

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

DATE: 11th SEPTEMBER 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER
SUBJECT: WOODFIELD LANE, ASHTEAD
 – RESULTS OF PUBLIC CONSULTATION
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. Three options have been developed to address the parking issue, which were the subject of public consultation in October 2012.

This report presents the results of the public consultation and seeks approval to progress the preferred option, the provision of a parking lay-by alongside the common. There are common land issues which would need to be resolved to allow this option to proceed. Approval is sought to commence discussions with the appropriate authorities to resolve the common land issues.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to agree 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 Chariman, 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.

REASONS FOR RECOMMENDATIONS:

To progress to detailed design the preferred scheme to manage the parking in Woodfield Lane, as identified through public consultation.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 Parking in Woodfield Lane between Craddocks Avenue and Ashtead station has been of local concern for some time. This section of Woodfield Lane is approximately 5.8m wide and carries two-way traffic. It is bounded by common land to the west and a central island, also common land, to the east. East of the central island is a two-way service road providing access to residential properties, the doctors surgery and St Stephen's Avenue. A loading bay for the shops in Craddocks Parade is located at the southern end of the service road. A particular feature of the road is the avenue of mature Chestnut trees on the two areas of common land.
- 1.2 There are currently 'No Waiting At Any Time' double yellow line restrictions in Woodfield Lane. However, on the western side of Woodfield Lane, there is a 97m length of single yellow line where parking is prohibited Monday to Friday, 8am to 10am and 5.30pm to 7pm. This provides off peak parking for shoppers, users of the common and off peak rail passengers. Parking on this section of Woodfield Lane prevents two-way traffic flow, 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. It should be noted that there are yellow box markings on the level crossing so drivers should not proceed if their exit is not clear.
- 1.3 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.
- 1.4 Southern Trains have recently expanded the car park at Ashtead Station, providing 53 additional parking spaces, and improved cycle parking facilities, doubling capacity to 120 spaces.
- 1.5 Three options were developed for consultation with local residents, as summarised below and shown on the plans attached as **Annex 1**.

Option 1 - One-way Boulevard

Traffic travelling towards the station would use the road alongside the common with traffic travelling towards the shop using the service road. Parking would be retained alongside the common but changed to allow 1 hour parking with no return within 4 hours between 8am and 7pm, Mon to Sat. Changes to the one-way system in Craddocks Parade and the junction of Woodfield Lane and Craddocks Avenue would be required. Approximately two trees would need to be removed.

Option 2 – Extend Waiting Restrictions

Remove parking alongside the common by extending the existing 'No waiting at any time' restrictions. Introduce a 'No right turn' restriction from the service road onto Woodfield Lane by the level crossing.

Option 3 – Parking Lay-by

Provide parking alongside the common in a new lay-by, allowing 1 hour parking with no return within 4 hours, with a new footway provided alongside

the lay-by. Introduce a 'No right turn' restriction from the service road onto Woodfield Lane by the level crossing.

Both options 1 and 3 would impact on common land and would need to be resolved before either of these options could proceed

- 1.6 A consultation letter and plans were delivered to all residents and businesses in the Ashted division in October 2012. A public exhibition was held at the Ashted Peace Memorial Hall on Friday 19th October between 4pm and 9pm. Responses were invited via a questionnaire, which could be returned either at the exhibition, by e-mail, post or handed in at Ashted Public Library. A copy of the consultation material is attached as **Annex 1**.

2. ANALYSIS:

- 2.1 Approximately 5,500 letters were delivered to all the residents and businesses in the Ashted division. 988 responses were received, giving a response rate of 18%. It should be noted that where responses were received from more than one member of a family living at the same address supporting the same option, these were treated as one response, with all comments noted. This brings parity with residents who returned one questionnaire per household. Where views differed within a household, the responses were recorded separately.
- 2.2 The public exhibition was well attended by local residents. It allowed officers the opportunity to explain the proposals to residents and to discuss their concerns.
- 2.3 The consultation area has been divided into four zones for the purpose of analysis of the responses, to reflect the impact of the proposals on residents. The zones are shown on the map attached as **Annex 2**.
- 2.4 Table 1 below summarises the support for the three options. It should be noted that where respondents supported more than one option but gave a preference, that preference was recorded as their response. There were 63 respondents who supported more than one option but gave preference, and these have been recorded separately.
- 2.5 A breakdown of the results by road is given in **Annex 3**.

			Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
All Roads	Total	988	144	320	438	23	28	26	5	4
	% Response		14.6%	32.4%	44.3%	2.3%	2.8%	2.6%	0.5%	0.4%
Zone 1	Total	69	13	22	30	1	1	2	0	0
	% Response		18.8%	31.9%	43.5%	1.4%	1.4%	2.9%	0.0%	0.0%
Zone 2	Total	267	35	98	115	3	7	5	2	2
	% Response		13.1%	36.7%	43.1%	1.1%	2.6%	1.9%	0.7%	0.7%
Zone 3	Total	461	70	147	202	11	14	12	3	2
	% Response		15.2%	31.9%	43.8%	2.4%	3.0%	2.6%	0.7%	0.4%
Zone 4	Total	164	19	44	84	5	5	7	0	0
	% Response		11.6%	26.8%	51.2%	3.0%	3.0%	4.3%	0.0%	0.0%
No Address Given	Total	27	7	9	7	3	1	0	0	0
	% Response		25.9%	33.3%	25.9%	11.1%	3.7%	0.0%	0.0%	0.0%

Table 1: Consultation Results Summary

2.6 Option 3 (Parking Lay-by) received the largest level of support both overall and by the residents most directly affected.

2.7 Comments were also invited from respondents. A number of common issues emerged, which are summarised below, together with Officer's response below in italics.

- Damage to tree roots

Officers will work closely with the relevant arboriculture officers to ensure that damage to tree roots is minimised.

- Displacement of parking

Option 2 would result in the displacement of parking. This would need to be carefully managed in consultation with the County's parking team.

- Increase in traffic speeds

Currently parking on Woodfield Lane obstructs two-way traffic flow which can reduce traffic speeds. All three options provide for two-way traffic movement and could potentially increase traffic speeds. The impact on

traffic speeds of whichever option is progressed will need to be considered as part of the detailed design and speeds monitored.

- 'No right turn' should be implemented regardless of the outcome of the consultation

Comment noted.

- Implement Option 2 as an interim measure whilst resolving the common land issues associated with Option 3

The extension of the waiting restrictions would require the statutory procedures to be followed. Therefore, it would take up to a year before the revised restrictions could be in place. The issue of displaced parking and possible increased traffic speeds would need to be managed. This could require additional measures to be implemented which would involve further consultation, delay implementation and increase costs.

- Consider providing a parking lay-by within the central island near Craddocks Parade, either instead of or in addition to the proposed lay-by alongside the common

This could be considered as part of the detailed design if Members so wish. It would have the advantage of clarifying which lay-by could be provided with the least impact on common land and tree roots. A lay-by in the central island would also provide parking closer to the shops, which would benefit the businesses.

- The proposed 1 hour, no return within 4 hours, 8am to 7pm Mon - Sat parking restriction should be amended to allow longer for shoppers, particularly to the hairdressers, and for recreational use of the common. The most commonly suggested alternatives were:

- 2 hours, no return within either 2 or 4 hours
- keep as existing (parking prohibited Mon to Fri, 8am to 10am and 5.30pm to 7pm)
- parking unrestricted during off-peak hours
- restrictions only in force Mon – Fri
- restrictions only to 5.30pm so can park to use train in the evening

Officers agree that the parking restriction times should be reviewed, particularly to provide a longer parking time for users of the shops and the common. This will be carried out in consultation with the County's parking team.

- Waiting restrictions would require enforcement

The current restrictions in the Woodfield Lane area are enforced by Mole Valley. Any changes would be incorporated into the enforcement team's parking patrol schedule.

- Vehicles manoeuvring into spaces in the lay-by proposed in option 3 will delay through traffic and cause accidents

The situation would be no worse than at present but should improve matters as there will be more space for vehicles to pass cars manoeuvring into the proposed lay-by.

- Waiting restrictions needed in Barnett Wood Lane to remove parking by the pond

Waiting restrictions at this location to prevent all day commuter parking whilst allowing for users of the church were agreed by Local Committee in June 2013 and will be the subject of statutory consultation in the Autumn.

- No provision has been made to assist pedestrian movement between the proposed parking alongside the common (options 1 and 3) and the shops

This could be looked at as part of the detailed design.

- No provision has been made for cyclists

This could be looked at as part of the detailed design.

- Consider use of 'grasscrete' type material in the proposed lay-by to minimise visual impact

The materials to be used should the lay-by proposal be progressed would be considered as part of the detailed design process. The materials proposed would be sympathetic to the local environment and in keeping with the existing highway.

- The junction of Woodfield Lane/Craddocks Avenue/Barnett Wood Lane requires improvement to assist traffic flow

Improvements to this junction would fall outside the scope of the proposals being considered under this consultation. Options 2 and 3 would have a minimal impact on the junction.

- Cost of parking/pricing structure in the Ashted Station car park

The station car park is run by Southern Rail and so outside the scope of this scheme.

