

TRG: Draft Document for Residents' Comments

Parking at Weybridge Cricket Club

Summary

Following an approach from Councillor Harman, the Triangle Residents Group (TRG) canvassed views from residents on the potential need to control parking at the car park adjacent to the Weybridge Cricket Club (WCC) in Princes Road. Four options emerged in the light of these comments:

- Option 1: A more strategic, holistic view of parking issues in the Triangle was needed to underpin a long-term solution to parking problems in the area that would commend itself and be acceptable to residents. This might well lead to at least some proposals to address problems specific to particular roads.
- Option 2: No change to the current arrangements other than to designate a 'Keep Free' lane for deliveries.
- Option 3: Keep free parking but subject to time limitations. This would potentially increase the availability of places in the car park for residents who currently face difficulties in parking near their homes until the end of business hours, as well as for short-term visitors to local businesses. The impact of any additional demand for on-street parking by displaced vehicles would need to be assessed.
- Option 4: A Pay and Display scheme. This would be a quick fix, reducing usage but diverting regular parkers towards seeking on-street parking places. In general, this would require other substantial changes affecting both the car park and local roads – for example, short-term parking limits, exemptions for residents and cricket club members – that would require evaluation and consultation.

TRG recommend the first option which would need to be undertaken jointly by Elmbridge Borough Council (EBC) and Surrey County Council (SCC). Pending the outcome, Option 2 to address the delivery issues at WCC might be applied on a pro tem basis.

TRG would agree with the view that illegal parking should be addressed and enforced on a continuing basis irrespective of any of the options set out above.

Background

1. Weybridge Cricket Club car park occupies part of the former village green and is owned by Elmbridge Borough Council (EBC). The green was supposed to remain unenclosed and available as open space for the enjoyment and general benefit of the local inhabitants. Before the 1960s, local maps did not indicate a car park. The legal basis for designating a car park is somewhat opaque but signs on the site have long reserved the area for use by visitors to the green and to the clubhouse.

2. The green is heavily used for games and for children's coaching sessions at weekends during the summer and for net/fielding practice (usually late afternoon and early evening) during the spring and summer. The clubhouse is open every evening throughout the year for members and visitors and will also accommodate meetings. No detailed figures are available on attendance

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at the ground or using the bar facilities. Observation and anecdotal evidence suggest that the bar is used quite heavily towards the latter half of each week, but the green itself is mainly used by dogwalkers and, in the summer months, sunbathers and for picnics.

3. The car park is next door to Manby Lodge School and is the only one in this part of Weybridge to offer free parking. It broadly the same number of parking places (c.24) as can be found in three places along this stretch of Princes Road between York Road (south) and the junction with Hanger Hill. Of these, about 16 places are along the slip road from Hanger Hill, 5 are on the opposite side of the road facing the green, and 3 are adjacent to the Jolly Farmer pub. The whole of remaining section of this part of Princes Road is dominated by single and double yellow lines, the former requiring no parking between 8am and 6pm. The only other off-street parking is in the residential side roads New Road and Leavesden Road. The local businesses in New Road have only a small parking area and the Jolly Farmer pub has no car park at all. Further afield, both York Road (south) and Princes Road between York Road and Queens Road suffer from saturation parking as residents and business employees and users compete for on-street spaces often to the detriment of the former in respect of their ability to park near their homes and to safely access them. On the main roads forming two sides of the Triangle, no parking is allowed on Hanger Hill and Queens Road is heavily protected by single and double yellow lines and by restricted parking conditions.

