



Proposed Residential Development  
Land at Chichele Road, Oxted

**Appendices to Proof of Evidence of Andrew  
Whittingham BSc (Hons), MSc, CEng, MICE**

For

CALA Homes

Planning Application Reference: TA/2023/1345

Appeal Reference: APP/M3645/W/24/3345915

## Appendices

- A Surrey County Council – Pre-Application Response
- B Surrey County Council – Consultation Response
- C National Highways Consultation Response
- D Waiting and Loading Restrictions
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- F Stage 1 Road Safety Audit
- G Copenhagen Crossing

**Appendix A**

Surrey County Council – Pre-Application Response

# Highway Authority Pre-Planning Advice



## Land at Chichele Road, Oxted Proposed Development of 120 Dwellings

09 May 2023

### Introduction

The following advice is offered to Motion following a request for pre-planning application advice and further to a site meeting held on 27<sup>th</sup> March 2023. The advice is offered without prejudice to any future planning application submitted and any advice or recommendations provided by the Local Planning Authority.

The advice is offered following a review of the information provided by Motion and the meeting referred to above.

### Proposed development

You sought advice on a development proposal at the site to the west of Chichele Road to provide circa 120 dwellings.

### Access

The proposed development will be accessed via a new priority junction with Chichele Road, with a pedestrian/cyclist only access provided to the southern boundary of the site leading onto Bluehouse Lane. A bus stop is currently located where the proposed access is located onto Chichele Road and the Passenger Transport comments on the following page should be referred to. A raised table has been proposed at the access junction, which also stretches across the junction where Chichele Road meets Silkham Road – the Highway Improvements section on the following page should be referred to.

Chichele Road is a D class road, the D442, and is subject to a 30mph speed limit. A speed survey has been carried out which demonstrates that to be in accordance with the 85<sup>th</sup> percentile speeds, splays with an 'x' distance of 2.4m and a 'y' distance of 30.8m to the north and 34.2m to the south are required and this has been shown on the visibility plan, Drawing No. 1907029-01.

To be in accordance with LTP4 and to further promote sustainable modes of travel, where the site access meets Chichele Road, a Copenhagen crossing should be provided. A 3m wide pedestrian/cycle route should be provided along the access to/from the site. This route should run the entire length within the site and connect to the pedestrian/cyclist access onto Bluehouse Lane. Bluehouse Lane will need to be resurfaced and levels looked at. Details regarding the links shown on the masterplan into the neighbouring Ancient Woodland will need to be provided. The site should be highly permeable with tactile paving and dropped kerbs provided at key crossing points within the site.

A Road Safety Audit (RSA) should be submitted at the planning stage - Stage 1 RSAs can be undertaken externally, or internally by SCC. If this is to be undertaken externally, the CVs of the auditors should be submitted alongside the RSA.

## Parking Provision

The site should be provided with parking in line with parking guidance. Sufficient space should be available within the site for all vehicles to park and turn in order for them to enter and leave in forward gear. Tracking plans should be provided for the largest vehicle expected to use the site. Visitor parking spaces, both for vehicles and cycles, should be provided within the site.

## Highway Improvements

- Remove the guard rail by the roundabout on the eastern side of Station Road East. Relocate the zebra crossing on Station Road East further north so it is closer to the roundabout, both zebra crossings here should be provided with updated belisha beacons with zebrite LEDs.
- Rather than providing one large, raised table by the site access and the junction of Silkham Road. Three separate raised tables should be provided, one directly west of the junction where Chichele Road meets Silkham Road, one directly east of the junction where the site access meets Chichele Road and one outside of St Mary's C of E Primary School where a zebra crossing on a raised table should be provided. The zebra crossing should be located where the existing dropped kerbs and tactile paving are currently situated - the existing guardrailling should be removed.
- Provide a 20mph speed limit on within the vicinity of the site, to include Chichele Road, Silkham Road, Central Way and part of Bluehouse Lane where the pedestrian/cyclist route meets the highway. Existing speeds will need to be measured and further speed calming devices in the form of raised tables may be required.

## Junction Impacts

The key junctions within the vicinity will need to be looked at and the impact of the development assessed for these. Mitigation measures may be required as a result.

## Sustainable Travel

Each of the proposed dwellings and 50% of all available visitor parking spaces should be provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply). The remaining visitor parking spaces should be provided with cabling for the future provision of charging points.

Secure, covered storage for the parking of cycles should be provided which also include the provision for charging facilities for e-bikes. The proposal currently proposes 2 cycle spaces for staff, with further short stay spaces elsewhere in the site, and this number should be increased.

## Car Club

The provision of an Electric Vehicle Car Club space and vehicle within the site should be explored.

## Travel Plan

A Travel Plan should be submitted alongside any future planning application.

### **Passenger Transport**

The proposed access to Chichele Road will require the removal/relocation of the existing bus stop, this will need to be subject to consultation.

To encourage sustainable modes of travel to/from the site, the following measures would be required as part of any future planning application:

- The bus stop outside of the school should be improved, with accessibility kerbing, bus shelter, lighting, seating, RTPI display – this will need to be discussed with the school.
- A DDRT contribution of £50,000 per year to cover the build out period and then 5 years after full build out (7 years in total).

### **Rights of Way**

Public Footpath Number 75 runs to the north-east of the site. Whilst this does not directly adjoin the site, a link to the Public Footpath from the site, with the relevant land agreement in place, should be explored.

### **Additional Advice**

A Construction Transport Management Plan (CTMP) will need to be provided prior to the commencement of any approved works. This would be secured through a suitably worded planning condition.

In addition to the above advice, I also refer you to guidance which is contained on our website, and the following link will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning>

There are also references on that web site to other documentation and advice which may assist you in formulating a viable proposal.

### **Summary**

Having considered the proposals, and subject to all of the above, it is unlikely that the Highway Authority would raise any objections to the proposed development.

Yours sincerely,

Matthew Strong

**Principal Transport Development Planning Officer – South Area Team**

**Planning & Development**

**Surrey County Council**

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E: [matthew.strong@surreycc.gov.uk](mailto:matthew.strong@surreycc.gov.uk)

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Web: [www.surreycc.gov.uk/tdp](http://www.surreycc.gov.uk/tdp)

**Appendix B**

Surrey County Council – Consultation Response

<b>APPLICATION NUMBER</b>	<b>2023/1345</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Location:** Land to rear of 22 to 32 Chichele Road, Oxted, RH8 0NZ

**Development:** Proposed residential development 116 Dwellings (Class C3) including affordable housing with associated access, car parking, soft landscaping and play provision.

<b>Contact Officer</b>	James Lehane	<b>Consultation Date</b>	4 December 2023	<b>Response Date</b>	29 January 2024
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

**S106 Contributions**

Travel Plan

The Applicant shall pay a contribution of £6,150 towards the auditing of the Travel Plan.

Traffic Regulation Orders (TRO)

The Applicant shall pay in full the reasonable costs incurred by the County Highway Authority in securing the necessary TROs for the speed limit reductions on Chichele Road, Silkham Road, Central Way, Eastlands Way, Chalkpit Wood, Barnett's Shaw, Memorial Close, Oakshaw, Woodland Court, Downs Way and Greenacres.

In any event that the statutory process in securing the necessary TROs and Public Notices fails, the applicant shall identify and agree with the County Highway Authority an alternative set of mitigation measures.

**Conditions**

1. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones



- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) no HGV movements to or from the site shall take place between the hours of 8.00 and 9.00 am and 3.00 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Chichele Road or Silkham Road during these times
- (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

2. The development hereby approved shall not be first occupied unless and until the proposed site access junction has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
3. The development hereby approved shall not be commenced unless and until an amended site layout, compliant with Healthy Streets for Surrey Guidance and based on the proposed 20mph speed limit has been submitted to and approved by the Local Planning Authority.
4. The development hereby approved shall not be first occupied unless and until a scheme has been delivered to provide speed reduction measures, including signage, traffic calming measures and any necessary Traffic Regulation Orders to provide a 20mph zone covering Chichele Road, Silkham Road, Central Way, Eastlands Way, Chalkpit Wood, Barnett's Shaw, Memorial Close, Oakshaw, Woodland Court, Field Court, Downs Way and Greenacres. In addition, this will include the proposed raised table pedestrian crossing on Silkham Road.
5. The development hereby approved shall not be first occupied unless and until a scheme has been delivered in accordance with drawing 1907029-02 Rev A to relocate the existing zebra crossing and alterations to the guard railing on Station Road East.
6. The development hereby approved shall not be first occupied unless and until each of the proposed dwellings are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.
7. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
8. Prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented before first occupation of the site and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

## Reasons

The above recommended Condition 1 is required in order the development should not prejudice highway safety nor cause inconvenience to other highway users.

Condition 2 above is required in order that the proposed site access can be delivered without resulting in a detriment to road safety and the attractiveness of walking routes, in particular to St. Mary's Primary School. The proposed junction layout does provide adequate vehicular sight lines based on the evidenced existing speeds however it would introduce an interruption in the existing footway and the proposed design would not properly communicate to drivers that pedestrians should be given priority across the junction. It is therefore recommended that a pedestrian priority crossing should be provided in accordance with section 5.2 of the Healthy Streets for Surrey Guidance and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework and the Surrey Local Transport Plan 4.

