

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)**

DATE: 2ND DECEMBER 2015
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
SUBJECT: WOODFIELD LANE LAY-BY, ASHTEAD
DIVISION: ASHTEAD

**SUMMARY OF ISSUE:**

Parking alongside the common in Woodfield Lane prevents two-way traffic flow, which causes congestion and is a safety concern due to the potential for drivers coming over the level crossing from the north to get trapped on the crossing.

Following extensive consultation with the residents and businesses of Ashtead, Local Committee agreed in September 2013 to progress to detailed design the option to provide a parking lay-by in Woodfield Lane. A successful application to the Secretary of State for consent to carry out works on common land has been made. Land has also been identified in consultation with Mole Valley District Council to compensate for the loss of common land in Woodfield Lane.

Detailed design of the parking lay-by option has been carried out. This includes the resurfacing of a section of Woodfield Lane and the introduction of a No Right Turn restriction from the northern end of the service road. The No Right Turn together with the proposed waiting restrictions in the lay-by will require the advertising and making of Traffic Regulation Orders.

This report seeks approval for construction of the parking lay-by and authority to advertise and make Traffic Regulation Orders to introduce a No Right Turn restriction and waiting restrictions as part of the scheme, with any objections being considered under delegated authority.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree that :

- (i) The proposal for a parking lay-by in Woodfield Lane, Ashtead, as shown in Annex 2 to this report, is approved for construction;
- (ii) The intention of the County Council to make a Traffic Regulation Order under the relevant part of the Traffic Regulation Act 1984 is advertised, the effect of which will be to implement a No Right Turn from the northern end of the Woodfield Lane service road into the main carriageway of Woodfield Lane, and that if no objections are maintained, the Order is made;

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- (iii) The intention of the County Council to make a Traffic Regulation Order under the relevant part of the Traffic Regulation Act 1984 is advertised, the effect of which will be to implement no waiting restrictions in the parking lay-by to operate Mondays to Saturdays between the hours of 8am and 6pm, restricting parking to 1 hour with no return within 1 hour, and to revoke any existing traffic orders as necessary, and that if no objections are maintained, the Order is made; and
- (iv) Authority be delegated to the Area Highway Manager in consultation with the Chairman and Vice-Chairman of the Local Committee, and the relevant local Divisional Member to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

To enable construction of the parking lay-by proposal in Woodfield Lane, Ashtead to proceed.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Parking alongside the common in Woodfield Lane prevents two-way traffic flow, which causes congestion and is a safety concern due to the potential for drivers coming over the level crossing from the north to get trapped on the crossing. The right turn movement from the service road into Woodfield Lane near the level crossing has also been identified as causing safety issues. Vehicles turning right can block southbound traffic in Woodfield Lane when northbound traffic is queuing, resulting in the potential for vehicles to block the level crossing. The need to introduce measures to prevent this manoeuvre has been raised by Network Rail during discussions about their planned renewal of the level crossing.
- 1.2 Three options were developed which were the subject of extensive public consultation in October 2012. A consultation letter and plans were delivered to all residents and businesses in the Ashtead division, with approximately 5,500 letters delivered in total. A well attended public exhibition was held at the Ashtead Peace Memorial Hall on Friday 19 October between 4pm and 9pm. This gave residents the opportunity to view large scale copies of the proposals and discuss the options with Officers and the divisional Member who were in attendance. Responses were invited via a questionnaire, which could be returned either at the exhibition, by e-mail, post or handed in at Ashtead Public Library
- 1.3 As reported to Mole Valley Local Committee in September 2013, a total of 988 responses were received to the consultation, giving a response rate of 18%. The Ashtead division was divided into four zones for the purpose of analysis of the responses, to reflect the impact of the proposals on residents. A breakdown of the results by road was also provided to the Local Committee. A summary of the results is given in **Annex 1**.
- 1.4 Option 3 which proposed the provision of a parking lay-by alongside the common received the highest level of support from respondents to the public consultation (44.3%) and was also the preferred option of the Police. Local Committee were made aware that there were common land issues that would need to be resolved if this option were to proceed, and that there were local

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concerns regarding the potential impact of the works on the avenue of trees lining Woodfield Lane.

1.5 Local Committee agreed that:

- (i) Option 3 (Parking Lay-by) is taken forward for detailed design;
- (ii) Officers enter in discussion with the appropriate authorities to resolve the common land issues associated with Option 3 (Parking Lay-by);
- (iii) Detailed design be progressed in consultation with the Local Committee Chairman, Vice-Chairman and divisional Member; and
- (iv) A report be presented to a future meeting of the Local Committee to seek approval of the detailed design.

1.6 A report was presented to the September 2015 meeting of the Mole Vale Local Committee. Following discussion during which Members raised a number of concerns about the impact of the scheme, the decision was made to defer the item to a future meeting of the Local Committee. This report seeks to address these concerns and recommends approval of the detailed design for construction.