4. TRG and club representatives met in 2018 for an informal discussion of parking issues. The club representatives referred to delivery problems to the clubhouse and to parking, some long term or regular, by individuals not using the ground or clubhouse. TRG's focus at that time was on securing introduction of the 20mph zone but noted that the position of the car parks in the area would be considered in further work on how to deal with the problem of parking stress and saturation across the Triangle. It was emphasised that a holistic approach should be adopted to avoid simply moving problems from one part of the Triangle to another. EBC are currently looking possible options for dealing with parking problems at the ground problems and Councillor Harman has invited TRG to submit views on the subject. TRG have in turn e-mailed all recipients of its newsletter (about 200) and approached 106 properties closest to the car park in Princes Road, Chestnut Lane, Cricket View, Grove Place, Leavesden Road and York Road (South) to elicit views.

Argument

5. Three main problems are often raised about the car park:

- Access to the clubhouse by delivery vehicles, which can be awkward both because of cars parking incorrectly and the difficulties imposed by a limited turning circle.
- Illegal parking by unlicensed vehicles. Councillor Harman, for example, recently noted six unlicensed vehicles in the car park.
- Competition for the limited number of parking spaces on the site, with different groups exercising what many would perceive as a right to free parking on the green.

The deliveries issue

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6. The first two issues lend themselves to potential solutions that avoid the need to limit, at least significantly, use of the car park. Improved access for delivery, for example, might be facilitated by designating with road markings a clear no parking at any time lane entering the car park and running alongside the end wall of the clubhouse to the school fence. This should enable vehicles to reverse back to the fence when they need to depart, recognizing that entry signs will be needed to limit the weight of vehicles able to enter and that the club will need to alert suppliers to the limitations. This idea would of course need to be scrutinized by road engineers to ensure that it will work in practice and to assess the number of parking places that might be lost (at least two by the fence, possibly another two to facilitate turning).

Unlicensed vehicles

7. The issue of unlicensed vehicles is surely best dealt with by effective enforcement. It should be straightforward for enforcement authorities to check with the DVLA to establish ownership and licence so that warning notices/fines can be issued. An active approach both in the car park and on-street elsewhere in the Triangle should ensure that vehicles move on and long-stay vehicles could potentially be towed away. The message would soon get out to persistent offenders.

Legal issues?

8. The introduction of parking fees would need a more measured approach starting with establishing that it is right to do so in principle and an analysis of the scale and nature of any problems. To clear the ground, it would first be necessary to be clear on the legal status of the car park. It has effectively been carved out of the green over time and it is at least arguable that it represents a breach of the requirement that it should be open space for the enjoyment and benefit of residents. On the other hand, it might be argued that taking away free parking would be to the detriment of those residents. Whichever way the argument goes, two facts remain: first there appears to be no agreement in place defining the actual dimensions of any car park; and second parking has always been free on the site and the introduction of fees would represent a significant variation in principle. The legal grounds need to be secure.

9. The absence of any survey evidences means that much of any debate to date has been dominated by the anecdotal based on individual observation. The TRG have approached residents for views and this may give us a better grasp of differing local perceptions. This should help in defining the nature of the problem as well as testing the public mood for change. It should not, however, negate the need for a proper survey.

Competition for parking spaces

10. There is acute competition for daytime on-street parking places all along Princes Road and its side roads. There is therefore a natural tendency for drivers who cannot find a place to gravitate towards the only free car park in the immediate area. This leads to at least seven groups, not mutually exclusive, who seek to use the car park:

- People wishing to enjoy the green space, walk the dog, watch the cricket, sunbathe in the summer etc. Most of these will probably walk, but not all – particularly the elderly

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or infirm – who will tend to be relatively short-term daytime users of the car park. This group fit most closely the objective for which the green was maintained.