It is noted that the Applicant has stated in the Transport Assessment (TA) that a Copenhagen style crossing would not be feasible due to constraints at the site access however it is noted that the proposals also include a reduction in the speed limit to 20mph, which would require reduced visibility sightlines compared to those presented in the TA, and alternative approaches should also be explored in order to prevent the above described detriment to road safety and the propensity to travel by active travel modes.

Condition 3 is required in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework and the Surrey Local Transport Plan 4. The proposed site layout will require amendments to ensure that priority is given to pedestrian and cycle movements and that design speeds throughout the site are kept low. The current proposed layout does not achieve compliance with the Healthy Streets for Surrey Guidance.

Concerning Condition 4, the speed reduction scheme set out within the TA is broadly appropriate however it would result in a number of adjoining side roads having higher speed limits in place than the roads that they join, resulting in a high number of speed limit changes, which could result in driver confusion and poor compliance with the proposed limits. Providing a speed limit 'zone' as alternative to the proposed speed reductions would represent a more consistent approach and is likely to be deliverable with limited additional physical traffic calming over that included in the TA.

Conditions 5 to 8 are all required in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework and the Surrey Local Transport Plan 4.

## **Informatives**

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge. The offsite highway improvements included in the above recommended conditions 2, 3, 4 and 5 should be delivered through a Section 278 Agreement with the County Highways Authority.

[www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs)

It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023.

### **Note to Planning Officer**

The Highway Authority considers that the proposal is unlikely to have a material impact on highway safety or capacity given the sustainable location of the development, in transportation terms, and in the context of the proposed offsite highways improvements works which focus on improvements to road safety and pedestrian amenity.

The proposed site and access layouts fail to achieve suitable priority for pedestrians, cycles and vulnerable road users however it is considered that the above recommended conditions would provide sufficient opportunity to ensure that these tests are met by the final version of the scheme, hence the recommended conditions 2 3 and 4 above.

**Appendix C**

National Highways Consultation Response



## National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Christine Allen Regional Director  
Operations Directorate  
South East Region  
National Highways  
[PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk)

To: Tandridge District Council (FAO Cliff Thurlow)  
[statutory@tandridge.gov.uk](mailto:statutory@tandridge.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 2023/1345

**Location:** Land to rear of 22 to 32 Chichele Road, Oxted, RH8 0NZ

**Proposal:** Proposed residential development 116 Dwellings (Class C3) including affordable housing with associated access, car parking, soft landscaping and play provision.

**National Highways Ref:** NH/23/03976

Referring to the consultation on a planning application dated 4 December 2023 referenced above, in the vicinity of the M25 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:


- a) **offer no objection (see reasons at Annex A);**
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk).

<b>Signature:</b> 	<b>Date:</b> 11 January 2024
<b>Name:</b> Diana Ngobi	<b>Position:</b> Assistant Spatial Planner
<b>National Highways:</b> Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ	

## **Annex A National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interests relate to the M25. In particular, M25 J6 is located approximately 3.5 miles from the site and regularly experiences congestion during peak hours. We would be concerned if there were any potential safety or efficiency impacts to our network.

We have reviewed the documents available on the council's planning portal and understand that the site is not allocated in a Local Plan, therefore any trips added to M25 J6 will be in addition to planned growth in the area. The site is currently in agricultural use and as such, all vehicle trips are considered to be new to the network.

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

We have reviewed the Transport Assessment (TA) submitted with our particular focus being on vehicular trip generation and subsequent impact on the SRN. Trip generation has been calculated with reference to the TRICS database as we would expect, with distribution analysis provided using census travel to work data. 52 AM and 54 PM vehicle trips are expected to be generated by the site. Of these, 26 AM and 24 PM trips are expected to travel to/from M25 J6. Most of these are likely to use the M25 itself, however some may use the A22 north of the junction instead.

The greatest level of congestion at M25 J6 currently is during the morning peak, with queues forming on both off-slips. Of the 26 AM two-way trips using M25 J6 from the development, only 5 are arrivals which could add to this congestion, with the rest being departures from the site. Given that these 5 arrivals are spread out over the two M25 off-slips and the A22 southbound entry to the junction roundabout, there is not likely to be a material traffic impact on either M25 off-slip.

We welcome the inclusion of a Travel Plan in the application. This is encouraged by DfT Circular 01/22 as a means of reducing the impact of development on the SRN. Mode share targets have not yet been provided however it should be ensured that appropriate targets are selected once the baseline travel survey is complete. We would encourage the Travel Plan to aim for a reduction in strategic vehicle trips, promoting more sustainable means such as rail instead.

#### **Offer No Objection – Reasons**

We are satisfied that the development will not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT Circular 01/2022, and DLUHC NPPF 2023) in this location and its vicinity.

#### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

## **Appendix D**

### Waiting and Loading Restrictions





Single yellow lines -  
no waiting Mon-Sat 08:30-18:30

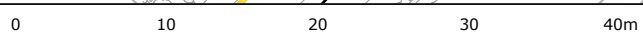
Keep clear markings

No stopping 07:00-19:00 except local buses

On-street parking -  
Mon-Fri 08:30-18:30  
2 hours. No return  
within 1 hour.

On-street parking -  
Mon-Fri 08:30-18:30  
2 hours. No return  
within 1 hour.

Double yellow lines -  
no waiting at any time



SCALE IN METRES  
1:500

PD1 First Issue EU AW AW 28/08/2024  
Rev. Description Dm Chk App Date

Drawing Status:

**FOR PLANNING**  
NOT FOR CONSTRUCTION



Guildford - Reading - London  
[www.motion.co.uk](http://www.motion.co.uk)

Client:  
CALA Homes

Project:  
Chichele Road, Oxted

Title:  
Waiting and Loading Restrictions

Scale: 1:500 (@ A3)

Drawing:  
1907029-08

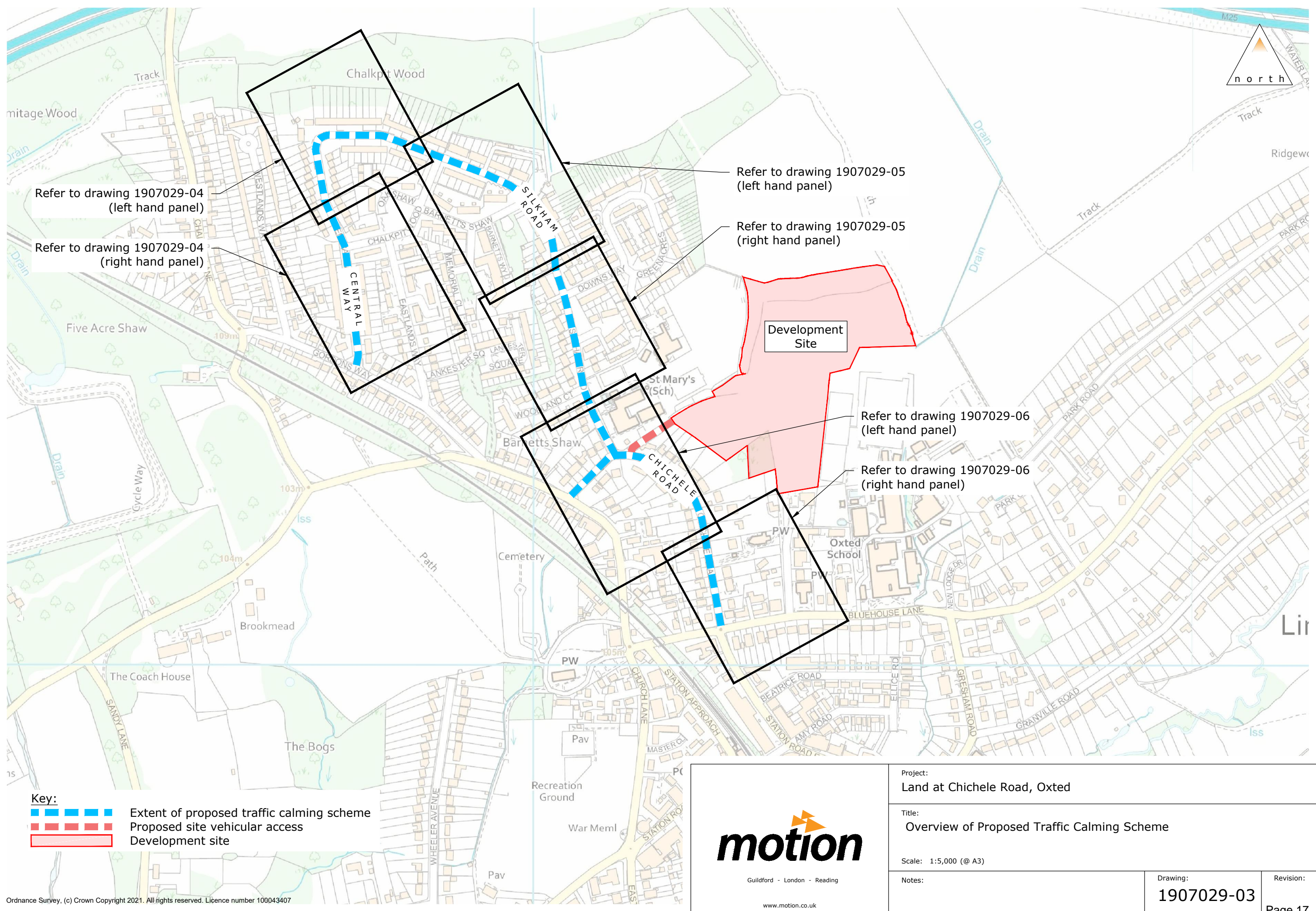
Revision:

