

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 16 SEPTEMBER 2013

REPORT OF: THE LOCAL MEMBER FOR BANSTEAD, WOODMANSTERNE
AND CHIPSTEAD

SUBJECT: PROPOSED 20MPH ZONE FOR CHIPSTEAD

DIVISION: BANSTEAD, WOODMANSTERNE AND CHIPSTEAD

**SUMMARY OF ISSUE:**

High traffic volumes and speeds on the narrow, winding and unlit roads and lanes of Chipstead – almost all with no pavements – are impeding their use by pedestrians, cyclists and horse riders throughout this semi-rural community. A panel of residents has consulted widely to understand views fully, researched various potential solutions and analysed feedback via village meetings and a questionnaire on their key recommendation. This established overwhelming support for a 20mph zone. Approval in principle is sought from the Local Committee (Reigate and Banstead) for such a zone.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to approve the principle of a 20mph zone for Chipstead, based on the area outlined in Annex 2, with details to be agreed with officers and Police leading to a full report and recommendations to a future meeting of the Local Committee.

REASONS FOR RECOMMENDATIONS:

The recommendation, if approved and eventually fully implemented with appropriate enforcement, will lead to a marked improvement in the quality of life for residents and visitors to Chipstead. They will benefit from an enhanced ability to walk rather than be forced to drive in order to move around or access open countryside, and to visit facilities such as local shops, the station, village hall, village theatre and public house/restaurant.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The 1,000 dwellings in Chipstead are scattered over a wide area, connected by roads and lanes that are mostly narrow, often twisting and almost devoid of pavements. They developed over the centuries for pedestrians, then horses. There is one B-class road; the rest are unclassified. All are unlit. Significant areas are farmed, others are open countryside. There is one parade of local shops, near the railway station. It has the characteristics of a semi-rural village.

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- 1.2 Residents have long sought to minimise the impact of traffic – both volumes and speed – on their ability to walk, ride bicycles or horses so as to access areas of the village and countryside instead of adding to congestion through always using their own vehicles.
- 1.3 An attempt to improve matters through an isolated build-out on one of the roads subject to rat-running failed when police replaced their initial assessments of the safety aspects with concerns and SCC was forced to abandon a trial before being able to assess any outcome.
- 1.4 Since then, villagers have sought a more holistic solution and this has motivated the recommendation for a 20mph zone.

2. ANALYSIS:

- 2.1 Chipstead's position on the border of Croydon (and thus Greater London) to the north; M25 to the south; A23 to the east and A217 to the west, makes it the victim of what residents describe as intolerable levels of rat-running. A 2010 traffic survey found 3,250 vehicles driving into the village between 0700 and 0900. Anecdotal evidence suggests this has increase markedly, thought to be the result of the wide adoption of satnav enabling motorists to seek ways of avoiding jams on trunk roads.
- 2.2 After decades of lobbying, a 30mph speed limit was introduced when this became possible without street lighting being imposed. Speed, however, is a continuing concern.
- 2.3 Volunteers introduced the Home Office backed Speedwatch system at the start of 2013, and operate weekly sessions with a radar gun on the worst affected village routes. Chipstead is consistently among the top five in the county for the number of warning notices issued by Surrey Police to speeding drivers.
- 2.4 When promoting Speedwatch and encouraging the recruitment and training of volunteers, the Chipstead Residents' Association (CRA) committee was aware that more robust steps would also be required if walkers, cyclists and equestrians were to regain the safe use of their roads and lanes.
- 2.5 It agreed a suitable brief (set out in **Annex 1**) with a respected member of the community, who recruited a team and carried out the extensive work documented in the Annex. Their independent report has been the subject of extensive consultation and debate amongst residents, and the recommendation that is considered to be the cornerstone for an improved future is now brought to the Local Committee (Reigate and Banstead).

3. OPTIONS:

- 3.1 One recommendation is being brought to the Local Committee, as work by Chipstead's Roads Projects Team and subsequent consultation established that this has wide and strong support in the community.

- 3.2 With such a zone in operation, supplementary improvements (such as an enhanced network of footpaths) may be considered in due course. Without the zone, other measures will be ineffective and a waste of resources.