- Visitors to the cricket club for social purposes, mainly lunchtimes and evenings, or for playing, coaching or practice purposes.
- Visitors, customers, or employees engaging with the local businesses along Princes Road and Queens Road (e.g. the Old School House, the Jolly Farmer, the shopping parade along Queens Road).
- Commuters seeking all-day parking.
- Long term parking by people who are obviously not visiting the ground or the clubhouse.
- Residents who find that on-street parking slots near their homes are regularly occupied by non-residents. Those living in New Road and Leavesden Road which are nearest to the car park often face this problem. The only alternative to the car park would be to add further to parking stresses along Princes Road, elsewhere in the Triangle or even further afield.
- Parking associated with Manby Lodge School, including staff, visitors, parents doing the school run and, more infrequently, attendees at school events. The school run peaks at set times of day and can cause congestion difficulties in the car park itself (resulting, for example, in a pushchair being hit accidentally last year without, fortunately, any child being injured) as cars occupy the lanes or try to turn to exit.

11. To arrive at an informed and workable solution, we need to be clearer about actual car park usage and what issues need to be addressed. What might appear to be a straightforward problem is rather more complicated in practice. EBC and SCC officials appear to accept that the Triangle is an area of parking stress but TRG are not aware of any effective efforts being made to assess the wider problem. EBC officials when considering planning applications tend to focus on any implications for the proposed development and do not assess the cumulative effect of applications on an area. SCC appear simply to nod applications through and TRG are only aware of one case (Salisbury House) where officials from Surrey made a cursory visit and photographed the odd lunchtime parking space. The Weybridge Society and the TRG have undertaken their own detailed parking investigations in the past both monitoring on-street parking and talking to local business but the absence of official surveys continues to handicap attempts to address the problem and to cause public distrust of either Council's judgements.

12. This information deficit will threaten any attempt to reach a sensible decision on the car park. For example, there is no readily available statistical evidence of the balance between these groups or to illustrate the flows at different times of day. Before any informed EBC decision on how to balance the various interests involved in this case, it would be helpful to design and implement a survey. This might have three elements: an automated traffic census to measure flows into and out of the car park at different times of day; and identification by EBC officials or enforcement officers on spot dates of the vehicles in the carpark and where they originate from, possibly using DVLA data and/or a questionnaire. A spread of dates might enable us to gain a better handle on long-term parkers.

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Potential Actions

13. *Strategic Review*: Responses to the approach from residents nearest to the site (See Appendix) differ as to both the nature of the problems and potential solutions. The lack of detailed evidence to draw upon about who uses the car park, how frequently, when and for how long etc. However, two clear messages do emerge:

- An outcome that solely focuses on the interests of the cricket club members and users will not command support if it is at the expense of other users of the green or would inflict even greater parking stress on surrounding streets in general and Princes Road and its side roads (Leavesden Road, New Road and York Road (south)) in particular.
- The issues associated with the car park should not be considered in isolation but as part of a strategic review of parking in the Triangle area.

14. *Unlicensed vehicles*: There is general agreement that the issue of unlicensed vehicles should be dealt with immediately by proper enforcement, including towing offending vehicles away after due warning. The message would soon get out. Stricter enforcement will only make sense, however, if it is also applied in surrounding roads. Only last year, action had to be initiated against unlicensed vehicles parked in Barrington Lodge partially blocking the rear exit to Manby Lodge School.

Where now?

15. The options for further action are:

- *Option 1: EBC to undertake a comprehensive and strategic review of parking issues in the Triangle*, including the car park on the green. This would need to report, with concrete recommendations, in a timely manner if continuing public cynicism about the perceived refusal of SCC and EBC to take parking stress in the area seriously is not to be reinforced. In the interim, an active enforcement campaign should be launched to ensure that unlicensed vehicles in the car park and on neighbouring roads are targeted and removed if necessary.
- *Option 2: No change other than to designate a keep clear lane for deliveries*. This would address delivery concerns at the club and keep the car park open to residents and users of the green. It would, however, probably lead to the loss of a small number of parking spaces with implications for on-street parking and would do little to assuage some of the concerns (e.g. school run blockers, commuters occupying spaces, a magnet for those wishing to avoid paying at the York Road car park etc.).
- *Option 3: Keep free parking but subject to time limitations*. This might, for example involve 3-hour free parking followed by one hour away. Such an approach could work in the car park but would add to the on-street parking pressures in the rest of the Triangle. To be effective, it would require both active and continuing enforcement and similar time limits to be set elsewhere in the Triangle for on-street parking.

