

CABINET MEMBER DECISION

Decision:

On Street Parking Review Process Update

(i) Details of decision

That, as part of parking reviews, the following recommendations be approved:

1. Parking schemes that reduce obstruction, improve road safety and meet the council's other transport plan objectives be prioritised.
2. In order to include a permit parking or other residential parking management scheme in a review, support should be demonstrated by at least 70% of frontages or a representative consultation group. (Exception by agreement of the Local Committee chairman/local member and parking team manager)
3. The size of parking reviews be limited to a maximum of 50 sites per district review. (Exception by agreement of the local committee chairman/parking team manager)
4. To also seek comments in support of proposals as part of the statutory consultation process, not just objections.
5. To letter dropping all affected frontages as part of the parking review statutory consultation.
6. To actively aim to minimise displacement in new parking schemes.
7. That there is no change to the minimum existing charges for resident and visitor permits for on street parking schemes. These will be considered again during 2016 in conjunction with preparations for the review of parking enforcement agency agreements.
8. That local committees have more flexibility to set charges for business permits, however the minimum should be £150.
9. There is no change to the current level of charges for parking bay suspensions and waivers.

(ii) Reasons for decision

Updating the Council's parking review process will:

- Improve communication with the public about new parking restrictions.
- Help the Council to understand the level of support for parking schemes and make sure we are implementing parking schemes that not only fulfil transportation requirements but also serve the needs of local communities and businesses.

- Help the Council to deliver parking reviews in a timely way and reduce unproductive work.
- District and Borough enforcement teams consider the current charges for parking schemes are adequate and cover the costs associated with them.

(iii) Details of any alternative options considered and rejected

None

(iv) Details of any consultation and representations received not included in the published report

None

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

None

Decision taken by:

- (i) **Name:** John Furey
- (ii) **Portfolio:** Cabinet Member for Highways, Transport and Flooding Decisions

Date of Decision: 10 June 2015

Date of Publication of Record of Decision: 10 June 2015

Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Economic Prosperity, Environment and Highways Board): 17 June 2015

CABINET MEMBER DECISION

Decision:

Speed Limit Assessment - A283 Petworth Road, Milford

(i) Details of decision

1. That the Waverley Local Committee request to reduce the speed limit to 30mph on the A283 Petworth Road between the Cherry Tree roundabout and the existing 30 mph speed limit near Milford Heath Road be approved, on an experimental basis to be reviewed after one year, with an condition that the Local Committee review the opportunity to add further signage or proposals that may assist in managing the speed in the road in an improved manner.
2. The recommended outcome proposed by officers in the report to the Local Committee be refused.

(ii) Reasons for decision

That there is a budget of £20,000 to facilitate this request.

(iii) Details of any alternative options considered

In support of his revised decision, the Cabinet Member for Highways, Transport and Flooding made the following points:

- The road is regarded as 40mph to the junction with Milford Heath Road and from thereon, in the direction of Witley, the road is classified as 30mph.
- The conundrum occurs because the Police, under a police management plan, enforce the A283 beyond the section which is 40mph.
- Since 2012, when the speed reduction was last assessed and no change agreed to bring it from 40mph to 30mph, no further accidents involving school children have been recorded.
- The safety of the road used by parents and children during school drop off and pick up times.

(iv) Details of any consultation and representations received not included in the published report

None

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

None

Decision taken by:

- (i) Name:** John Furey

(ii) **Portfolio:** Cabinet Member for Highways, Transport and Flooding Decisions

Date of Decision: 10 June 2015

Date of Publication of Record of Decision: 10 June 2015

Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Economic Prosperity, Environment and Highways Board): 17 June 2015