these schemes was not good use of public money.</p> <p>The additional recommendation for delegating the decision on the remaining funding to the Area Highways Manager in consultation with the Project Officer and the LSTF Task Group was made to ensure a full spend of the budget by end March 2015.</p>
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12	<p>COMMUNITY INFRASTRUCTURE LEVY GOVERNANCE ARRANGEMENTS</p>	<p>RESOLVED</p> <p>Working Joint Committee agreed:</p> <ol style="list-style-type: none"> (i) the terms of reference for the Member/Officer Infrastructure Working Group; (ii) to appoint Cllr John Kingsbury (Borough Councillor) and Mr Will Forster (County Councillor) (one councillor from each main political party) to the Infrastructure Working Group; (iii) that the Infrastructure Working Group will make recommendations to the Joint Committee in future about how monies collected using the Levy will be spent in
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		<p>accordance with the published Regulation 123 list;</p> <p>(iv) that the Infrastructure Working Group will utilise the infrastructure prioritisation criteria set out within the report; and</p> <p>(v) that the neighbourhood portion will be given further consideration post 2016 changes to the Ward boundaries.</p> <p>REASONS</p> <p>The Borough Council is seeking to implement its CIL Charging Schedule from 1 April 2015. It is likely to take some time for money to come in as a result of applications being commenced which have to pay the charge. When money is accrued this will have to be spent against the agreed Regulation 123 list which sets out the schemes to be delivered but does not prioritise those schemes. A mechanism will need to be in place for the priorities to be agreed to best serve future residents in those new developments in terms of infrastructure provision.</p> <p>Cllr John Kingsbury (Borough Councillor) and Mr Will Forster (County Councillor) were appointed to the Infrastructure Working Group. This will provide one county councillor and one borough councillor representative (one from each main political party) on the group.</p>
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<p>13</p>	<p>INTEGRATED YOUTH STRATEGY</p>	<p>RESOLVED</p> <p>Woking Joint Committee agreed:</p> <p>(i) To approve the priorities of the Integrated Youth Strategy</p> <p>REASON</p> <p>Local Prevention has been in place across Woking since 1 April 2012. It has contributed significantly to the reduction in young people becoming Not in Education, Employment or Training (NEET). The current contract comes to an end on 31 August 2015. To re-commission</p>
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		<p>local prevention within set timescales, it is necessary to hold the bidding process prior to the Joint Committee approval of the full integrated youth strategy.</p> <p>The priorities for the integrated youth strategy (contained in Annex 1) have been developed, taking into account local data and after consultation with practitioners and young people.</p>
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14	FORWARD PROGRAMME	<p>RESOLVED</p> <p>Woking Joint Committee agreed to:</p> <p style="padding-left: 40px;">(i) Note the forward programme contained in this report with the addition of a report in June 2015 on plans for Ride 100, with a further potential report looking at how the event went in September or December 2015.</p> <p>REASON</p> <p>Having a list of items members would wish to have reported will enable a forward programme to be drawn up and for relevant officers to be invited to present to the committee.</p>
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