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- *Option 4: Pay and display.* This approach would almost certainly reduce usage and divert regular parkers towards on-street parking with drivers searching far and wide for available spaces. Much of the impact of this would fall on Triangle residents unless it was accompanied by other substantial change (e.g. short-term parking limits, residents' only parking etc.). There would be pressure to introduce exemptions for residents and cricket club members (and visiting teams) further complicating enforcement with a consequent impact on costs.

Conclusion

16. TRG believe that EBC needs to develop a clearer vision for parking across the Triangle given the problems it now faces and the approach to the cricket club car park should be seen in that context. Option 1, leading to thought through proposals that could go out to the local community for consultation seems the sensible way forward. Option 2 merely seems to tick the "all too difficult box" but offers an interim solution to the delivery problems at WCC pending the outcome of the review. Options 3 and 4 should not be implemented without careful consideration of the implications in terms of increased on-street parking and the impact that would have on the Triangle community.

April 2020

Weybridge Cricket Club car park: Views of Triangle Residents

Summary

The Triangle Residents Group (TRG) were invited to submit views on the parking situation at the car park adjacent to Weybridge Cricket Club (WCC). Responses from residents are summarized in the attached appendix. The main conclusions that might be drawn are:

- There is no consensus on the need for action with views ranging from keeping matters as they are to the setting up of a Pay and Display regime.
- There is significant concern about the potential implications of any scheme confined to the car park for on street parking demand in an area already suffering parking saturation.
- There is support for a more strategic and evidence-based approach to parking across the Triangle, including the car park, to form the basis for options that could be put out for consultation.
- Residents believe that effective enforcement action should be taken against the owners of unlicensed/uninsured vehicles anywhere in the Triangle, whatever proposals emerge relating to the car park.

Background

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1. In March 2020, the Triangle Residents group (TRG) were invited to feed suggestions and comments to an Elmbridge Borough Council (EBC) review of the use of the car park at Weybridge Cricket Club on Princes Road. For ease of reference, the request from Cllr Peter Harman was as follows:

... As a Council we are looking at reviewing the use of this car park. It is clear from my observations it is clearly not used for the intended primary purpose. In the past 3 weeks there have been 6 untaxed vehicles and numerous vehicles parked for the whole day.

This is clearly an unsatisfactory situation and needs to be addressed. We accept that parking is at a premium in the surrounding roads but misuse of this facility is unfair to bonafide users. No decisions have been made which is why I would like to hear views from local residents and the users of the green and Cricket Club. There are a couple of options open including a limited maximum stay and Pay and Display Mon to Fri daytime. We are open to any suggestions and look forward to your response.

2. TRG have long been concerned about saturation parking in the Triangle and therefore welcome the recognition that parking is at a premium in surrounding roads. It also accepts that any problems specific to the use of car park on the green must form part of any solution of this wider problem. This document summarises the responses that have been received from residents in response to the EBC initiative.

Methodology

3. This analysis reflects the subjective views of residents. Cllr Harman's request was posted through the doors of residents living along Princes Road and its main feeder roads (for example, York Road (South), Leavesden Road, New Road) closest to the car park and was published in the TRG Newsletter circulated online. It does not purport to be a comprehensive survey based on a detailed questionnaire, nor is it a stratified sample. Other than their physical location along the chosen roads, the respondents are self-selecting and focus on points of specific interest to them. Some provide a context and argument to support their views; others concentrate on a single point. However, they do represent a range of local views that TRG has heard at various points over the last couple of years. The responses are summarized in the attached appendix.

