

Weybridge Society



Core Strategy – Overview of Parking Strategy

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Transport Panel
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Weybridge Parking Strategy

Strategic Imperatives: Safety, health, access and sustainability.

Vision: Ensure that there is enough parking to meet the needs of residents, visitors and employees and that on-street parking is maximised where it does not affect road safety and the ability of residents to freely enjoy their properties.

Priorities: [1] deal with SAFETY issues urgently and in the best interests of the whole community; [2] deal with SOCIAL parking issues in a town-wide and strategic context.

Weybridge Parking Strategy

Definitions:

- **Safety** Parking Issues: parking issues that affect road safety for all/any road users *including sight lines, parking near junctions, cycle routes, traffic calming and schools.*
- **Social** Parking Issues: parking issues that affect residents and visitors *including parking in disabled bays, CPZ's and obstructing/affecting residential properties.*

Weybridge Parking Strategy

Parking schemes to solve **social parking issues** should be presented and dealt with in a strategic context –

Locality Categories:

- **Town centre parking** should be cheap (*free for short stay for shoppers and cheap for long stay for workers/residents*) and plentiful so that neighbouring residential areas don't have the town centre's overflow.
- **Residential street parking** should be free of charge and maximised so that residents are able to access and enjoy their properties and receive visitors.
- **Station Parking** – should be adequate for train users with parking prices and station area parking controls designed to make sustainable travel modes significantly more attractive.
- **District Feeder Routes*** – parking should be discouraged on feeder routes, with parking only in marked bays where unrestricted 2 ways traffic can be safely sustained with the parking bays filled.
 - A317 (Balfour Road, Church Street, High Street, Queens Road), A3050 (Oatlands Drive)
 - Categorisation of B roads (residential?) to be determined - B365 (Seven Hills Road), B372 (St George's Avenue), B373 (Hanger Hill) and B374 (Heath Road, Brooklands Road).

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Types of restrictions:

- **In shopping areas** parking for shoppers should be maximised using '1-2 hours stay/no return within 2 hours' type restrictions to encourage turnover.
- In **areas suffering from 'commuter' or other long stay parking** there should be peak hour restrictions and/or residents' parking.
- **Where parking can only be safely accommodated on one side of the street** restrictions should be implemented either permanently on one side or alternately by use of am/pm short 'no parking' restrictions.
- There are safe areas for parking in most streets. Other areas (including corners, near crossings, near and opposite entrances) should have no parking. **We normally don't need segregation zones on residential streets** and such road should instead be remarked to permit parking.
- Where necessary and safe so to do, then parking should be permitted partly/wholly on pavements.