Page 15

**Appendix E**

Speed Management Scheme

C:\Users\JulianSmith\Motion\StaffSite - Coaxite 1907029\Drawings\1907029-03 [Traffic Calming Overview].dwg



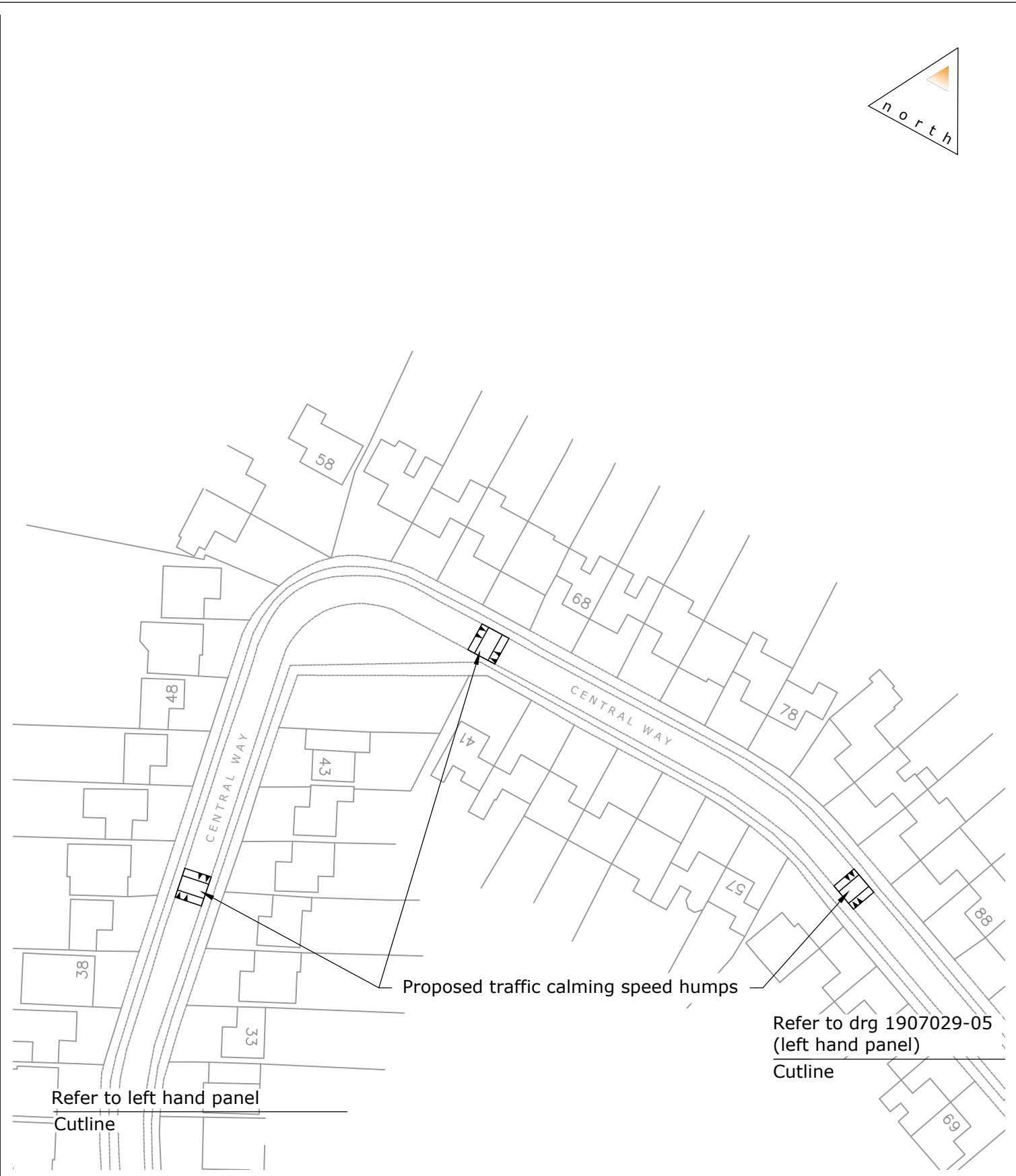
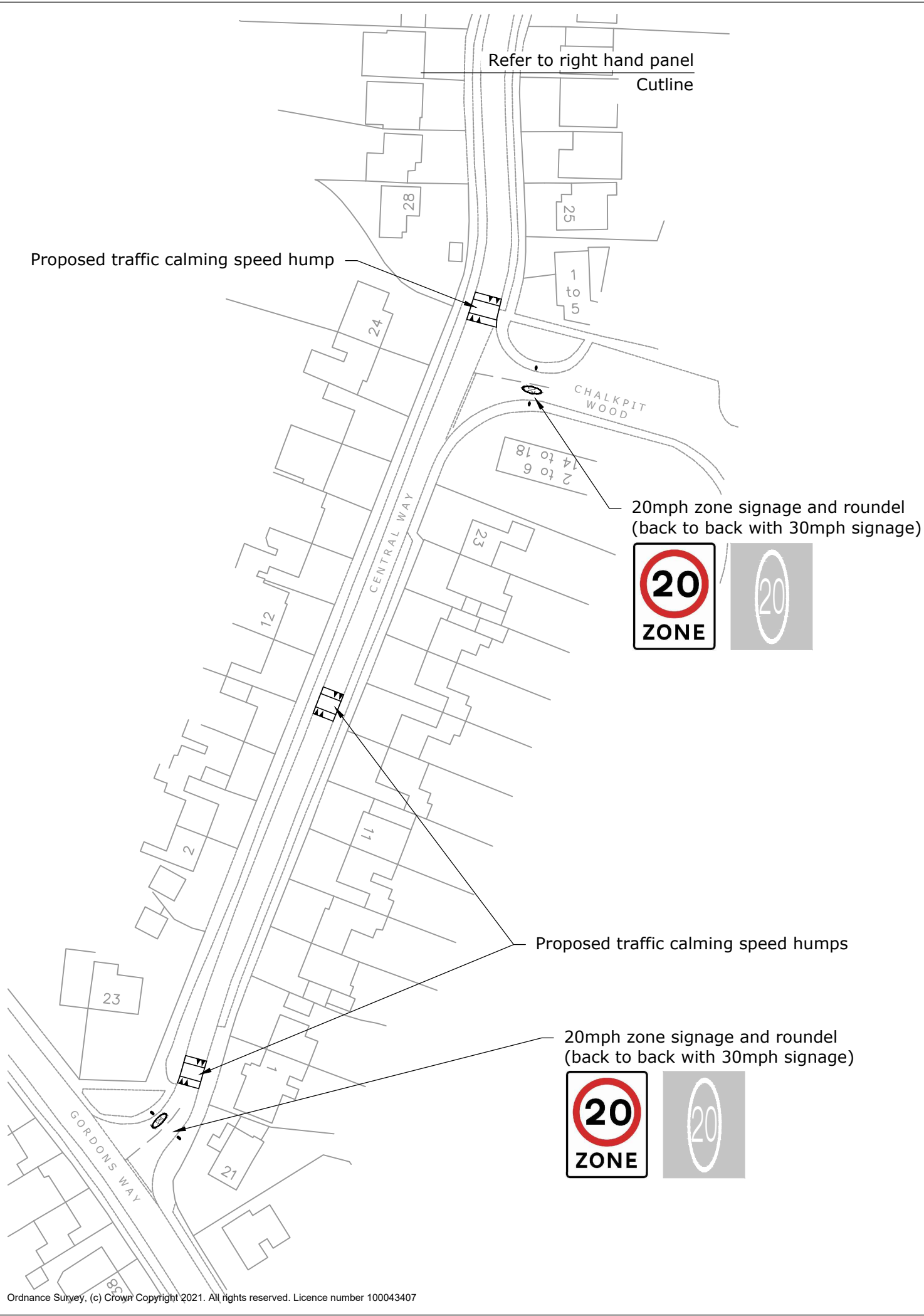
- Key:**
- Extent of proposed traffic calming scheme
  - Proposed site vehicular access
  - Development site