4. Views were received from 26 respondents, located as follows:

Grove Place	1
Leavesden Road	3
New Road	4
Pine Grove	1

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Princes Road	14
Other	3

Analysis

5. The information and views set out in the responses can be broken down into three broad categories:

- Occupancy: who parks in this car park?
- Options: what actions might be needed?
- Specific solutions to Cllr Harman's limited stay or Pay and Display suggestion.

6. *Occupancy*: It is clear from the survey that there is no comprehensive and objective database available to inform the public on just who parks at the car park. As some point out, without such a baseline it is not possible to reach sensible conclusions on the remedial measures that might be needed or to assess the effect any such measures might have on surrounding roads. Particular groups identified directly in the responses include:

- Local businesses (6 responses): Specific mention is made of the garage, the local pub and other local businesses short of parking space.
- Residents with insufficient space for the number of vehicles or displaced from parking near their own properties (5 responses) because of others making use of free on street parking.
- Commuters (8 responses).
- School pick up/drop off (7 responses).
- Long term parkers (3 responses) although it is not clear whether these refer to all day (and may include some of the above) or a longer period.

7. *Options*: There is no obvious consensus on the way forward, except perhaps in one area. The responses do not lend themselves to simple categorization, but can be broken down into four main, if sometimes overlapping, groups (NB These will not add up to 26 given that some respondents make more than one point):

- No change at any change or at least for now (11 respondents). Within this group are some who feel it will only add to burdens on the rest of the Triangle, some who support free car parks in principle, and some who see free access as being in their own interest.
- A strategic approach to parking in the area is needed, including more detailed evidence (7 respondents). This would be the foundation for defining policy options to put out for consultation with residents.
- Take proper enforcement action against untaxed/unlicensed vehicles (7 respondents). It is here that consensus is closest, and it includes action both in the car park and on surrounding roads.
- Introduce parking controls either free but time limited or Pay and Display (8 respondents) linked to proper enforcement.

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8. Several respondents commented on the possibility of time limited stays or Pay and Display as raised in Cllr Harman's note. Various conditions are suggested that might be put in place targeted in effect at particular groups. All imply a degree of enforcement to be effective.

9. Suggestions for a free parking regime include:

- No parking allowed before 10am, aimed at limiting commuters and long-term parking.
- A two-hour maximum stay during the day.

10. Suggestions for a Pay and Display regime include:

- Free access for residents and WCC members.
- Unlimited parking at weekends.
- A 2-hour free parking slot to avoid penalizing recreational users.
- Limiting stays to 2-3 hours with no return the same day.
- No overnight parking on weekdays.
- Paid for parking to start from any time between 8.30 and 10.00 and ending around 16.30 to dissuade commuter parking while avoiding penalizing users of the club in the late afternoon and evening.

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Appendix: Summary of views from the local neighbourhood

<i>Location¹</i>	<i>Concerns</i>	<i>Solutions suggested</i>
Grove Place		
G1	<ul style="list-style-type: none"> - Convenient for clients and for Manby Lodge pick-ups. - Some examples of untaxed vehicles and at least one long-term parker. - Current arrangement is fine and should be left alone. Pay and display would still mean all-day commuter parking. 	<ul style="list-style-type: none"> - More signage to indicate that for club and school use only. - Not want any particular action but possibilities might include no parking before 10am (keep out commuters); 2-hour max stay for free.
Leavesden Road		
L1	<ul style="list-style-type: none"> - 'As a member of the club there are always spaces 	<ul style="list-style-type: none"> - Pay and display would not benefit the area. "Changing the

¹ NB The numbers given relate to responses. They are not house numbers.

