



**OFFICER REPORT TO LOCAL COMMITTEE  
(REIGATE & BANSTEAD)**

**HIGH ROAD, CHIPSTEAD  
EXPERIMENTAL KERB BUILD-OUT AND  
PRIORITY GIVE WAY**

**20 SEPTEMBER 2010**

**KEY ISSUE**

To seek approval for the introduction of a priority give-way in High Road, Chipstead, on an experimental basis.

**SUMMARY**

Residents of Chipstead Village have expressed concerns about the volume of traffic using the local road network in Chipstead as a link between the A23 and A217, traffic speeds and the number of HGVs. The Chipstead Residents' Association, in consultation with their County Councillor, has been proactive in moving forward proposals to address the traffic issues in Chipstead. A scheme has been developed which the Residents' Association are committed to funding, to be implemented on an experimental basis. It is proposed to introduce a kerb build-out with priority give-way working in High Road, Chipstead, to the north of Elmore Road with priority being awarded to southbound traffic. Before and after traffic surveys will indicate the effect of the measure on the distribution of traffic within the area. Letters have been received objecting to the proposal, with concerns expressed regarding the possible displacement of traffic onto other roads in the area. If the scheme resulted in unforeseen safety problems or access issues for large vehicles entering or leaving the recreation ground car park or Rugby Club, the scheme would be removed. It is intended that a report will be prepared for a future meeting of Local Committee to consider the outcome of the experimental scheme and decide whether to make it permanent.

## OFFICER RECOMMENDATIONS

### The Local Committee Reigate & Banstead is asked to agree that:

- (i) The kerb build-out and priority give-way working as shown in Annex B be approved for construction.
- (ii) If the scheme needs to be removed on safety or access grounds, the Area Highways Manager in consultation with the Chairman, Vice-Chairmen and local elected Member take appropriate action.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 Residents of Chipstead Village have historical, on-going concerns about the volume of traffic using the local road network as a link between the A23 and A217, traffic speeds and the number of HGVs. Early investigation indicated that around 75% of HGVs were delivering locally in the area. All roads in Chipstead Village are covered by a Traffic Regulation Order prohibiting use by vehicles exceeding 6'6" except for access.
- 1.2 A number of measures have been implemented in Outwood Lane in recent years to address traffic concerns. These include two mini-roundabouts, a pedestrian crossing and two Vehicle Activated Signs, one of which was funded by the local County Member. No measures have been introduced to address concerns about the volume and speed of traffic using High Road, Chipstead.
- 1.3 The Chipstead Residents' Association, in consultation with their County Councillor, has been proactive in moving forward proposals to address the traffic issues in Chipstead. Working with the Residents' Association and the County Councillor, officers have developed a scheme which the Residents' Association are committed to funding, to be implemented on an experimental basis. Letters objecting to the proposal have subsequently been received, with concerns expressed about the possible displacement of traffic onto other roads in the area.
- 1.4 There has been one reported personal injury accident at the proposed location of the kerb build-out in the past 5 years, resulting in slight injuries to one casualty. Analysis of the personal injury accidents over a wider area will be considered as part of any review of the scheme.
- 1.5 Chipstead Speed Management is included on Reigate & Banstead's priority list of Integrated Transport schemes, agreed in principle by Local Committee in July 2009. No County budget has been allocated for the scheme in 2010/11.
- 1.6 A location plan is attached as **Annex A** to this report.