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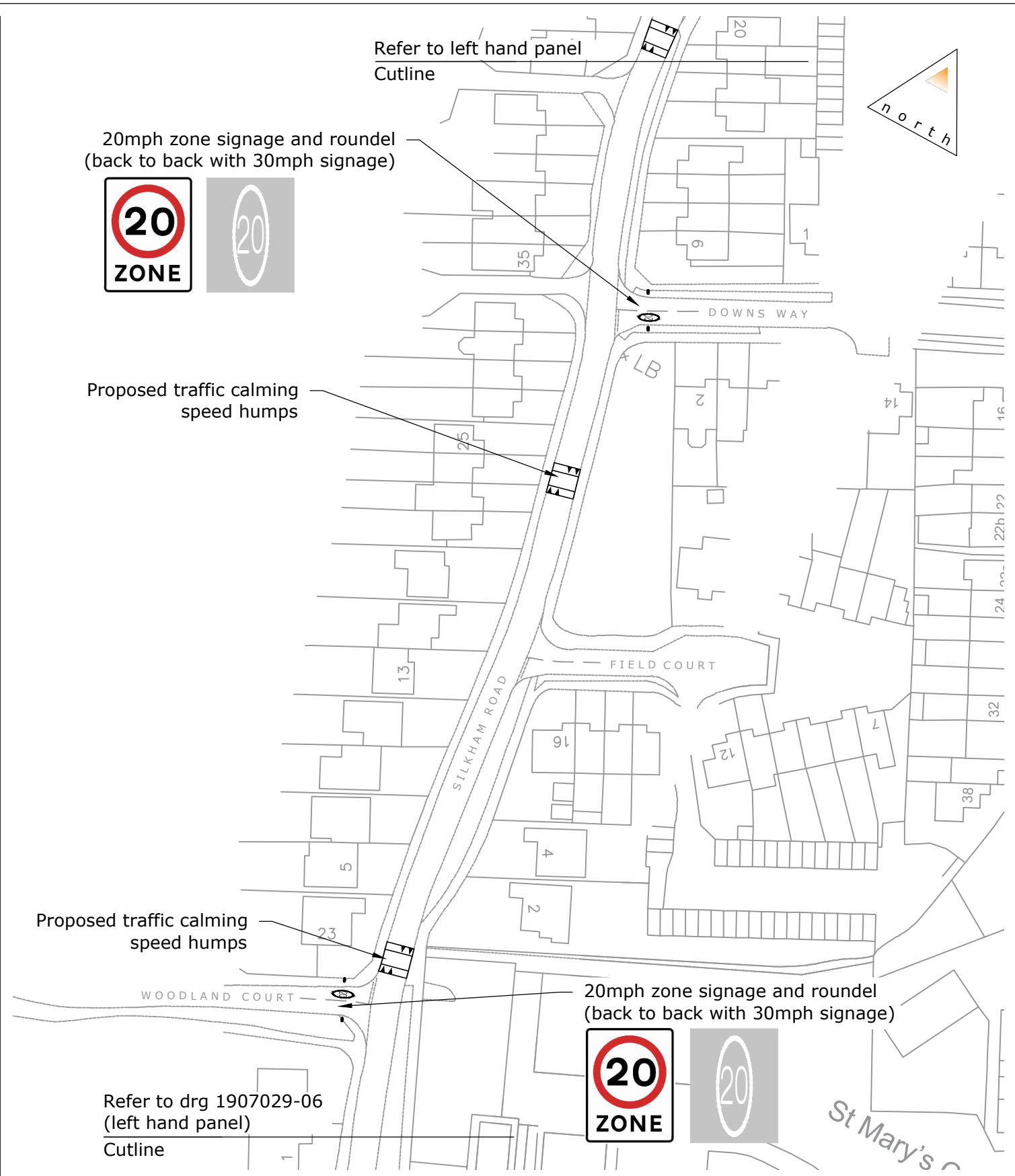
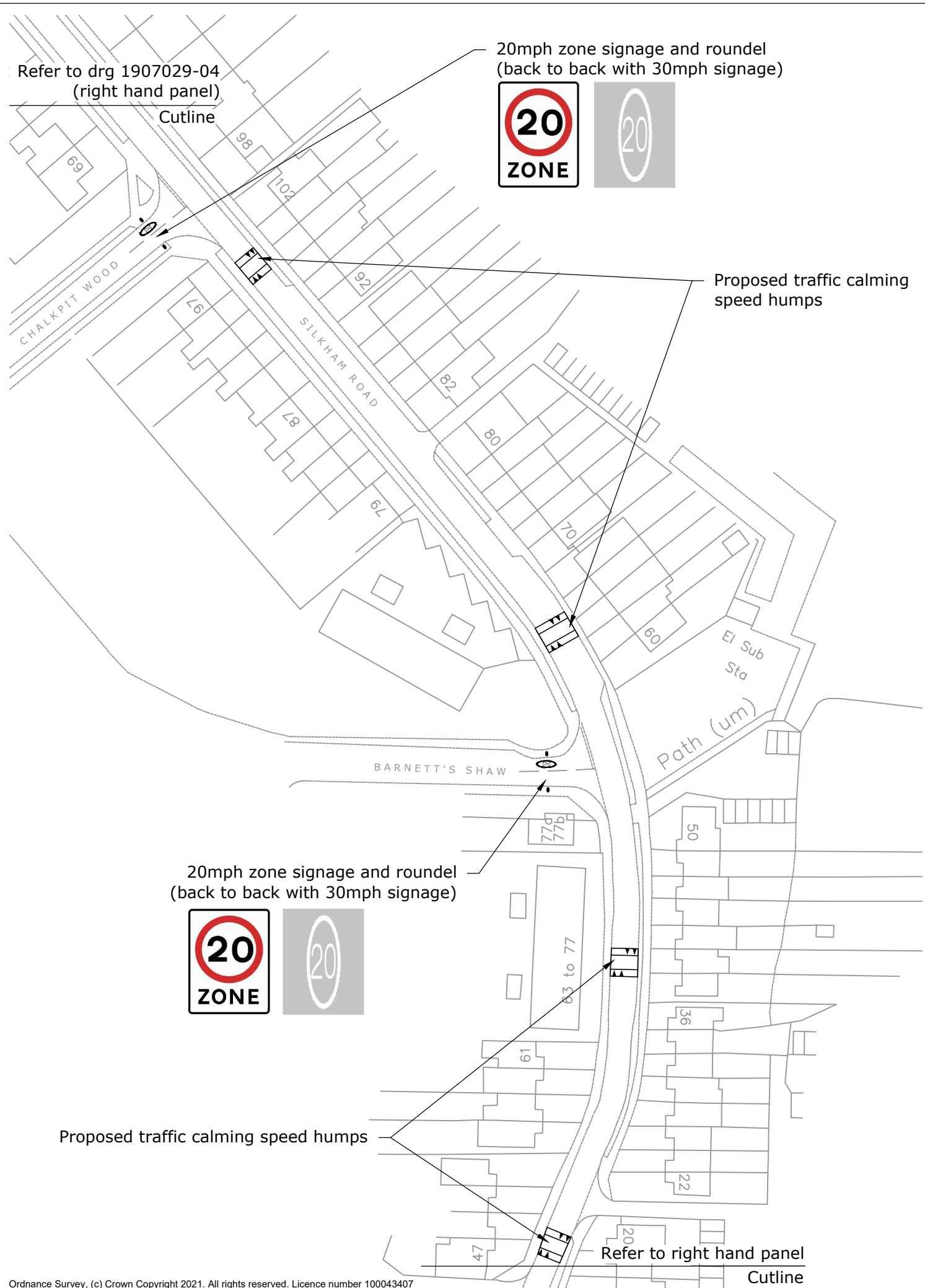
Project: Land at Chichele Road, Oxted	
Title: Overview of Proposed Traffic Calming Scheme	
Scale: 1:5,000 (@ A3)	
Notes:	Drawing: 1907029-03
	Revision: Page 17

C:\Users\JulianSmith\Motion\StaffSite - Coaxite 1907029\Drawings\1907029-04,05,06 [Traffic Calming].dwg



 Guildford - London - Reading www.motion.co.uk	Project: Land Chichele Road, Oxted	
	Title: Proposed Traffic Calming Scheme Central Way	
	Scale: 1:1,000 (@ A3)	
Notes:	Drawing:	Revision:
	1907029-04	Page 18

