

PAY & DISPLAY STREET PARKING PROPOSALS IN HASLEMERE – January 2012

-SurreyCC propose to install Pay & Display parking in the town centre, Weyhill and residential areas and charge residents for parking permits. They suggest this is because a £0.5m enforcement deficit has been incurred across the county. Other options including efficiencies have not been properly considered. This is an excuse to raise considerable extra revenue at our expense without consideration of its adverse effects on the town and its population.

-SCC has not carried out adequate consultations with WBC in accordance with partnership working which they are promoting, or with Haslemere Town Council, residents, businesses and local interest groups. No public meeting has been organised and instead they have approached local groups with piecemeal proposals and required them to keep discussions 'secret'. The County Councillor declined to attend a locally organised public meeting in September.

-SCC councillors voted to ignore a county petition against these proposals signed by 26000 people.

-The introduction of 1 hour parking limits in shopping areas has worked well without the necessity for enforcement but SCC decided to introduce this and combine it with off street parking enforcement which is a Waverley responsibility (not the partnership benefit residents were expecting). Enforcement is currently provided by Guildford contractors.

-Currently street parking in retail areas does not need enforcement officers patrolling. Since their introduction altercation incidents and unpleasantness is being reported. This adverse affect on an otherwise pleasant town is unwelcome and will be exacerbated if Pay & Display is installed.

-The proposals go against the recommendations of the Government commissioned Report on The Future of The High Street by Mary Portas recommending free parking areas. The negative impact of introducing Pay & Display on struggling retail areas in other towns is well known.

-SCC state that on street charging will decrease congestion and encourage more use of off street parks. Congestion in Haslemere is due to heavy traffic on an inadequate road system and off street parking is used to its full capacity already.

-SCC state that they have done an equality impact study identifying negative impacts on certain groups but have not published this. Those on low incomes could be significantly worse off. They have also assumed that reducing free parking will reduce commuters cars in the town and encourage the use of alternative transport without any evidence. They seek to raise £10000pa from the sale of residents parking permits.

-Haslemere is not like Kingston or Guildford; it is a small country town with very limited bus services and it serves a wide country hinterland where car use by employees and shoppers is essential. Pay & Display will send them to other towns with the consequent effects on the town's economy.

-Haslemere is short of off street parking spaces and its main parking problem is accommodating the very considerable and increasing numbers of station commuters' cars. These proposals totally disregard these local requirements, reduce the number of street parking spaces and provide no solution. Current attempts to get a multi level off street park built are being jeopardised by these proposals which will seriously affect its commercial viability.

-Continuing development in and around Haslemere is increasing the demand for commuter parking space and the overriding requirement for a multi level car park must be recognised and acted upon. Major developments in Fernhurst and Midhurst and the proposed Bordon Eco town will all add to this demand. Waverley's indicated intention to surface the Weyhill car park and install parking meters will not address this problem.

-Surplus parking revenue generated in Haslemere, we are told, will be used for road repairs and improvements throughout the borough. It is proposed to install 3 times more street parking meters in Haslemere than in Farnham and none in Godalming and Cranleigh. Haslemere is being used to provide a disproportionate amount of finance. In calculating the surplus one wonders how the costs and expenses will be calculated. There has been no explanation as to what happens to the current budget for roads in Haslemere.

-The imposition of measures such as these which will have a very profound effect on the town, its economy and its inhabitants by a remote county council is precisely the reason for the Localism Bill which is expected to be passed later this year.

-If these proposals are allowed to be implemented the town will change for ever. They will never be reversed. Do not accept the suggestion that has been made, that they can be reviewed later.

THERE ARE SO MANY REASONS WHY THESE PROPOSALS ARE TOTALLY WRONG FOR HASLEMERE AND YOU ONLY HAVE UNTIL 10TH February TO MAKE YOUR OBJECTIONS.

PLEASE SEND YOUR REASONED OBJECTIONS TO S C C WITH A COPY TO HASLEMERE TOWN COUNCIL SO THAT AN ACCOUNT OF OBJECTIONS CAN BE KEPT

Surrey County Council,
Traffic Regulation Order Team,
Hazel House,
Merrow Lane,
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Town Clerk,
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These notes have been issued by Haslemere Chamber of Trade & Commerce

and The Haslemere Society