## 2 PROPOSED MEASURES

- 2.1 The road layout and geometry in Chipstead Village limits the options that can be considered to deter drivers from using the roads in Chipstead as a cut through between the A23 and A217. Access has to be maintained for all vehicles and any feature cannot compromise road safety or access to premises.
- 2.2 It is proposed to construct a kerb build-out with priority give-way working in temporary materials on High Road between the access to the recreation ground and Rugby Club grounds and Elmore Pond, as shown in **Annex B**. The build-out would be constructed using timber sleepers secured on the highway by steel pins and infilled with compacted loose materials. The signing at the build out and the advance warning signs would have to be provided in standard, permanent materials.
- 2.3 A pre-construction Road Safety Audit has been carried out and a follow up meeting held on site with the road safety auditor. Issues with forward visibility were identified but these can be resolved by cutting back overhanging vegetation. Some of the issues, such as the need to provide high friction surfacing, would be addressed if and when the scheme was made permanent. Other minor changes, such as improvements to the road signs and markings, have been incorporated into the design.
- 2.4 The road safety audit also questioned whether the layout could accommodate the turning circles of all expected vehicles manoeuvring into and out of the car park from the south. Recycling bins are located in the car park and the mobile library stops in the car park fortnightly. Brewery deliveries to the Rugby Club also use the access to the car park. A computer programme has been used to check the turning circles and this confirmed that a refuse vehicle would not be affected by the proposal although a larger articulated vehicle would have problems. Consultation has therefore been carried out with the Rugby Club and Reigate & Banstead Borough Council to confirm that the proposal would not adversely impact on their vehicle movements (see section 4 below).

## 3 MONITORING

- 3.1 It is important to establish whether the scheme has discouraged drivers from using Chipstead as a cut through or if it has displaced traffic onto other roads within the area. Traffic surveys have been carried out before implementation, with volume and speed data collected over a 7 day, 24 hour period on all approach roads to the proposed feature. Local residents have also assisted by carrying out manual turning count movements at the junctions either side of the proposed feature.
- 3.2 The survey would be repeated once the scheme has been constructed and operational for a number of weeks, to enable new travel patterns to be established. Site visits would be carried out to observe driver

behaviour at the feature. Comments from local residents and road users would be welcomed at this stage.

- 3.3 Analysis of reported personal injury accidents across the area would be carried out as part of the monitoring of the scheme.
- 3.4 If the scheme resulted in unforeseen safety problems or access issues for large vehicles entering or leaving the car park or Rugby Club, the build-out would be removed and the signs covered. It is proposed that the Area Highways Manager in consultation with the Chairman, Vice-Chairmen and local elected Member would agree the appropriate action in these circumstances. Additional localised congestion alone would not result in immediate removal of the measure.
- 3.5 It is intended that a further report would be presented to Local Committee after the scheme has been in place for approximately six months for decision as to whether to make the scheme permanent.

#### **4 CONSULTATION**

- 4.1 Chipstead Rugby Club has two brewery deliveries a week. Letters have been sent to the brewery distribution companies to determine the size of vehicle they use and the way they currently manoeuvre into and out of the club's grounds. Similarly, Reigate & Banstead Borough Council has been asked to comment on the impact the build-out would have on their vehicles accessing the car park to empty the recycling bins.
- 4.2 One of the two brewery distribution companies have responded and indicated that they don't anticipate any problems with the proposed road layout. Despite chaser calls and e-mails, the other company did not reply but were told that the County would assume that they had no issues if there was no response.
- 4.3 Reigate & Banstead Borough Council has confirmed that they do not have any problems with the proposed layout as it would not affect their collections.
- 4.4 The views of the driver of the mobile library vehicle were sought and he indicated that he did not anticipate any issues with the build-out.
- 4.5 The owner of Elmore and Elmore Lodge has been consulted as the proposed kerb build-out would be situated immediately north of his access. He has no objections to the proposal as it will be introduced on an experimental basis.
- 4.6 Surrey Police have been consulted and they comment that from a safety point of view the sight lines seem OK although are not sure what the scheme would achieve. At peak times the pinch point could cause congestion and make getting out of Elmore Road and Hazlewood Lane more precarious if there are tail backs. Surrey Highways officers will

monitor this as part of the overall monitoring to assess the effectiveness of the scheme.