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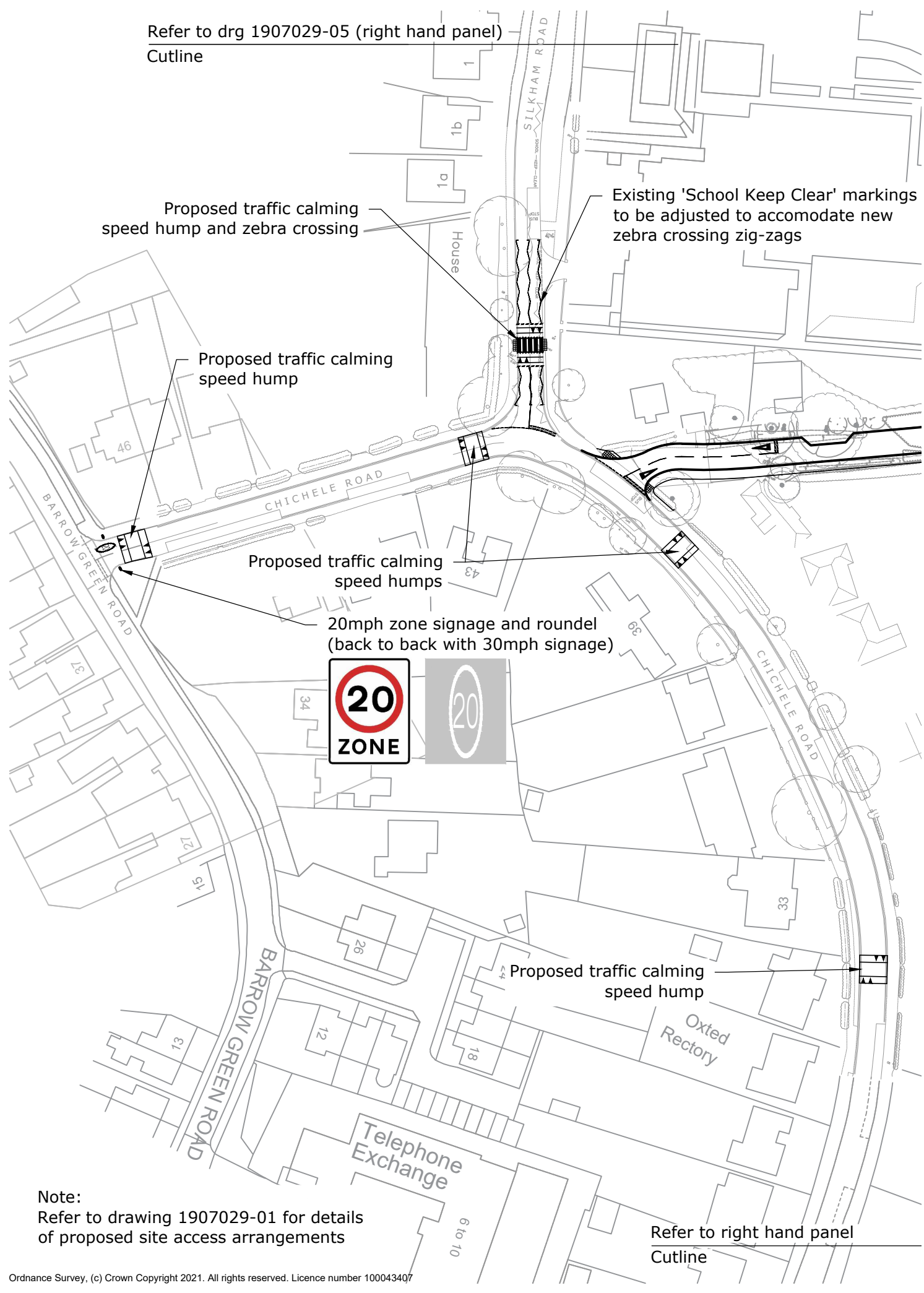


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Project: Land Chichele Road, Oxted	
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	Revision: Page 19

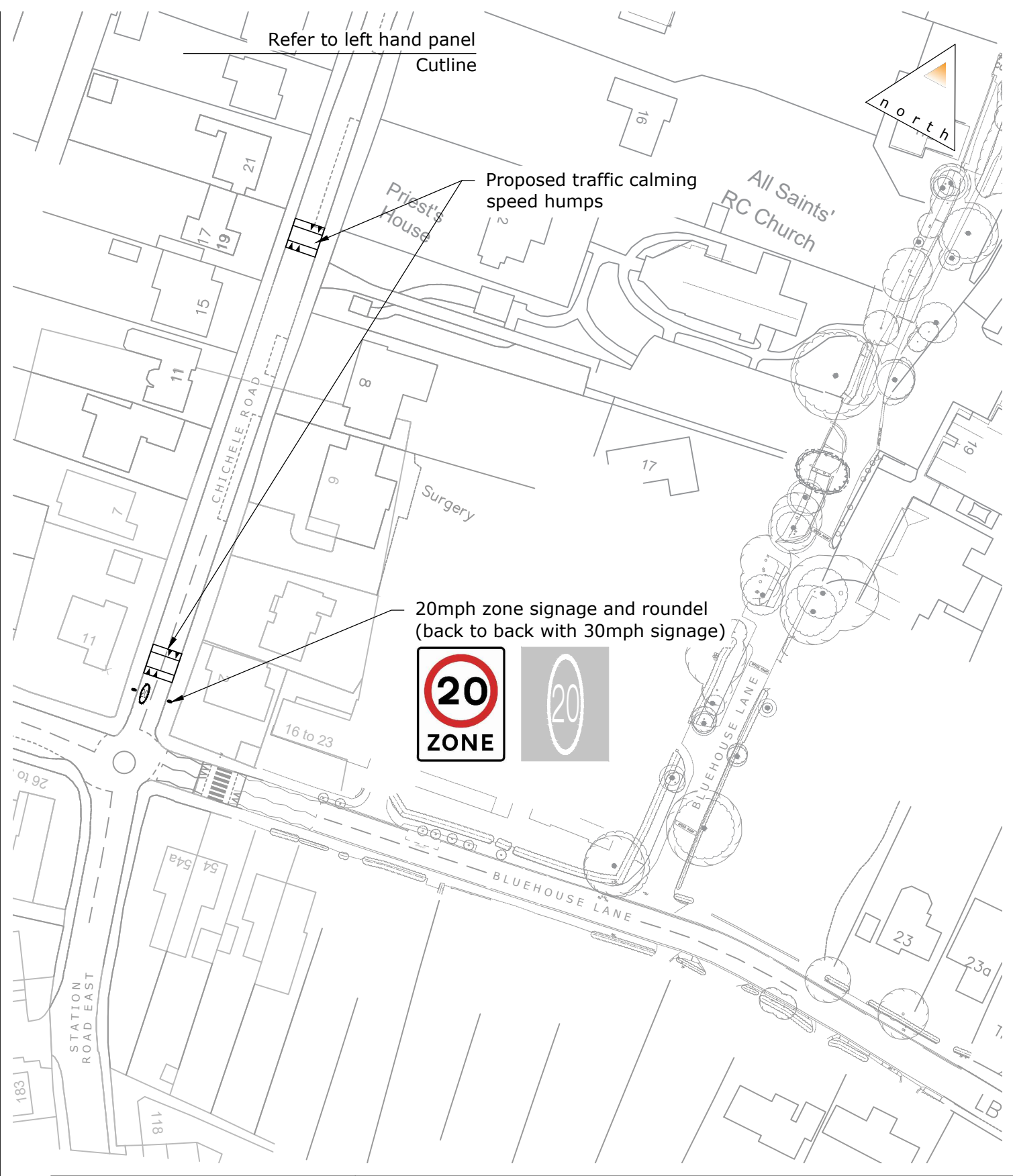
Refer to drg 1907029-05 (right hand panel)  
Cutline



Note:  
Refer to drawing 1907029-01 for details  
of proposed site access arrangements

Refer to right hand panel  
Cutline

Refer to left hand panel  
Cutline



Project:  
Land Chichele Road, Oxted

Title:  
Proposed Traffic Calming Scheme  
Central Way

Scale: 1:1,000 (@ A3)

Notes:

Drawing:  
1907029-06

Revision:



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## **Appendix F**

Stage 1 Road Safety Audit

LAND AT CHICHELE ROAD, OXTED

Development Access and Off-site Highway Works

Stage 1 Road Safety Audit  
Prepared on behalf of Motion

September 2023



*Road Safety Engineering*



Project: Land at Chichele Road, Oxted  
Development Access and Off-site Highway Works

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: Surrey County Council

Client: Motion

Gateway RSE ref: SG/WP/2309-02 RSA1 v1.0

Issue date: 18/09/2023

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Authorised by: SG

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- Appendix B: Location Plan(s)

## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of access and highway works Oxted, within the District of Tandridge and the County of Surrey. The audit brief, dated 8<sup>th</sup> September 2023, describes the scheme as:

- Site access arrangements onto Chichele Road, near Silkham Road
- Relocation of zebra crossing on Station Road East, south of Chichele Road/Bluehouse Lane/Station Road East mini roundabout
- The proposed development comprises 116 dwellings

1.2 The local highway environment is characterised by 2-lane single carriageway roads with street lighting, footways and a mixture of parking bays, bus stops, school keep clear markings and double yellow lines. Chichele Road forms a crescent between its priority-controlled junction with Barrow Green Road and its mini-roundabout junction with Bluehouse Lane and Station Road East. A 30mph speed limit applies throughout.

1.3 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 11:30 and 12:15 on Friday 15<sup>th</sup> September 2023, when the weather was fine and the road surface dry. No traffic congestion was observed, whilst some pedestrian and cyclist movements occurred. Cars were observed parked within on-street parking bays during the site visit.

1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

### **Collision Data**

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)). This indicates that, during the latest available five-year period, one PIC occurred at the Chichele Road/Bluehouse Lane mini roundabout. It was in June 2021 in fine/dry/light conditions and involved a right-turning car striking a secondary school aged pedestrian on the zebra crossing on the east side of the junction.

### **Previous Road Safety Audit**

- 1.8 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

## 2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

### General Matters

#### 2.1 Problem

Carriageway and footway surface changes may lead to collisions due to water ponding

*Location: Raised tables in Chichele Road and Silkham Road*

Surface water drainage details are not considered by this Stage 1 Audit, although the Audit Team notes that Chichele Road falls from east to west near Silkham Road and the proposed site access. Ponding at the raised tables could cause loss of control collisions and pedestrian trips and falls, especially during icy conditions.

#### Recommendation

At the detailed design stage, surface water drainage should be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings.

#### 2.2 Problem

Collisions caused by service vehicles reversing to/from the public highway

*Location: Site access*

No vehicle swept path plots have been provided and it is not clear that service vehicles will be able to turn adequately to/from the site access. This may lead to reversing manoeuvres by large vehicles to/from the highway, increasing the risk of collisions with other road users.