4. CONSULTATIONS:

- 4.1 As detailed in Annex 1, the Roads Project Team consulted both residents and representatives of village organisations in order to establish the problems facing those who would prefer to move around other than in a motor vehicle. It made a series of recommendations, the cornerstone of which is the establishment of a 20mph zone covering the village.
- 4.2 The CRA committee formally adopted the Road Project Team's report in May 2013, and agreed to focus immediate attention on the recommendation for a 20mph zone. The full report was placed on the village website and publicised widely, including in the AGM notice that was posted in June to every address in the village, as well as being featured in the e-newsletter that goes to 500 subscribers, the Parish Magazine and on posters.
- 4.3 Comments made at the well-attended AGM concerning traffic in general, and a zone in particular, were noted. Professional guidance was commissioned from Stilwell Road Safety Ltd, and a special village meeting called in August. This lively meeting was attended by more than 100 residents, who were asked to view detailed proposals and maps, and to complete a questionnaire. Those who could not be present were encouraged to email responses or view a summary of recommendations displayed at the White Hart pub/restaurant and complete a questionnaire.
- 4.4 145 people responded in support of a zone. 4 supported traffic calming but expressed no view on the zone. 7 were opposed to a zone. Those against the zone wrote: "20mph zone not realistic, will just cause frustration"; "I don't believe it is enforceable"; "Own goal".
- 4.5 Among comments from those in favour (many of them long and detailed): "Much needed and long overdue"; "Please, please introduce"; "Excellent idea".

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The recommendation is for approval in principle. No direct funding is being sought, but it is recognised that an amount of officer time will be required to consider the proposal and, if thought appropriate, to report back to a future meeting of the Local Committee (Reigate and Banstead).

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The 20mph zone, if implemented, would benefit all residents and visitors, and the speed limit would apply to drivers of all vehicles, so it is not considered that there are equality and diversity implications.

7. LOCALISM:

7.1 This initiative arises from residents of Chipstead, is promoted by them and has been subject to wide debate and consultation among the community on a number of occasions. It is therefore considered to be in line with the drive for localism.

8. OTHER IMPLICATIONS:

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

8.1 Safeguarding responsibilities for vulnerable children and adults implications

By reducing the speed of traffic throughout Chipstead, successful implementation would improve safety for all who walk its lanes and roads, the vast majority of which have no pavements.

8.2 Public Health implications

By encouraging walking and reducing vehicle use, there will be public health benefits.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 In order to both enable and encourage walking, cycling and horse riding throughout the semi-rural village of Chipstead, plus access to the adjoining countryside, a 20mph zone is sought across the village.

9.2 An enforceable speed of 20mph will reduce the perceived peril of non-vehicle movements. It will also reduce the impact of collisions should they occur. Home Office statistics show a 90% chance of death or serious injury at 30mph is reduced to 10% at 20mph.

9.3 Accordingly, the Local Committee (Reigate and Banstead) is asked to approve the concept of such a zone, with a further report to come to the Committee setting out details and recommendations for implementation once agreed by officers and Police.

10. WHAT HAPPENS NEXT:

10.1 Stilwell Road Safety, on behalf of Chipstead Residents' Association, will prepare detailed plans for the zone, for discussion with Surrey County Council officers. Particular attention will be paid to the requirement of Surrey Highways that a zone is self-enforcing (i.e. does not rely on a police presence).

10.2 Residents will be consulted on these detailed plans. Subject to further evidence of village support, a report and recommendations will be brought to a future meeting of the Local Committee (Reigate and Banstead).

Contact:

Mr Ken Gulati, Divisional Member for Banstead, Woodmansterne and Chipstead

Consulted:

John Lawlor, South East Area Team Manager, Local Highway Service Group
Borough Councillors John Stephenson, Keith Foreman and Richard Mantle
Residents of Chipstead
Representatives of village clubs, organisations and charities
Nick Stilwell, Managing Director, Stilwell Road Safety Ltd

Annexes:

Annex 1: Roads Project Team report April 2013 (summary)
Annex 2: Area map and indicative limits for 20mph zone

Sources/background papers:

- The Highways (Traffic Calming) Regulations 1999
 - The Highways (Road Humps) Regulations 1999
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