- 4.7 Local residents have been made aware of the proposals by the Chipstead Residents' Association through their meetings, newsletters and website. An article was also placed in the August edition of the local parish magazine and the scheme was presented at the Residents' Association stand at the Chipstead Flower Show in July 2010.
- 4.8 Letters have subsequently been received from 21 residents of Outwood Lane and roads leading from it, objecting to the proposed experimental scheme. The residents main concerns are summarised below.
- (i) the build-out in High Road will result in traffic diverting onto Outwood Lane. Objectors state that Outwood Lane already suffers from high traffic speeds and volumes, with residents having problems exiting their drives. There is only a footway on the west side of Outwood Lane so residents would find it increasingly difficult to cross the road to access it.
  - (ii) Increase in traffic using Castle Road. Objectors state that the geometry of Castle Road (narrow with bends) is not suitable to take increase traffic volumes and the visibility for traffic turning right from Castle Road into Outwood Lane is inadequate. The additional traffic would increase the risk to children using the Scout Hut located at the eastern end of Castle Road
- 4.9 The kerb build-out in High Road, Chipstead is being proposed as an experimental scheme which will enable officers to monitor and evaluate traffic movements in the area before any decision is made as to whether to make the scheme permanent. The extent of any displacement of traffic will be a major factor in determining whether or not the scheme has been a success. In view of the concerns raised by residents in Outwood Lane, further traffic counts are to be carried out to enable any change in traffic volume in Outwood Lane to be quantified.

## **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The construction costs associated with implementing the experimental priority give-way in High Road, Chipstead is estimated at £7,700. Traffic surveys, monitoring and officer time is estimated at an additional £3,600.
- 5.2 The Chipstead Residents Association has committed to contribute £10,000 towards the costs. This results in a potential £1,300 shortfall based on the above estimates, although expenditure to date indicates that any shortfall could be less than this amount.
- 5.3 There would also be a cost of either removing the scheme or making it permanent. Provisional estimates have been obtained, as below.
- (i) Removal of the kerb build-out, signs and lines      £5,525

(ii)	Make permanent using wooden sleepers	£2,160
(iii)	Make permanent using concrete kerbs	£3,855

No County budget has been allocated at this time to cover these costs, but Officers would approach the Residents Association and the local County Member to seek the necessary funding

- 5.4 If the experimental scheme is judged to be successful, subject to allocation of funding and scheme approval by Local Committee, the priority give-way working could be made permanent.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 There are no equality or diversity implications.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 There are no crime and diversity implications.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 It is proposed to introduce, on an experimental basis using temporary materials, a kerb build out with priority give-way working in High Road, Chipstead. Monitoring of the scheme would determine if such a measure can successfully deter through traffic in the Chipstead area and help reduce traffic speeds in Chipstead Village. If the scheme resulted in unforeseen safety problems or access issues it would be removed immediately.
- 8.2 Chipstead Residents' Association has committed £10,000 to implement the experimental scheme.
- 8.3 Concerns have been expressed by a number of residents of Outwood Lane and surrounding roads. Monitoring during the scheme will allow conclusions to be drawn as to whether these concerns are justified and will be one of the factors taken into account when a decision is made as to whether to make the scheme permanent.
- 8.4 It is recommended that a kerb build-out with priority give-way working is implemented in High Road, Chipstead on an experimental basis.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 To determine if a kerb build out with priority give-way working would deter through traffic and help reduce traffic speeds in Chipstead Village without causing significant displacement of traffic to other roads in the area.

## **10 WHAT HAPPENS NEXT**

10.1 If the Local Committee approves the recommendations, the experimental scheme would be progressed for implementation at the earliest opportunity. Further traffic counts would be carried out once the scheme had bedded in to enable a comparison of traffic movements in the area before and after implementation of the scheme. A further Road Safety Audit would be carried out. It is intended that a report would be prepared for a future meeting of the Local Committee to consider the outcome of the experimental scheme and decide whether to make it permanent.

**LEAD OFFICER:** Derek Poole  
Local Highway Manager (Reigate & Banstead)  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** eastsurreyhighways@surreycc.gov.uk  
**CONTACT OFFICER:** Anita Guy  
Engineer  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** eastsurreyhighways@surreycc.gov.uk  
**BACKGROUND PAPERS:**

ANNEX A