#### Recommendation

Provide vehicle swept path analysis for service vehicles, demonstrating that they will be able to turn adequately to/from the site access.

### Local Alignment

#### 2.3 Problem

Priority arrangement and car parking may cause congestion/collisions in Chichele Road during school drop-off/collection times

*Location: Site access/Chichele Road*

The proposed priority arrangement (to preserve an existing tree), combined with potential car parking during school drop-off and collection times, may create congestion within the site access and spilling into Chichele Road. This may lead to congestion, with pedestrians forced to cross between stationary vehicles, where they will be vulnerable.

#### Recommendation

Implement measures to prevent car parking within the site access road between Chichele Road and the priority give way feature.

### **Junctions**

#### 2.4

##### Problem

Vehicle collisions due to misinterpretation of turning signals

*Location: Chichele Road/Silkham Road/site access*

The limited junction separation between Silkham Road and the site access may lead to drivers misinterpreting the signals of turning vehicles. For example, a driver waiting to turn out of Silkham Road may interpret a left turn signal for the site access as a left turn for Silkham Road, leading the non-priority vehicle to pull out into the path of the priority vehicle. Similarly, a right turn signal for the site access may be interpreted as a right turn into Silkham Road, causing a following vehicle on Chichele Road to 'shunt' into the rear of the turning vehicle.

##### Recommendation

Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials.

### **Walking, Cycling and Horse Riding**

#### 2.5

##### Problem

Pedestrian trips/falls

*Location: Site access road, both sides*

The tactile paving arrangement, as shown, may guide sight-impaired pedestrians crossing the site access road into the verge and/or highway boundaries. This could lead to trips/falls, or confusion causing them to enter the carriageway inadvertently.

Recommendation

Extend the footway on the west side of the site access to occupy the full width of the verge. Provide highway boundary treatments on both sides that are legible for sight-impaired pedestrians, guiding them toward the onward footway.

2.6

Problem

Pedestrian/vehicle collisions

*Location: Station Road East, existing zebra crossing*

The existing zebra crossing is to be replaced with a raised table zebra crossing closer to the Bluehouse Lane mini roundabout, but it is not clear that the dropped kerbs and tactile paving will be reinstated to full-height footway/kerbs. If left in place, they could encourage pedestrians (particularly those with sight or mobility impairments) to cross where drivers are not expecting them to, leading to pedestrian/vehicle collisions.

Recommendation

Remove the existing zebra crossing in its entirety, including the tactile pavements and dropped kerbs. Furthermore, replace the zebra crossing surface with high friction surfacing to match existing on either side and repair any damage caused by the removal of carriageway markings.

**Road Signs, Carriageway Markings and Lighting**

2.7

The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting, other than those raised above.

### 3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

#### Audit Team Leader

Steve Giles  
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 18/09/2023

#### Audit Team Member(s)

Wendy Palmer  
MCIHT, MSoRSA, FIHE, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 18/09/2023



## APPENDIX A

### Items Considered by this RSA

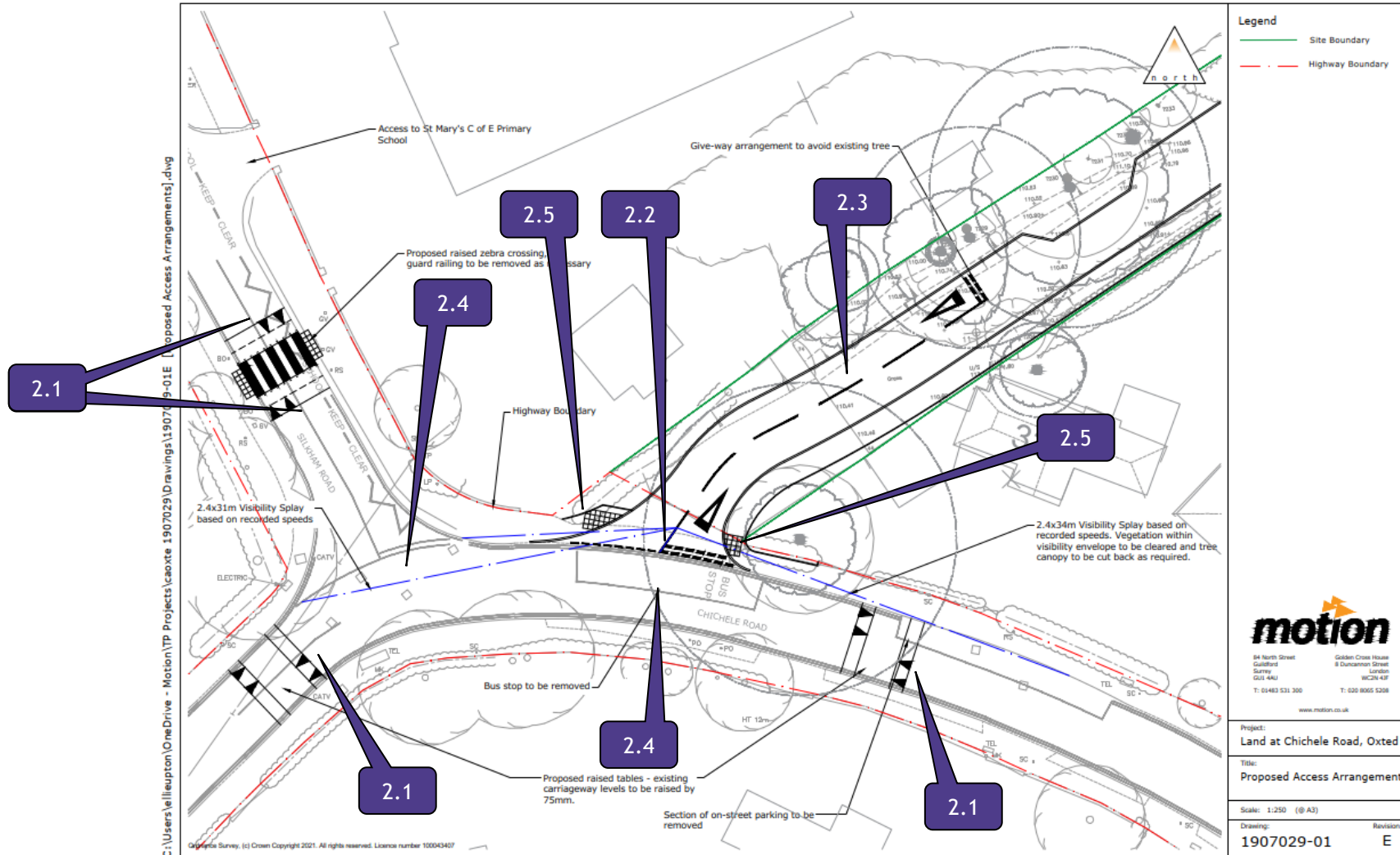
### Items Considered by this Road Safety Audit

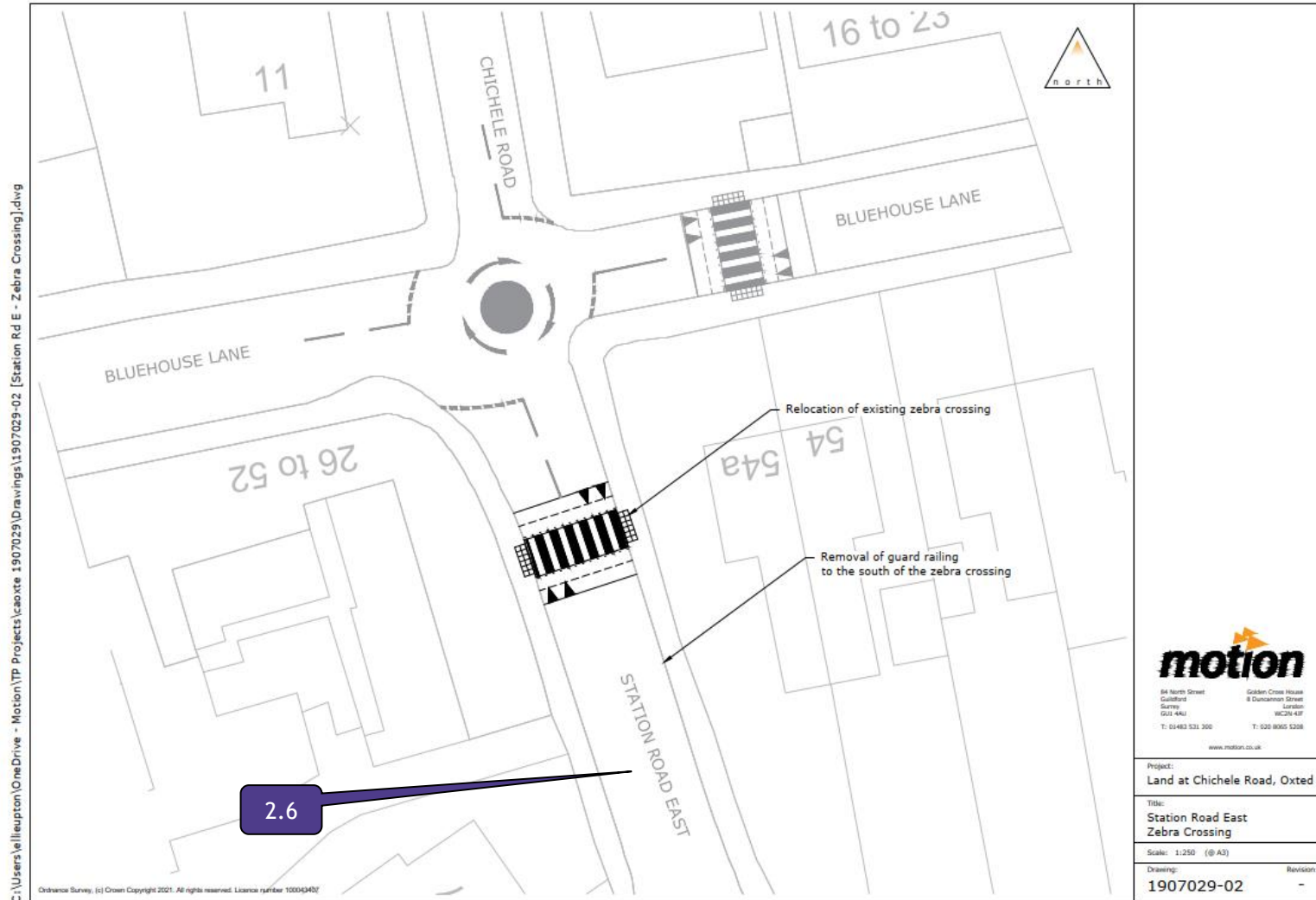
Document ref.	Rev.	Originator	Title
1907029-01	E	Motion	Proposed Access Arrangements
1907029-02	-	Motion	Station Road East Zebra Crossing

