

Decision Notice

Committee: Guildford Joint Committee

Date of meeting: Wednesday, 18 November 2020

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

The following decisions were approved by the Guildford Joint Committee on Wednesday, 18 November 2020 and will take effect on Thursday 26th November 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: Wednesday 25th November 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 **Gregory Yeoman** on **07968 832 390**.

8	ON-STREET PARKING BUSINESS PLAN 2021-2022 (EXECUTIVE FUNCTION - FOR DECISION)	<p>The Guildford Joint Committee:</p> <ul style="list-style-type: none">(i) Noted the contents of Annexe 1, the Parking Annual Report for 2019-20 and the current and planned work associated with on street parking,(ii) Agreed to the formal advertisement of Surrey County Council's intention to make an order to develop and consult upon the proposals prioritised by the P&AQWG below (para 1.4 refers)(iii) Agreed that implementation of the following two recommendations (approved by the Joint Committee in December 2019 but delayed due to Covid19) is carried over to 2021-22.<ul style="list-style-type: none">a. Introduce Pay by Phone technology, providing customers more flexibility in
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Decision Notice

		<p>payment options and extending visits,</p> <p>b. Recommend a review in conjunction with Surrey County Council on replacement of current on-street Pay & Display (P&D) equipment.</p> <p>Reasons for recommendations:</p> <p>(ii) The locations discussed at the PAQWG will form the first element of this parking review cycle. These quick wins have received high levels of support or are small technical amendments to controls.</p> <p>(iii) a. By introducing Pay by Phone technology in on-street parking locations, we can rationalise the number of P&D machines required and the amount of cash collections needed, while still offering customers the ability to pay by cash, as well as providing them with alternative, flexible payment options and easier ways to extend their stay,</p> <p>b. The current on-street P&D machines are all around 22 years old and only accept coins. Whilst they have performed well over that period, the machines look dated, are susceptible to increased security threats and the continued availability of spare parts is likely to become an issue. The latest P&D machines have improved security features and provide improved customer experience, by offering more flexible payment options, such as contactless card payments. Improved technology would also allow for reduced operating, maintenance costs, and enhanced management of the equipment, which are networked and are able to provide 'real-time' information. In summary, the equipment would benefit from upgrading.</p>
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9	FOREMAN ROAD/WHITE LANE SPEED LIMIT REDUCTION (EXECUTIVE FUNCTION - FOR DECISION)	<p>The Guildford Joint Committee agreed that:</p> <p>1) The speed limit from Foreman Road junction with Guildford Road to approximately 70m south of Warren Farm on White Lane is reduced from 40mph to 30mph.</p> <p>Reasons for recommendation:</p> <p>There are a number of residential developments being implemented along these roads which will result in an increase of pedestrians and cyclists. The nature of the area is changing to it is deemed suitable to reduce the speed limit from 40mph to 30mph to improve safety for all users of the highway.</p>
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Decision Notice

9a	BLACKWATER VALLEY SPEED LIMIT REDUCTION (EXECUTIVE FUNCTION)	<p>The Guildford Joint Committee agreed:</p> <ul style="list-style-type: none">(i) A reduction of the current national speed limit to a 40mph speed limit on a section of Blackwater Valley Road and the surrounding slip roads approaching the roundabout, where indicated on the attached plan.(ii) To promote a traffic regulation order for the introduction of the 40mph speed limit. <p>Reasons for recommendations:</p> <p>To allow for the ongoing increase in economic prosperity of the region by providing increased capacity and safer roads for all users and to allow the government's house building requirements to be met by the borough and district councils.</p>
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