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	<p>there apart from when inconsiderate parents park in the morning at 8am and at home time 3pm.'</p> <ul style="list-style-type: none"> - Parents parking in front of garages. 	<p>way the car park is managed would only mean more cars and traffic down our roads which are already at capacity. Where would the residents then park..."</p> <ul style="list-style-type: none"> - Simply remove untaxed cars "no real issue there".
L2	<ul style="list-style-type: none"> - Prefer to park on road particularly "as we have a young child". Must use the car park regularly "mainly due to the non-residents taking up any free parking spaces on the road throughout the working week". - Imposing a cost on all drivers "without giving protections to nearby residents ...who suffer the most." 	<ul style="list-style-type: none"> - If pay and display introduced, "give local residents a reprieve from this, or make nearby residential roads available only to those residents".
L3	<ul style="list-style-type: none"> - Car park restrictions will simply displace the problem on to local roads. - Limited on-street capacity can mean locals have to use the car park overnight. - Inconsiderate parents waiting to pick up children can block exit from car park. - Untaxed vehicles in LR. 	<ul style="list-style-type: none"> - Parking charges but with free permits for cricket club member and residents. - Free resident permit parking only in Leavesden Road. - Public car parks should be free for up to 3 hours with no return "to encourage high street footfall".
New Road		
N1	<ul style="list-style-type: none"> - "A lot" of visitors and commuters park in NR and surrounding streets. - Restrictions in the carpark will simply move the problem on to surrounding streets. 	<ul style="list-style-type: none"> - Any restrictions on the car park should be extended to local streets, "potentially meaning parking permits for residents".
N2	<ul style="list-style-type: none"> - Some long-term parking in the car park. - Two businesses on NR attract a number of cars and "massively outweighs the spaces they have in front of the office". - Impossible to park in NR during the school run. 	<ul style="list-style-type: none"> - Problem should be looked at strategically, not in isolation, as part of a broader review of parking in the area. - Tow unlicensed vehicles away. - Parking meters or limited hours will push vehicles towards on-street parking, so exemptions for residents will be needed.

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N3	<ul style="list-style-type: none"> - As parents of young child “we rarely manage to park within a near distance of our home”. 	<ul style="list-style-type: none"> - Pay and display a good idea but concern about expense if forced to use it. - One free permit per household “as long as they honour the rule that it is only used as a last resort”. - Possible Mon-Fri discount for office workers to encourage them to use it fairly. - Permits to NR residents to enable them to park on their own street.
N4	<ul style="list-style-type: none"> - Families and elderly struggle to park near homes. - Non-residential parking in NR includes commuters who walk to the station. 	<ul style="list-style-type: none"> - Opposed “totally” to introducing pay as you go at the car park. Would add to pressures on NR. - If “anything” changes at the car park, parking permits for NR would have to be introduced.
Pine Grove	-	-
PG1	<ul style="list-style-type: none"> - Careful thought needed to avoid unintended consequences or compromising residents’ amenity. - Avoid any changes threatening the viability of WCC. - Use by parents should be considered but should not compromise the drive to get parents and children to walk to school. 	<ul style="list-style-type: none"> - Data on current use should be the starting point.
Princes Road	-	-
P1	<ul style="list-style-type: none"> - Need an effective policy that avoids simply pushing the problem on to residential streets. - Concern to protect the interests of people walking the dog, staying for drinks at the cricket club, playing etc. 	<ul style="list-style-type: none"> - Not keen on parking charges. - Prefer limited parking times but that needs to be extended to surrounding streets.
P2	<ul style="list-style-type: none"> - “...no need to be drastic, just to stop people leaving cars there all day/days.... No point in a half empty car park and even more 	<ul style="list-style-type: none"> - Opposed to pay and display as will “just displace the cars elsewhere and penalise users of the club and greens”.