### Additional/background information provided to the Audit Team

- Audit Brief dated 8<sup>th</sup> September 2023 (Motion)

## APPENDIX B Location Plan(s)





## ROAD SAFETY AUDIT RESPONSE REPORT

### Project Details

Project: Land at Chichele Road, Oxted  
Development Access and Off-site Highway Works  
GRSE Ref: SG/WP/2309-02 RSA1 v1.0  
Status: Issued as v1.0  
Issue date: 18/09/2023  
Design Organisation: Motion  
Overseeing Organisation: Surrey County Council  
Client: Motion

### Authorisation

Prepared by:  
Name: Ellie Upton  
Position: Principal Transport Planner  
Organisation: Motion

Approved by:  
Name: Andrew Whittingham  
Position: Director  
Organisation: Motion  
Signed:

### The Scheme

The highway works considered by the Road Safety Audit comprise:

- Site access arrangements onto Chichele Road
- Relocation of zebra crossing on Station Road East, south of Chichele Road/Bluehouse Lane/Station Road East mini-roundabout
- The proposed development comprises 116 dwellings

### Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] Surrey County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Ellie Upton, Principal Transport Planner, Motion Andrew Whittingham, Director, Motion

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	At the detailed design stage, surface water drainage should be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings.	This will be dealt with at the detailed design stage.		
2.2	Provide vehicle swept path analysis for service vehicles, demonstrating that they will be able to turn adequately to/from the site access.	Swept path analysis for a refuse vehicle has been undertaken to ensure vehicles can enter and exit the site.		
2.3	Implement measures to prevent car parking within the site access road between Chichele Road and the priority give way feature.	Parking restrictions in the form of double yellow lines will be implemented between Chichele Road and the priority give way feature.		
2.4	Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials.	The proposals include a potential 20mph speed limit scheme within the vicinity of the site in the form of signage and raised tables along Chichele Road, Silkham Road and Central Way.		
2.5	Extend the footway on the west side of the site access to occupy the full width of the verge. Provide highway boundary treatments on both sides	The footway has been extended on the west side of the site access to occupy the full width of the verge, along with highway boundary		

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	that are legible for sight-impaired pedestrians, guiding them toward the onward footway.	treatments on both sides for sight-impaired pedestrians.		
2.6	Remove the existing zebra crossing in its entirety, including the tactile pavements and dropped kerbs. Furthermore, replace the zebra crossing surface with high friction surfacing to match existing on either side and repair any damage caused by the removal of carriageway markings.	The existing crossing will be removed in its entirety, including tactile paving and dropped kerbs. The surface will be replaced with high friction surfacing and any damage will be repaired.		



**Design Organisation Statement:**

On behalf of the design organisation, I certify that:  
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.



.....

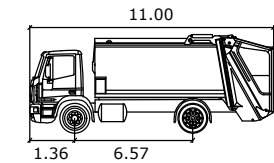
Name: Andrew Whittingham  
Organisation: Motion  
Position: Director  
Date: 04/10/2023

**Overseeing Organisation Statement:**

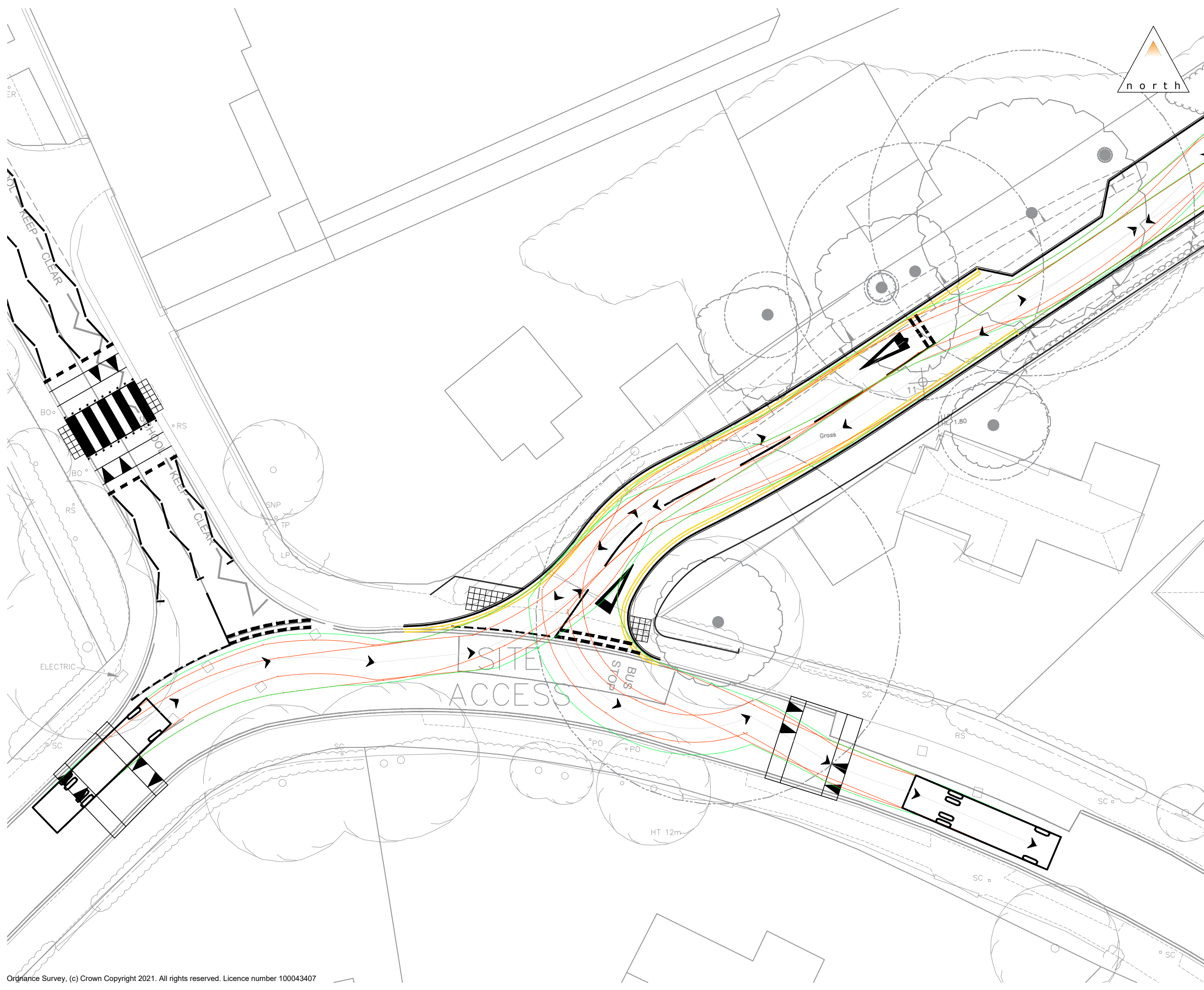
On behalf of the overseeing organisation, I certify that:  
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.  
The agreed RSA actions will be progressed.

.....

