

# WEYBRIDGE PARKING REVIEW 2017/18

Meeting with Councillors – 19.30 hrs, Monday, 12 February 2018

## RECORD of MEETING

### 1. a) Attendance:

**Partnership:** Dave Arnold, Craig Mackenzie, Mike O’Sullivan (Chair),  
Pauline O’Sullivan, Paul Povey

**Surrey CC:** Cllrs. Kemp, Oliver (also Elmbridge BC councillor)

**Elmbridge BC:** Cllrs. Davis, Foale, Freeman, Dearlove, Muddyman

### b) Apologies for Absence:

**Partnership:** Murray Law

**Elmbridge:** Cllrs. Brown, Cheyne, Donaldson, Harman

### 2. Chair’s Welcome:

The Chair thanked those present for recognising the importance and urgency of the Weybridge parking problem, and for making time to attend.

A separate meeting between the Chair and Cllr. Brown has been arranged.

### 3. Discussion of Underlying Problem:

The findings of the Proposal resulting from the Partnership’s Weybridge Parking Review 2017/18 were accepted unanimously, in that the three primary causes of the parking problems in the Town (residential displacement/inconvenience, and greatly reduced shopper accessibility) are:

- the long-term, all-day parking in unrestricted and free-of-charge residential roads by commuter workers within the Weybridge business community.
- a lack of alternative, off-street space, exacerbated by an increase in the number and size of modern vehicles which require more road space.

Acceptance was subject to the recognition that:

- an additional (4<sup>th</sup>) stakeholder existed, in the form of shop-owners.  
Chair response: The Proposal had included this group within the “Businesses” category.
- the differing needs of individual roads, some wherein insufficient on-street parking already exists, would add complexity to any proposed solution.  
Chair response: The Proposal had taken account of Cllr. Davis’ past suggestion not to overcomplicate parking restrictions.
- Some roads near to evening entertainment may require extended periods of restriction to encourage customers into car parks (which are free of charge from early evening).
- geographical features of the Town, e.g. its river and open space, impose limitations upon additional on-street capacity to cater for on-street displacement.  
Chair response: This makes the provision of additional off-street space even more necessary.

The inevitability that displacement of commuter parking will occur in favour of resident and shopper convenience was recognised. It is therefore important to provide additional off-street parking facilities, both charged and at no-charge, to offer displaced vehicles the option of paying for convenience or walking/cycling a short distance in exchange for free parking.

#### **4. Weybridge Parking Review 2017/18 – Q & A:**

No specific clarification on either the methodology used, or the resultant findings, was felt necessary by the meeting.

County found the proposed CPZs an acceptable solution and would support a joint approach. In fully endorsing the Proposal, County representatives considered that a balanced approach was preferable, and mentioned the similarities between the proposed CPZs and those successfully implemented already in both Woking and Esher.

Borough representatives raised no objection to the Proposal, with the Cabinet Member for Highways stating that he liked the idea of the CPZs.

It was agreed that:

- the Proposal was a comprehensive and well thought-out document, and contained a depth of quantified information not presently held at either County or Borough level.
- acceptance of the Proposal by resident and shopper stakeholders was likely if “sold” as the holistic solution promised, but which did not materialise in 2016.
- any piecemeal implementation of the Proposal would be unacceptable and would fail to solve the complexity of the problem. Greater disillusionment would then result, together with unnecessary displacement, thereby singling out roads for unfair treatment by them being expected to become on-street car parks.
- residents would consider as good value, the price they would have to pay for parking permits if it led to a reinstatement of their previous quality of life.
- residents, shoppers, and indeed office-based businesses themselves, would welcome the removal of present concern at not being able to find a convenient parking space.

#### **5. Discussion on Possible Solutions & Agreement on Further Actions:**

##### **a) Discussion Points:**

- Any plan without the proposed CPZs would be a recipe for disaster.
- Any solution will inevitably involve either the building of new car parks, or the expansion of existing ones. Anecdotal evidence indicates that the main Churchfields car park already has an 80% take-up rate during charging hours, with usage exceeding 95% of capacity at peak times. The Proposal addresses this by enabling shoppers to park in residential roads for short periods, thereby reducing the demand in car parks.
- All additional facilities must be designed to take accounts of their surroundings .
- Planning approval for extending car parks had proved an obstacle in the past, though no application, nor definite evidence, could be recalled; simply the thought that any such application would suffer in this regard, so has never been pursued.
- Funding is still not an obstacle. There is presently some £8million in the Borough CIL pot, and Weybridge itself also provides a significant percentage of net parking revenue.
- Section 55 of the Road Traffic Regulation Act 1984 permits a local authority to use net parking revenue to carry out specific projects, inter alia, towards the provision of parking accommodation, either in their own area, or in those of other authorities.
- Borough representatives raised the possibility of demolishing the library and including additional parking facilities in the redevelopment.
- The majority felt that the “large village” feel of the Town would suffer should parking meters be installed in the proposed “inner” CPZ.
- Businesses would have to accept that employee parking can no longer be considered as free of charge.

**b) Further Action:**

**County (Cllrs. Kemp and Oliver to oversee):**

- Joint Executive Committee - Proposal to be brought to the March meeting of the newly-formed Committee. The Committee is run by the County Strategic Director for Highways, and includes:
  - the Borough's Strategic Director's team
  - the Chairman of the Elmbridge Local Committee
  - a number of other Borough and County councillors, including the two from County present at this meeting
  - the area Highways officers (who, once they have agreed that the approach used by the Proposal brings a science to the issue that isn't there at present, could then adopt a similar approach when conducting parking reviews in future, thereby preventing any repeat of the unintended consequences seen in the past).
- County Parking Team - Proposal to be shared with the Team led by Adrian Harris and be taken into account should any parking change in Weybridge come under consideration before a permanent and holistic solution has been implemented.  
Chair comment: The Proposal includes a suggestion that whilst an holistic solution is being sought, no further change is made in respect of parking in Weybridge, unless considered necessary on Health & Safety grounds.
- Park & Ride Scheme: The Partnership had gather certain elementary factors in respect of existing shuttle bus services, but more work was required.  
Business case to be submitted by 30 April 2018.

**Borough (Cllr. Davis to allocate unless already assigned):**

- Local Plan - To include adequate parking capacity as a planning criterion.
- Planning approvals - To amend the process so that resident parking permits are only made available to new development that meets the adequate parking capacity criterion.  
**Note:** County consultation responses presently fail to make comment, thereby making it difficult for Borough to refuse permission on grounds of inadequate parking. The Borough will consider the withdrawal of rights to resident parking permits as an inducement for developers to make adequate provision at the outset.
- Resurfacing of Car Parks - Defer until further notice whilst an holistic solution is being identified, the £600k presently allocated for this purpose in Weybridge.
- Feasibility Study - Cllr. Davis to ensure that study into the expansion of all existing Council-owned car parks in the two business areas of Weybridge as defined in the Proposal is completed by 30 June 2018.

**County & Borough:**

- Hospital Site - To continue to press the CCG for the inclusion of a shared-use parking facility in any redevelopment of the site.
- "Sell" the Proposal - Wherever possible, to "sell" the benefits of parking restrictions to residents and shoppers, whilst making businesses aware of the need for change.

**Partnership:**

- Elmbridge Local Committee - To consider attaching the Proposal to a petition to the Committee, with the simple intention of bringing it to the attention of its members.

**6. Any Other Business:**

There was no other business, and the meeting closed at 21.05hrs.