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	<p>difficulty for residents to park outside their own homes.”</p>	<ul style="list-style-type: none"> - Limited duration parking based on (NB following a trial) 08.00-18.00. - Base on drivers recording arrival time and date on a printed clock face (obtainable from a box/dispenser on the clubhouse wall).
P3	<ul style="list-style-type: none"> - Need to allow recreational users and parents picking up and dropping off at Manby Lodge. 	<ul style="list-style-type: none"> - No to parking charges. - Unlimited use at weekends. - Time limit of 2 hours between specified day time hours during the week.
P4	<ul style="list-style-type: none"> - Important recreational facility and should not allow long term (all day or multi-day) parking. - Uninsured/unlicensed vehicles should not be allowed on public roads and car parks and should be compulsorily removed. - Inadequate consequence analysis by Council planners in assessing planning applications and acceptance of new development with inadequate parking provision has created parking problems that will continue to worsen. 	<ul style="list-style-type: none"> - Need more robust system for monitoring and reporting uninsured/unlicensed vehicles (recognize cost implications). - Need for long term coherent parking management plan including prohibiting construction of more apartments with inadequate off-road parking. - Simplest solution would be limited duration free parking on weekdays (e.g. 2 hours with no return in 2 hours) and free parking at weekends. - Consideration of an Employees Parking Permit System for local workers who need parking in the area, with employers applying for a permit on behalf of employees who need to drive to work (could be done online in respect of designated car registration).
P5	<ul style="list-style-type: none"> - Free for all car park invites misuse in an area of extreme parking stress 	<ul style="list-style-type: none"> - “Churchfields model”, with no parking at all between 9am and 10am. Would work for Manby Lodge and WCC and put off most commuters. Possible abuse as happens in town with workers parking initially in the library carpark and moving their car to Churchfields after 10am. - Alternative “Weybridge Station model” with payment for parking before noon but free thereafter. Might be problem

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		<p>with Manby Lodge morning drop-off but they tend not to linger.</p> <ul style="list-style-type: none"> - Weekends should “probably” be free.
P6	<ul style="list-style-type: none"> - Car park heavily used for school drop offs and pick-ups. 	<ul style="list-style-type: none"> - Unlicensed vehicles should face appropriate action. - Any decisions should be informed by comprehensive knowledge about car park users and a proper assessment on the impact on an area of parking stress.
P7	<ul style="list-style-type: none"> - Unclear what problem EBC are seeking to address – untaxed cars, deliveries to WCC, wish to generate more revenue? - What about those free parkers who cram into pick on street parking spaces in the Triangle often to the detriment of residents. 	<ul style="list-style-type: none"> - Take enforcement action against unlicensed vehicles. - Hive off part of the car park as a no parking area if that will help to solve a delivery problem. - EBC and SCC should look at parking in the Triangle in a holistic and strategic way based on evidence rather than hearsay. - If EBC do go down the pay and display road, it should start at 9am and finish at 3pm to avoid clashing with parents.
P8	<ul style="list-style-type: none"> - The car park is for health and leisure purposes. Parking all day is fine if it does not interfere with the running of WCC. 	<ul style="list-style-type: none"> - Keep the car park as it now is. - Be “tough” on removing unlicensed vehicles.
P9	<ul style="list-style-type: none"> - No comment. 	<ul style="list-style-type: none"> - _ limited one hour stay to allow school drop off/pick up. - Other visitors allowed a maximum 2-hour slot payable at a machine. - Special arrangements (unspecified) for WCC club members and opposition at weekends.
P10	<ul style="list-style-type: none"> - School drop off/pick up unsafe. - Car park is a dumping ground for cars long term and commuter parking. - WCC problems with deliveries and players finding places to park. 	<ul style="list-style-type: none"> - Make it Pay and Display (Mon-Fri 08.30-16.30, no return within an hour (50p for 30 min, 80p for 1 hr). - EBC should issue Manby Lodge car passes to distribute to parents (1 per family) allowing free parking 8-9.30am and 2.30-3.30pm.