2. ANALYSIS:

2.1 The detailed design of the parking lay-by option has been completed and a Stage 2 (Detailed Design) Road Safety Audit carried out. The detailed design drawing is attached as **Annex 2**. Changes to the hours of operation of the waiting restrictions and the introduction of a 'No Right Turn' restriction from the northern end of the service road into Woodfield Lane are also proposed. These will require the advertisement and making of Traffic Regulation Orders. As part of the scheme, it is proposed to resurface the section of Woodfield Lane between the level crossing and just north of the junction with Craddocks Avenue in order to tie in the levels of the new lay-by to the existing carriageway.

Common Lane Issues

2.2 A site meeting was held in July 2014 to discuss the land ownership and tree issues with officers from Mole Valley District Council and the local divisional Member. It was agreed at this meeting that an application to the Secretary of State would be required to seek consent to carry out restricted works on common land.

2.3 As set out in the report to Local Committee in September 2015, an application was made to the Planning Inspectorate, the Secretary of State's representative, for consent to carry out restricted works on common land. Four representations were made to the Planning Inspector. Natural England and the Open Spaces Society offered no objection to the proposed lay-by, with the latter commenting that *'the works are to the public benefit and will serve people enjoying the common for recreation'*. The City of London, whilst not objecting, requested that consideration be given to identifying an area of land of at least equivalent size that could be added to the common land stock in recompense. One objection was received from a local resident, whose main concern was damage to the trees, viewing double yellow lines as a more suitable solution.

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2.4 On 10 April 2015, the Planning Inspectorate wrote to Surrey to advise that consent had been granted for the works. The application decision concluded that *'by providing safer parking arrangements and protecting common land from further vehicular damage, the works will benefit the local community'*.

2.5 The common land for which consent for works has been granted by the Planning Inspectorate is in the ownership of Mole Valley District Council. In order to proceed with the scheme, County needs to acquire the land from the District Council. A meeting between the relevant Surrey and Mole Valley officers was held in April 2015 to discuss the acquisition of this land and subsequently it was agreed, that in order to allow works to proceed as quickly as possible, a licence be issued to allow work to proceed whilst the legal transfer of the land is concluded. Issue of this licence will be progressed once the scheme has Local Committee approval.

Tree Issues

2.6 There have been on-going discussions with Mole Valley's Tree and Countryside Officer during detailed design regarding safeguarding the trees. The following measures have been agreed and would be included in the job pack to be issued to the contractor:

- Maximum crossfall of 1 in 40 for the new lay-by and footway in order to raise the level as much as possible in the vicinity of the trees. It is expected that this will result in only around 20mm of soil needing to be carefully scraped off to remove the grass and to provide a level formation layer on which to build up the new footway
- Footway to be constructed in permeable material, including a tree protection cellweb grid, to minimise impact on the tree root system
- Use of timber edgings which can be cut around tree roots as required
- 25% crown reduction
- Any tree roots over 5cm diameter that have to be cut to facilitate the works to be logged and raised with Mole Valley, to ensure there are no tree stability issues

2.7 It has been further agreed that Surrey County Council would replace any trees with mature specimens of the same species if future damage to them could be attributed to the works. To facilitate any future discussion, an independent assessment of the condition of the trees has been commissioned. A summary of the assessment will be tabled at the meeting. The consultants carrying out the survey have also been asked if there are any additional measures that could be taken to safeguard the trees during construction works.

Waiting Restrictions

2.8 It is proposed to introduce waiting restrictions in the lay-by to prevent its use by all day commuter parking. It is proposed to introduce a restriction to operate Mondays to Saturdays between the hours of 8am and 6pm, with 1 hour parking permitted and no return within 1 hour. This restriction would correspond with other time limited waiting restrictions in the area, for example in St Stephen's Avenue and at Craddocks Parade, making it easier for drivers to understand and for Mole Valley to enforce. This will require the advertisement and making of a Traffic Regulation Order.

- 2.9 Enforcement of waiting restrictions in Mole Valley is carried out by three teams of Civil Enforcement Officers. One team covers Dorking, one covers Leatherhead and one covers 'rural and the villages', which is the rest of the District. Particular focus is placed on Ashtead and Bookham, where there are also Pay and Display car parks. The teams also visit other hotspot areas across the District both on a proactive basis and in response to community feedback.
- 2.10 Ashtead is visited on a daily basis, with multiple visits being made which allows the team to log vehicles on-street where there are time limited restrictions, such as are being proposed for the lay-by in Woodfield Lane. The team then returns to check whether drivers have exceeded their stay and issue Penalty Charge Notices (PCNs) as appropriate.
- 2.11 In Woodfield Lane in the last year (1 November 2014 - 31 October 2015) 114 PCNs have been issued to vehicles contravening the existing waiting restrictions.

