



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

**HIGH ROAD, CHIPSTEAD
- FUNDING OF SCHEME**

18 JUNE 2012

KEY ISSUE

To seek Members' decision on the funding of the High Road, Chipstead experimental traffic scheme.

SUMMARY

An experimental traffic scheme in High Road, Chipstead was implemented in January 2011. A commitment had been received from the Chipstead Residents' Association to fund the scheme up to a maximum contribution of £10,000. In response to concerns about public safety, the scheme was removed after 8 weeks, in accordance with the process approved by Local Committee when originally approving the scheme in September 2010.

Chipstead Residents' Association had made a £3,000 payment at the start of the scheme but have subsequently objected to the payment of the outstanding balance for the experimental scheme, as the experiment was cut short. It was made clear from the outset that the scheme would be removed if it compromised safety of the public. This report sets out actions taken since the removal of the experimental scheme and seeks a decision from the Local Committee on the funding of the experimental scheme.

OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) is asked to decide whether:

- (i) To agree that the Local Committee funds the total cost of the experimental traffic scheme in High Road, Chipstead from their Integrated Transport Schemes budget and that the Chipstead Residents' Association be reimbursed the monies previously paid by them with respect to the scheme, a sum of £3,000 (**Option 1**); or
- (ii) To pursue the Chipstead Residents' Association for payment of their outstanding contribution to the scheme, a sum of £5,200 (**Option 2**); or
- (iii) To agree that the Local Committee funds the outstanding cost of the scheme from their Integrated Transport Schemes budget and that no refund is made to the Chipstead Residents' Association of the £3,000 previously paid (**Option 3**).

1 INTRODUCTION AND BACKGROUND

- 1.1 As a result of the on-going concerns of the residents of Chipstead Village about the volume and speed of traffic using the local road network as a link between the A23 and A217, in September 2010 Local Committee approved, on an experimental basis, the implementation of a kerb build-out with priority give-way working in High Road, Chipstead. The scheme was therefore constructed using temporary materials. The scheme was developed with the involvement of the Chipstead Residents' Association (CRA), who gave Surrey County Council a written commitment to fund the scheme up to the value of £10,000. The CRA provided £3,000 as a down payment to enable design and survey work to proceed.
- 1.2 The Local Committee also approved a recommendation that
 "If the scheme needs to be removed on safety or access grounds, the Area Highway Manager in consultation with the Chairman, Vice-Chairman and local elected Member take appropriate action."
 This recommendation confirmed the advice that had been given to the CRA from the outset, that the experiment would be curtailed if public safety was found to be compromised.
- 1.3 As reported to Local Committee in September 2010, concerns had been expressed by a number of residents of Outwood Lane and surrounding roads regarding the potential diversion of traffic. A meeting was held on 24 November 2010, attended by the Chairman, the Area Team Manager, representatives from Chipstead Residents' Association and the Outwood Lane Residents' Association and the SCC Customer Service Improvement Manager to discuss these concerns prior to the implementation of the scheme. A further meeting was held on

8 December with the Chairmen of both residents' associations and a highways officer to agree the factors which would determine the success or failure of the scheme.

- 1.4 Following construction of the build-out at the end of January 2011, concerns were expressed by a number of residents and road users about the safety of the scheme. As a result, the decision was made by officers to carry out the Stage 3 (post construction) Road Safety Audit as a matter of urgency, with the daytime visit being made on 4 February and the evening visit on 7 February 2011.
- 1.5 As a result of the safety audit, remedial works were carried out to help increase driver awareness of the road layout. However, there were a number of issues that could not be resolved as they required the introduction of measures such as street lighting, anti-skid surfacing and kerb works which could not be funded or justified as part of an experimental scheme.
- 1.6 The Police wrote to the Area Team Manager on 1 March 2011 to place on record that, following the findings of the Stage 3 Road Safety Audit, "this scheme should be removed at the earliest possible convenience".
- 1.7 A meeting was held on 11 March attended by Councillor Angela Fraser, who was Local Committee Chairman at the time and is also the divisional Member, Councillor Lynne Hack representing both the Vice-Chairman and the Cabinet Member for Transport, the Area Highways Manager, Surrey Police and the safety auditor. Following detailed discussion, it was agreed that the scheme should be removed on safety grounds, as allowed for in the original Committee decision. The scheme was removed and the road returned to its original layout on 25 March 2011, nearly 8 weeks after implementation.
- 1.8 The experimental scheme capital costs, excluding officers' time, is given below. It should be noted that some of the materials used in its construction can be reused and a deduction has been made from the final cost to take account of this.