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P11	<ul style="list-style-type: none"> - Untaxed vehicles and those parking all day need to be traced. - Other parking might be business (e.g. from offices), commercial (e.g. garages, car sales customers), teachers' overflow, local residents (how local?), residents with inadequate or no access to parking (e.g. Grotto development), commuters, shop workers, construction workers (a temporary problem) etc. What is the pattern of parking over the week? Seasonal variations? Length of parking? We do not know. 	<ul style="list-style-type: none"> - Need full understanding of the nature of the inappropriate parking before policy options can be formulated, consulted upon, and adopted. - Restrictions may be sledgehammer to crack a nut and will only be as good as the enforcement regime (costs?). - Are current bylaws, if any, being enforced.
P12	<ul style="list-style-type: none"> - Suspicion of EBC revenue raising intentions. - Used by residents, particularly Leavesden and Princes Court, local businesses, and the odd commuter. - Jolly Farmer TripAdvisor site says their customers welcome to park there. - Parents' cars at pick up and drop off times. 	<ul style="list-style-type: none"> - Introduce some parking controls, either pay parking or time limited; possibly no overnight parking or no parking before 10.00 - Any solutions likely to promote more problems. Charges apply in York Rd car park and parking restrictions throughout the area, so charges here would raise the danger of displaced WCC car park users cruising the area looking for on street spaces and shifting parking problems into St Georges Avenue and Cavendish Rd. - Has EBC looked at parking need projections and potential solutions over the next 10-20 years (NB EBC Planning is allowing more projects with inadequate parking provision?)
P13	<ul style="list-style-type: none"> - The main issue affecting the Triangle is not the WCC car park but the wider problem of saturation parking we have throughout the area. The progressive introduction of on-road parking restrictions along 	<ul style="list-style-type: none"> - Need for a comprehensive evidence-based evaluation of parking in this area leading to a holistic set of solutions which may vary for different parts of the Triangle.

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	<p>Princes Road combined with extensive restrictions along Queens Road and side roads thereof has compressed available free on-road parking space. The WCC car park is the only other free alternative. Any action to restrict parking there will simply exacerbate the situation.</p> <ul style="list-style-type: none"> - Most cars parking there in normal times during the day appear to be non-residents of the area (local business visitors, shop users and employees, school, locals displaced by on-street parkers, and the odd commuter). 	<ul style="list-style-type: none"> - In the absence of such a review could only support at present maintaining the current free status of the car park accompanied by a) Proper enforcement action against unlicensed/uninsured vehicles not only in the WCC car park but throughout the Triangle. It is no good displacing them from the car park into surrounding roads. The public have a right to expect that lawbreakers are penalised; b) Creating a no parking channel through the WCC car park to facilitate deliveries; and c) Any enhanced signage that is deemed to be appropriate.
P14	<ul style="list-style-type: none"> - Car park often full by 7am. - Main occupants are commuters not wishing to pay station parking fees or local residents not having enough space on their driveways or premises. - Also used by shopkeepers and their employees. 	<ul style="list-style-type: none"> - Pay and display with payments matching the station car parks would get rid of commuters. - Adopt same approach as York Rd car park with P&D 10am-4pm with first 1-2 hours free.
Other	-	-
O1	<ul style="list-style-type: none"> - Concerned about club members who use the car park for work, cricket or to use the bar facilities. 	<ul style="list-style-type: none"> - Accept pay and display suggestion BUT only if a permit is given to all club members, "otherwise just another money grabber".
O2	<ul style="list-style-type: none"> - No comment on issues. 	<ul style="list-style-type: none"> - "I go with a 2-hour free ticket from the machine/a 50p RingGo Monday to Friday peak, then free off-peak. Put a TMO onto it saying 'no untaxed vehicles. Simple'"
O3	<ul style="list-style-type: none"> - Main Weybridge problem is commuters not willing/able to pay for car park use. 	<ul style="list-style-type: none"> - Mon-Fri restriction would leave weekends unchanged but penalize casual users of the club and colts, nets and in-week matches. - Suggest 3-hour free parking limit from 9.00-17.00 in week with a 1-2 hour no return period. Would effectively mean possible

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		to park from 16.00-noon each day but would stop commuters.
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