

## Decision Notice

### Committee: Woking Joint Committee

### Date of meeting: Wednesday, 22 January 2020

**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, 22 January 2020 and will take effect on 29 January 2020 unless the call-in procedure has been triggered. The call in procedure applies to executive functions of the local committee only. **CALL- IN DEADLINE: 28<sup>th</sup> January 2020.**

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 **Nikkie Thornton-Bryar, Partnership Committee Officer** on **01483 404788**.

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| 10 | EGLEY ROAD - SPEED LIMIT REVIEW | <p><b>Declarations of Interest:</b> None</p> <p><b>Officers attending:</b> Andrew Milne, Area Highways Manager, SCC</p> <p><b>Petitions, Public Questions, Statements:</b> None</p> <p>The Integrated Transport Scheme (its) work programme for Woking includes an assessment of the speed limit on A320 Egley Road, B380 Guildford Road and lengths of B380 Mayford Green and Westfield Road, Mayford.</p> <p>These roads are currently subject to a 40mph speed limit. The speed limit on Egley Road has</p> |
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been reviewed before, since which time the Hoe Valley School has been opened. An undertaking was given to review the speed limit again once the school had opened and this assessment included the B380 Guildford Road plus the short lengths of B380 Mayford Green and Westfield Road that are also subject to a 40mph and which could be seen as anomalous if they were not included.

The assessment suggests that a reduction of the speed limit to 30mph would generally be appropriate, with one section of the road requiring additional measures to help encourage lower speeds.

The Joint Committee (Woking) agree that:

- (i) The speed limit on A320 Egley Road from a point approximately 20m south of Turnoak Roundabout to a point approximately 110m south of Mayford Roundabout should be reduced from 40mph to 30mph.
- (ii) The speed limit on B380 Guildford Road, between its junctions with Westfield Road and the Mayford Roundabout, and on the B380 Westfield Road, between its junction with Guildford Road and the existing speed limit terminal signs approximately 60m north-eastwards from that junction, should be reduced from 40mph to 30mph.
- (iii) The speed limit on B380 Mayford Green between the Mayford Roundabout and the existing speed limit terminal signs approximately 60m north-west of the roundabout, should be reduced from 40mph to 30mph.
- (iv) The speed limit change should be advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed change and revoke any existing traffic orders, as necessary;
- (v) The Area Highways Manager in consultation with the Chairman of the Woking Joint Committee and the relevant Divisional Member resolve any objections received in connection with this proposal.

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|  |  | <p>Reason for Decision:</p> <p>Recommendations have been made taking into account the existing vehicle speeds, the guidance within Surrey County Council's Speed Limit Policy and extensive discussions with Surrey Police's Road Safety and Traffic Management Team.</p> |
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| <b>11</b> | <p>WOKING TOWN CENTRE -<br/>CONTROLLED PARKING ZONE 1</p> | <p><b>Declarations of Interest:</b> None</p> <p><b>Officers attending:</b> David Curl, SCC Parking Manager, Ian Reynolds, WBC Parking Manager, &amp; Geoff McManus, WBC Assistant Director</p> <p><b>Petitions, Public Questions, Statements:</b> None</p> <p>The Joint Committee discussed the report in detail. It was noted that the report did ask for Bank Holiday parking charges to be considered throughout the Borough, but Members asked that this be restricted to Zone 1 only.</p> <p>Members also discussed bringing the car parks in line with the off street parking areas and commencing evening charges at 6pm and this will be considered later in the year once the new technology allows and in the knowledge any final decision on this matter would be for the Executive of Woking Borough Council.</p> <p>The Joint Committee (Woking) agreed that:</p> <ul style="list-style-type: none"> <li>(i) the proposed changes to parking controls in and around Zone 1, as amended following a statutory consultation (described in Section <b>2 &amp; 3</b>) are implemented and the traffic order amendment made. – <b>with Bank Holiday charging only applying to Zone 1.</b></li> <li>(ii) authority to introduce parking restrictions in The Grove, Ferndale and Horsell Moor <b>(subject to public consultation)</b> is delegated to the Parking Strategy and Implementation Team Manager in consultation with the WBC Assistant Director for Place, the chairman/vice chairman of this committee and the local county</li> </ul> |
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councillor.

- (iii) the Joint Committee allocates funding from the 18/19 on street parking surplus as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments,
- (iv) An amendment is included in the parking traffic orders to allow the use of 'virtual resident and visitor permits' in all the Woking controlled parking zones.
- (v) A mobile phone payment system for parking is introduced in the Woking CPZ (the existing payment methods, voucher and meter will remain)

### Reasons for Recommendations

The changes to parking restrictions recommended above will:

- Increase turnover in the on street limited waiting bays in the evenings improving access to local businesses.
- Reduce obstructive parking on the single yellow lines in the town centre to maintain an effective traffic management regime. This will also help keep the footway clear in some locations improving access and safety for pedestrians.
- Protect the residential areas of The Grove and Ferndale from displacement parking in the event this is needed and encourage visitors to use the town centre car parks in the evening where there is ample capacity. It is simpler to go straight to a car park rather than driving around town looking for a parking space which in itself adds to congestion and pollution.
- Help improve the street-scene in the Church Street East area
- Allow effective bank holiday parking enforcement
- Provide more choice for visitors about how to pay for parking

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