



Caring for Claygate Village

SURREY TRANSPORT PLAN 2022-32 CONSULTATION

Responses collated and submitted by Cllr Rawson October 2021 (in the absence of the Clerk due to sickness).

1/ OUR PRINCIPLES AND POLICY AREAS

We do not support the universal introduction of higher car park/journey charges until consistent reliable alternatives are available to reduce car usage. There are 95,000 over 70 drivers (and this number is likely to rise significantly in the next decade) in Surrey and many will have mobility issues. Most will have limited options other than to use their cars.

Presumably measures such as fewer parking spaces, increased parking charges and the possibility of a congestion charge is aimed at reducing hydrocarbon fuelled car journeys. What happens post say 2040 when the vast majority vehicles will be EV's? History shows once a tax is introduced it is very difficult to reverse. Apart from a reference to the required road improvement expenditure, there is no estimate of the overall cost, nor where the funding is coming from, or the impact on Council Tax. Would the price be unexpectedly high and does SCC have a list of priorities?

2/ MEASURES TO AVOID OR REDUCE JOURNEYS

Not enough is made of the rising share of the retail market by online shopping. Their current share is 27.5% and this is likely to advance to nearer 40% by 2040. It will be very difficult for local shops to survive and the only way realistically that local authorities can help is to abolish Business Rates. This of course would leave a big hole in finances.

3/ MEASURES TO IMPROVE JOURNEYS

CPC supports the introduction of 20mph speed limits where appropriate but are concerned that could raise hydrocarbon vehicle emissions. We strongly support SCC's Lane Rental Scheme and would like it to be extended to more roads and recommend strong meaningful penalties for over-running utility works.