

Decision Notice

Committee: Guildford Joint Committee

Date of meeting: Wednesday, 16 March 2022

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, 16 March 2022 and will take effect on Thursday 24 March 2022 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 23 March 2022.**

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	HIGHWAYS UPDATE (EXECUTIVE FUNCTION - FOR DECISION)	The Joint Committee (Guildford): <u>General</u> (i) Noted that, subject to approval by cabinet, the Joint Committee's devolved highways budget for capital works in 2022/23 is £828,390. (ii) Agreed that, subject to approval by cabinet, the devolved capital budget for highway works be used to progress both capital improvement schemes and member capital allocation as detailed in section 1. (iii) Authorised that the Highway Engagement & Commissioning Manager in consultation with county members to be able to reallocate budget to reserve schemes should there be a need to change the programme.
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Decision Notice

- (iv) Authorised that the Highways Engagement and Commissioning Manager in consultation with county members, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- (v) Agreed that, subject to approval by cabinet, the capital improvement schemes allocation for Guildford be used to progress the Major Integrated Transport Schemes programme set out in Annex 1.
- (vi) Authorised that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1, if required.
- (vii) Agreed that Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Major Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

Member Capital Allocation

- (viii) Noted that, subject to approval by cabinet, £50,000 is allocated to each divisional member. Up to £15,000 of this could be allocated to minor ITS, or all £50,000 could be used on capital maintenance (recommended option). The schemes are to be proposed by county members in consultation with the Stakeholder Engagement Officer.

Revenue Maintenance

- (ix) Noted that the members, subject to approval by cabinet, will continue to receive a Member Local Highways Fund (revenue) allocation of £7,500 per county member to address highway issues in their division; and
- (x) Agreed that each county member allocates £5,000 of their Member Local Highways Fund allocation to be pooled to commission a revenue maintenance gang.

Decision Notice

		<p>(xi) Agreed that revenue works are to be managed by the Highway Maintenance team on behalf of and in consultation with county members.</p> <p>REASONS FOR RECOMMENDATIONS: To agree, subject to approval by cabinet, a programme of highways works in Guildford for 2022/23, funded from budgets available to enable schemes and works to progress.</p>
<p>9</p>	<p>ON-STREET PARKING BUSINESS PLAN 2022-2023 (EXECUTIVE FUNCTION - FOR DECISION)</p>	<p>The Joint Committee (Guildford):</p> <p>(i) noted the contents of Annexe 1, the Parking Annual Report for 2020-21 and the current and planned work associated with on street parking,</p> <p>(ii) agreed to increase the tariff in the 2-hour max. stay pay and display and pay and display dual-use spaces from 80 pence per half hour to 90 pence per half hour, to be introduced on 1 July 2022.</p> <p>(iii) agreed to increase the tariff in the 3-hour maximum stay pay and display dual-use spaces from 60 pence per half hour to 80 pence per half hour, to be introduced on 1 July 2022.</p> <p>(iv) noted that the existing tariff in the 30-minute maximum stay pay and display and pay and display dual-use spaces of £1 for the half hour will remain unchanged, although as part of the current parking review, the intention is to extend the maximum period of stay within these spaces to 1 hour, to meet the changing needs of the high street retailers and their customers.</p> <p>REASONS FOR RECOMMENDATIONS: Town centre parking:</p> <ul style="list-style-type: none"> • is an enabler to around £150-200m of retail activity within the local economy, as well as supporting a wide variety of other business needs, and the needs of residents (<i>Systra Parking Study 2020</i>),

Decision Notice

- pricing is the primary mechanism with which to modify user behaviour, and in line with the 2016 Sustainable Parking Strategy, encourage more sustainable transportation modes, such as the Park and Ride, public transport, cycling and walking,
- (normally) generates a significant surplus with which to invest in highway and transportation initiatives, such as Park and Ride.

Although pricing is the primary mechanism to modify behaviour, convenience is also a key factor in determining visitors' choice of transportation mode and parking location. Therefore, although price increases may be perceived as being harmful for the local economy, particularly at a time when it is recovering from the pandemic, the provision of convenient, easy to use and good quality parking facilities are more important influencing factors.

This is supported by the fact that, in recent years, despite the incremental increases in the tariffs within the Guildford Borough Council's (GBC's) off-street public car parks, utilisation has not been greatly impacted. This is despite challenging conditions being experienced by the retail sector, even prior to the COVID pandemic.

However, by comparison, on-street parking has performed less well. This is despite the charges in the majority of paid-for spaces remaining static since 2014. There are a number of possible reasons for this. These include:

- The reduction in the number of spaces
- Changes in the nature of the businesses / vacant premises closest to the on-street spaces
- Limited payment options
- Restrictions on the flexibility of use (in relation to the 30min max stay bays)

In support of the "drive to and not through" philosophy, reinforced within the 2016 Sustainable Parking Strategy, the on-street parking charges have always been set at a premium rate above those in the off-street car parks, to reflect the greater convenience associated with the use of these spaces and to encourage turnover.

If the on-street spaces were cheaper than the off-street parking, then it may encourage motorists to circulate within the town centre, searching to find less-expensive on-street parking. This would be counter to both SCC and GBC's objectives in respect to the climate change

Decision Notice

		<p>emergency, air quality and congestion.</p> <p>At its 25 January 2022 Executive meeting, GBC agreed to increase the parking charges within the car parks in 2022-23. The recommendations within this report are intended to encourage visitors to consider more sustainable transportation choices, maintain the differential between the on- and off-street charges in support of the “drive to and not through” philosophy, and improve the financial position of the Guildford on-street account, to assist in its support of the Park and Ride, and other local highway and transportation initiatives.</p> <p>It is recommended that the introduction of the price increases comes into effect on 1 July 2022, in order support the local economy in the immediate aftermath of the pandemic and the lifting of restrictions.</p> <p>Even with the recommended price increase, the on-street charges will remain consistent with those levied in nearby towns and cities (see Annexe 2).</p>
<p>10</p>	<p>RURAL SPEED LIMIT REVIEW (EXECUTIVE FUNCTION - FOR DECISION)</p>	<p>The Joint Committee (Guildford):</p> <ul style="list-style-type: none"> (i) Agreed that the speed limits be reduced on the roads as shown in Appendix B that are in the Guildford Joint Committee area. (Other roads within the Waverley and Mole Valley areas are also shown for information and are being presented to the Local/Joint Committees for those areas for approval separately). (ii) Authorised the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made. (iii) Noted that after 1 April the Highways Engagement and Commissioning Manager will be responsible for resolving any objections received in connection with the proposal in consultation with the relevant Divisional Member. (iv) Noted that if the reductions in speed limit have not been successful, then further supporting highway measures or a higher speed limit may be necessary.

Decision Notice

		<p>REASONS FOR RECOMMENDATIONS: Reducing the speed limit on these roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it safer, easier and more pleasant to walk, cycle and ride horses.</p>
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