'Before' traffic surveys	2,088.73
Construction	7,754.90
Removal	<u>6,186.17</u>
	£16,029.80
Allowance for reusable materials	<u>-3,000.00</u>
Total scheme cost:	£13,029.80

- 1.7 The Chipstead Residents' Association has contributed £3,000 towards these costs, Local Committee approved an allocation of £5,000 in 2011/12 towards the scheme and the balance of the costs have to date been met from the Local Committee's Integrated Transport Schemes budget for 2011/12.

2 CURRENT POSITION

- 2.1 Despite repeated requests to the Chipstead Residents' Association for the balance of £7,000 to be paid prior to construction of the scheme, the monies were not paid. Subsequently, the Chipstead Residents' Association indicated that, in their view, it would be unreasonable to expect CRA members to pay the balance given the decision to remove the experimental scheme. The CRA informed officers that they were keen to move forward, explore other possible initiatives to reduce the traffic problems in Chipstead village and that their monies could be carried over to a new scheme.
- 2.2 A letter was sent to the CRA Chairman by post on 8 December 2011 to summarise the position and invite them to a meeting to explore how the CRA would meet their obligations. However, it was brought to officers' attention that the letter had not been received and a copy was hand delivered on 23 January 2012.
- 2.3 A response was received from the CRA on 23 February 2012, which set out the CRA's views regarding the development, delivery and subsequent removal of the scheme. The CRA opinion is that there has been no meaningful experiment and therefore it concludes that "the only equitable outcome of this regrettable episode is to....return the £3,000 paid by the CRA". It also expresses its intention "to pursue with its funding partners and SCC whether there are opportunities for committing further funds to a meaningful solution to Chipstead's traffic problems".
- 2.4 A meeting was held on 24 May 2012, attended by the Chairman, the divisional Member, the Area Team Manager, the South East Area Senior Engineer and SCC's principal lawyer to discuss a response to the CRA letter. A detailed written response to the CRA was hand delivered on 30 May 2012. It was further agreed that a report be presented to this meeting to update Members of the current position regarding the experimental scheme and seek a decision on its funding.

3 OPTIONS

- 3.1 **Option 1:** Local Committee fund the total cost of the scheme from the Integrated Transport Schemes budget, refunding the £3,000 already paid by the CRA.
- 3.2 It is noted:
- (i) The experiment only remained in place 8 weeks, giving no opportunity to monitor the impact of the scheme on traffic movements in the area
- 3.3 **Option 2:** Local Committee pursue the Chipstead Residents' Association for payment of their outstanding contribution to the scheme.