Developer Contributions

- 2.12 As set out in the public consultation and previously reported to Local Committee, works to address the safety concerns surrounding parking in Woodfield Lane and the impact on the level crossing at Ashtead station were to be funded from developer contributions collected in the Ashtead area.
- 2.13 **Annex 3** provides details of the developer contributions collected under the Town and Country Planning Act 1990, both through a section 106 agreement and five Planning Infrastructure Contribution (PIC) schemes that have been allocated to fund the proposed lay-by in Woodfield Lane.
- 2.14 Section 106 agreements are requested by the Council to secure transport obligations from larger developments, with the funds being used to ease direct or cumulative transport impacts of the development. Section 106 agreements are often specific as to how the funding can be used, linked to a trigger date for release and time limited.
- 2.15 PIC was previously collected to off-set the impact of proposed small scale development using a tariff approach and it was intended to deliver additional resources to mitigate the impact of the development on infrastructure and services in the area in which it was collected. The developer entered into a unilateral undertaking under s106 of the Town and Country Planning Act to secure the PIC prior to the determination of a planning application. PIC provided the county with more flexibility on what the funding could be applied to, was paid on grant of planning permission and was not time limited.
- 2.16 Monies were collected from the Westmead/Parson's Mead development under a s106 agreement, the s106 setting out the amount of contribution to be paid to the Council towards the provision of transport facilities. Transport facilities are defined in the agreement as *'improvements in the locality of the site to the provision of transport in the area'*. County Transportation Development Planning officers advise that funding the proposed works in Woodfield Lane is an appropriate use of the monies collected from the Westmead/Parson's Mead development.
- 2.17 It is proposed that the PIC monies collected from other sites will be utilised in the first instance, with any shortfall in funding being made up from monies

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collected from the Westmead/Parson's Mead development, leaving the balance of the Westmead/Parson's Mead monies available to fund other highway works that may be identified in the vicinity of that development.

- 2.18 As of 1 April 2015, the PIC scheme was abolished as a result of the introduction of the Community Infrastructure Levy (CIL) Regulations 2010. From that date no further PIC monies have been sought from new residential development in Surrey.

3. OPTIONS:

- 3.1 Three options were the subject of public consultation. Local Committee agreed in September 2013 that the option to provide a parking lay-by in Woodfield Lane be progressed to detailed design. This report seeks Local Committee approval of the detailed design and authority to advertise the necessary Traffic Regulation Orders for elements of the proposal.

4. CONSULTATIONS:

- 4.1 The decision to proceed with a parking lay-by in Woodfield Lane followed extensive public consultation, as reported in section 1 of this report. The proposed No Right Turn and waiting restrictions will be the subject of statutory consultation as part of the Traffic Regulation Order making process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Initial estimates were reported to Local Committee in September 2013, with the cost of the parking lay-by option being estimated at £105,000.
- 5.2 Following detailed design, the cost of the parking lay-by has priced at £75,000. The cost of resurfacing the carriageway is an additional £82,000, which brings the total cost of the scheme to £157,000.
- 5.3 Funding has been identified from developments in the Ashted area, as set out in Annex 3. There are sufficient developer contributions available to cover the cost of construction.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its responsibilities in this area. It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 Extensive consultation has been carried out with the local community to seek their views on the options being considered for Woodfield Lane, with the parking lay-by being the local community's preferred option.
- 7.2 Communities are represented by County Councillors and Local Committee members who are involved in the decision making process for the progression of highway improvement schemes.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

A well managed highway network can reduce fear of crime and allow the Police greater opportunity to carry out effective enforcement of traffic restrictions.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Following extensive consultation with the residents and businesses of Ashted, Local Committee agreed in September 2013 to progress to detailed design the local community's preferred option of a parking lay-by in Woodfield Lane. A successful application to the Secretary of State for consent to carry out works on common land has been made.

9.2 Detailed design of the parking lay-by option has been carried out. This includes the resurfacing of a section of Woodfield Lane and the introduction of a No Right Turn restriction from the northern end of the service road. The No Right Turn together with the proposed waiting restrictions in the lay-by will require the advertising and making of Traffic Regulation Orders.

9.3 Local Committee is recommended to approve the detailed design of the parking lay-by as shown in Annex 2 for construction. It is further recommended that the Traffic Regulation Orders are advertised and made, with any objections being considered under delegated authority.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, the parking lay-by option will be taken forward for construction. The work would need to be programmed by the contractor and will be subject to the issuing of a licence to allow work to proceed whilst the legal transfer of the land in Mole Valley's ownership is concluded. The Traffic Regulation Orders will be advertised and made, subject to there being no objections that are upheld under delegated authority.

Contact Officer:

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Consulted:

Public consultation October 2012
Mole Valley District Council
SCC Transportation Development Planning

Annexes:

Annex 1: Summary of Consultation Responses, October 2012
Annex 2: Detailed Design drawing
Annex 3: Developer Contributions Allocated to Woodfield Lane, Ashtead

Sources/background papers:

Report to Mole Valley Local Committee, 11 September 2013: Woodfield Lane, Ashtead – Results of Public Consultation
Report to Mole Valley Local Committee, 9 September 2015: Woodfield Lane Lay-by, Ashtead
Application to Secretary of State/Planning Inspectorate for Common Land Consent dated 20 October 2014
Representations to Planning Inspectorate re. application for Common Land Consent Application Decision dated 10 April 2015
Section 106 Agreement relating to Westmead and Parson's Mead, Ottways Lane, Ashtead, Surrey