- Length of time the level crossing barriers are down is excessive

This is a Network Rail issue and has been discussed with them at the Road-Rail Partnership Group.

- Amend junction north of the level crossing (Woodfield Lane/Woodfield Road/ Overdale)

This junction was outside the scope of this scheme.

2.8 The views of the Police have been sought and are summarised below.

Option 1: This is the least favoured option and potentially creates some enforcement issues. The Police are also concerned about large vehicle movements under the proposal and consider the proposed reversal of the one-way system in Craddocks Avenue could cause problems. There is also the greatest potential of the three options for increased vehicle speeds, which would be detrimental to road safety.

Option 2: The Police would not normally comment on parking proposals as they are not enforced by them. However, in this case they have two concerns; the detrimental effect on vehicle speeds and the displacement of parked vehicles to the surrounding area.

Option 3: This is the preferred option. It addresses the identified problems without creating changes to the existing road layouts. The only concern is regarding the potential for increased vehicle speeds. The Police therefore request that this point is considered should this proposal be the one to be implemented.

3. OPTIONS:

3.1 The options open to Local Committee are set out below. Officer comments are given for each option, based on the results of the public consultation.

3.2 Proceed with Option 1 (One-way Boulevard)

Comment: this option received the lowest level of support from respondents to the consultation (14.6%). It is also not supported by the Police.

3.3 Proceed with Option 2 (Extend Waiting Restrictions)

Comment: this option was supported by 32.4% of respondents to the consultation as it was considered to be the cheapest solution, cost effective and quick to implement. However, there would be issues with displaced parking and the potential for increased traffic speeds.

3.4 Proceed with Option 3 (Parking Lay-by).

Comment: this option received the highest level of support from respondents to the public consultation (44.3%) and was also the preferred option of the Police. There are common land issues that will need to be resolved if this option were to proceed and concerns regarding the impact on trees. As with option 2, there is the potential for traffic speeds to increase. These issues would need to be addressed as part of the detailed design.

3.5 Proceed with Option 2 as an interim measure whilst resolving the common land issues associated with Option 3.

Comment: the extension of the waiting restrictions would require the statutory procedures to be followed. Therefore, it could take up to a year before the revised restrictions would be in place. The issue of displaced parking and possible increased traffic speeds would need to be managed. This could require additional measures to be implemented which would involve further consultation, delay implementation and increase costs.

3.6 Do nothing

Comment: doing nothing would not resolve the safety issues identified in Woodfield Lane.

4. CONSULTATIONS:

4.1 Three options for Woodfield Lane have been the subject of public consultation, as reported in section 3 of this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Initial estimates have been made of the cost of implementing the three options which were the subject of public consultation, as below. It should be noted that no allowance has been made for the diversion of any statutory undertakers plant which may be required.

Option 1 (One-way Boulevard):	£48,000
Option 2 (Extend Waiting Restrictions):	£3,500
Option 3 (Parking Lay-by):	£105,000

5.2 Funding has been identified from developments in the Ashted area which should be sufficient to cover the cost of scheme development and construction of whichever option is taken forward.

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 Full consultation has been carried out with the local community to seek their views on the options being considered for Woodfield Lane.

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 The results of the extensive consultation with the residents and businesses of Ashtead, seeking their views on three possible options to address safety issues in Woodfield Lane, show that the provision of a parking lay-by is the preferred option. This view is supported by the Police. Therefore it is recommended that the parking lay-by option (option 3) is taken forward for detailed design. There are common land issues associated with option 3 which it will be necessary to resolve with the appropriate authorities before the scheme can be progressed. The report recommends that Officers commence discussions to resolve the common land issues. Detailed design will pay particular regard to minimising any impact on existing mature trees and will also consider the comments made by respondents to the consultation. It is recommended that detailed design be progressed in consultation with the Local Committee Chairman, Vice-Chairman and divisional Member and that a report is presented to a future meeting of the Local Committee to seek approval.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, Officers, in consultation with the Chairman, Vice-Chairman and divisional Member, will progress the detailed design of the parking lay-by in Woodfield Lane. This will include resolution of the common land issues, ensuring that the impact on existing mature trees is minimised and taking into consideration the comments made as part of the public consultation. Local Committee will be updated on progress through the quarterly schemes update report and a further report will be presented to the Local Committee at a future meeting to seek approval of the detailed design.

Contact Officer:

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Consulted:

As detailed in the report

Annexes:

Annex 1: Consultation Material

Annex 2: Plan of consultation zones

Annex 3: Consultation results by road

Sources/background papers:

Responses to public consultation

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