- 3.4 The CRA committed a contribution of £10,000 towards the cost of the experimental scheme and a £3,000 down payment was paid to SCC. Taking into account the value of the materials recovered from the scheme for reuse, £16,029 capital cost of the scheme is reduced by 18% to £13,029. Hence, the CRA outstanding contribution of £10,000 should similarly be reduced by 18% to £8,200. Having made a down payment of £3,000 to SCC, the outstanding balance is £5,200.
- 3.5 It is noted:
- (i) The scheme has been developed with the involvement of the CRA over a long period of time. The CRA have been kept informed at every step of the process.
 - (ii) The CRA made a written commitment to SCC to contribute £10,000 towards a traffic scheme in Chipstead village, however no formal, legal agreement was made between SCC and the CRA.
 - (iii) Whilst it was agreed that the scheme should be introduced on an experimental basis and traffic movements was to be monitored before and during the experiment which, together with public consultation, would inform Members' decision on the success or not of the scheme, it was made clear from the outset that the scheme would be removed if it compromised the safety of the public. This formed one of the recommendations approved by Local Committee in September 2010.
 - (iv) The unpredictability of driver behaviour at the priority give-way could not have been foreseen.
 - (v) The recommendations made by the road safety auditors to mitigate potential safety issues such as street lighting, anti-skid surfacing and kerb works, were not appropriate for an experimental scheme.
 - (vi) The process followed in taking the decision to end the experiment on safety grounds was that approved by Local Committee in September 2010
- 3.6 **Option 3:** Local Committee fund the outstanding cost of the scheme and no refund is made to the Chipstead Residents' Association of the £3,000 previously paid to Surrey County Council.
- 3.7 It is noted:
- (i) Part of the £3,000 down payment was used to carry out traffic surveys, the data from which can be used in the investigation and development of future options if funding is made available.
 - (ii) Officer resources were dedicated to developing a scheme in partnership with the CRA. The unpredictability of driver behaviour could not have been foreseen and given that the mitigating

measures recommended in the Stage 3 Road Safety Audit were not commensurate with an experimental scheme, officers only recourse was to recommend that the scheme be removed.

- (iii) The experiment was removed after 8 weeks before a full analysis of the impact could be carried out.
- (iv) Whilst no formal, legally binding agreement was made with the CRA, something that will be rectified in any future external funding of highways works, the CRA made a written commitment to SCC to contribute £10,000 towards a traffic scheme in Chipstead village and this was taken into consideration when the decision to implement the experimental scheme was made.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 **Option 1:** The Local Committee would need to cover the total cost of £16,029 under this option. Local Committee allocated £5,000 from the 2011/12 ITS budget for the making permanent or removal of the High Road, Chipstead scheme. The additional £11,029 has been funded from the 2011/12 ITS budget. Final figures for 2011/12 budgets have not yet been received and any overspend would need to be met from the 2012/13 ITS budget.
- 4.2 **Option 2:** The Chipstead Residents' Association would be requested to honour its commitment to provide £10,000 towards the funding of the scheme under this option. £5,000 was allocated by Local Committee from the 2011/12 ITS budget for High Road, Chipstead. The additional £1,029 was also met from the 2011/12 ITS budget.
- 4.3 **Option 3:** Taking into account the £3,000 previously paid by the Chipstead Residents' Association, there is an outstanding balance of £13,029 that would need to be met by Local Committee under this option. To date the scheme has been funded from the 2011/12 ITS budget. Any overspend on this budget would need to be met from the 2012/13 ITS budget.
- 4.4 In the report to Local Committee in September 2010, Members were advised that there was a potential shortfall in funding at that time of £1,300 and additional costs would be incurred for either removing the kerb build-out or making it permanent. The report noted that the divisional Member would be approached to seek the necessary funding. Under options 1 and 3 above, such a contribution could part fund the outstanding costs therefore reducing the commitment from the ITS budget by the same amount.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no equalities and diversity implications arising from this report.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications arising from this report.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 The experimental kerb build-out in High Road, Chipstead was removed to meet safety concerns that could not be addressed through any other means. Chipstead Residents' Association had made a £3,000 payment at the start of the scheme but have subsequently objected to the payment of the outstanding balance of £7,000 for the experimental scheme, as the experiment was cut short. However, it had been made clear from the outset that the scheme would be removed if it compromised safety of the public.
- 7.2 Three options have been put forward to resolve the outstanding issue of funding of the experimental schemes. Members are asked to make a decision.

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BACKGROUND PAPERS:	Local Committee Reports Road Safety Audits Correspondence between SCC and Chipstead Residents' Association