Name: [NAME (press F9)]  
Organisation: Surrey County Council  
Position: [TITLE (press F9)]  
Date: [DATE]



**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300  
 www.motion.co.uk  
 Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle (1 of 5)**

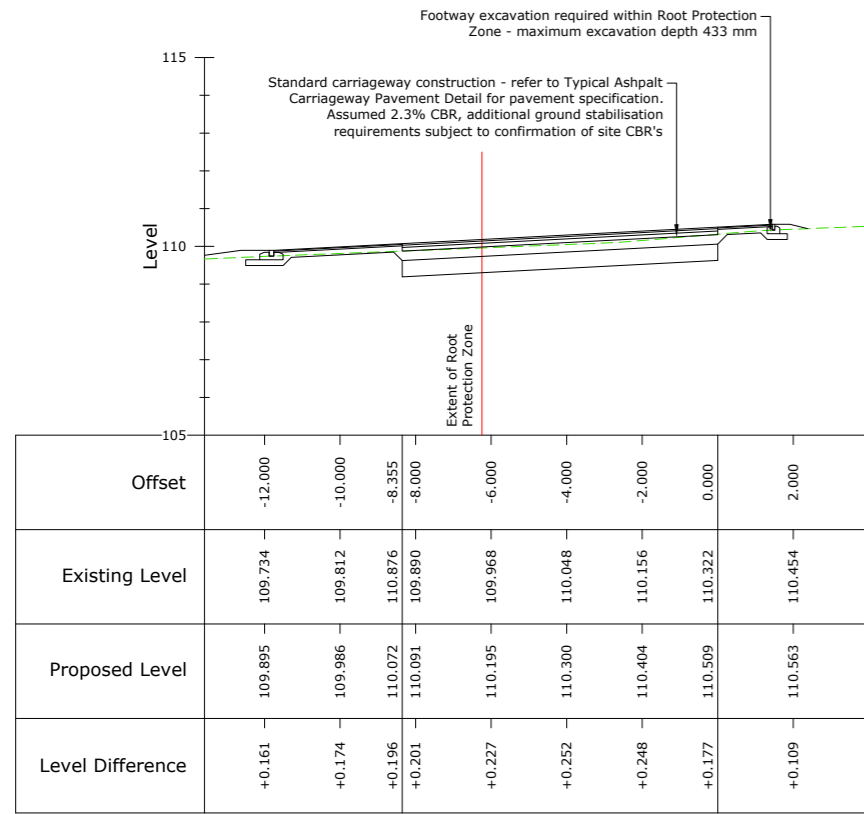
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Drawing: **1907029-TK01.1**      Revision: **C**  
 Page 40

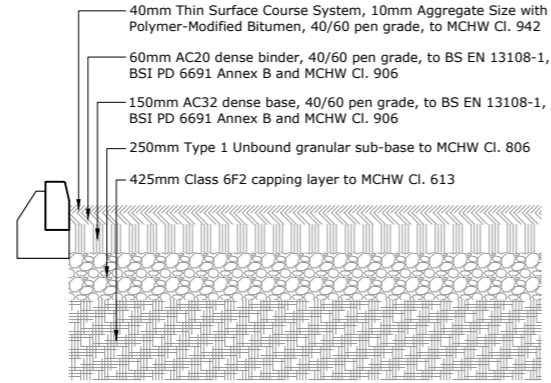
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## **Appendix G**

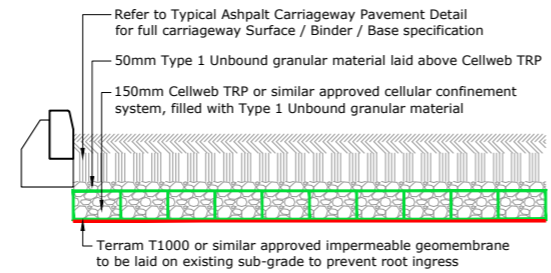
Copenhagen Crossing



Section A-A



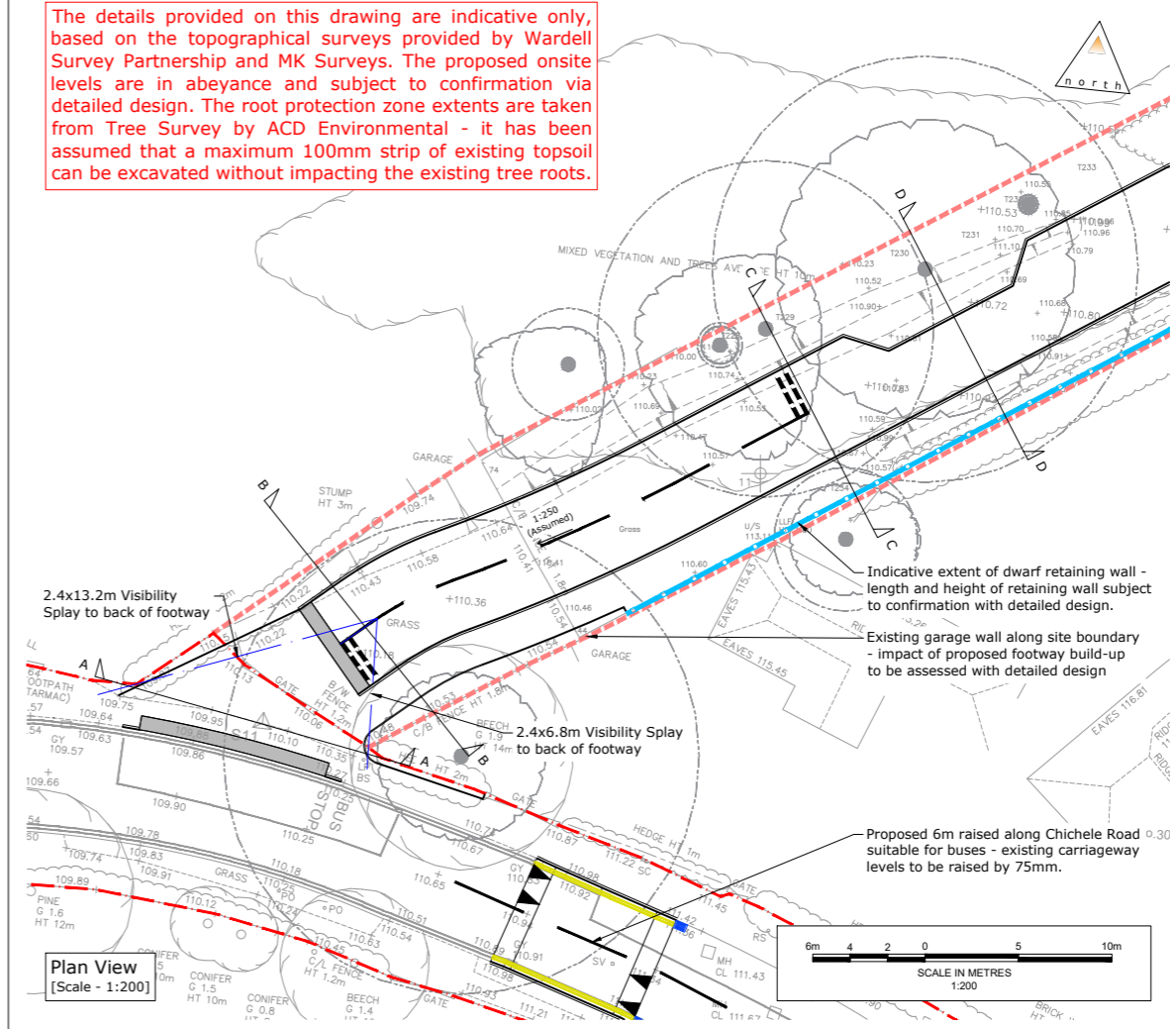
Typical Asphalt Carriageway Pavement Detail



Typical No-Dig Carriageway Pavement Detail

Indicative Construction Details  
[Scale - 1:50]

The details provided on this drawing are indicative only, based on the topographical surveys provided by Wardell Survey Partnership and MK Surveys. The proposed onsite levels are in abeyance and subject to confirmation via detailed design. The root protection zone extents are taken from Tree Survey by ACD Environmental - it has been assumed that a maximum 100mm strip of existing topsoil can be excavated without impacting the existing tree roots.



Plan View  
[Scale - 1:200]

Notes

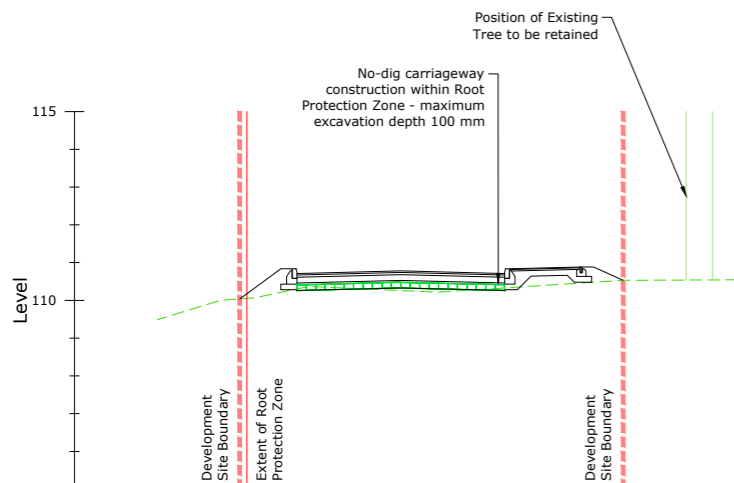
- All levels and dimensions are to be checked on site before any work commences. All dimensions are in metres unless stated otherwise.
- This drawing has been based on survey information provided by Wardell Survey Partnership and Motion cannot guarantee the accuracy of the data provided.
- Any discrepancies should be reported to the architect and/or engineer immediately, so that clarification can be sought prior to the commencement of works.
- This drawing should be read in conjunction with all other relevant architect and engineering details, drawings and specification.

Legend

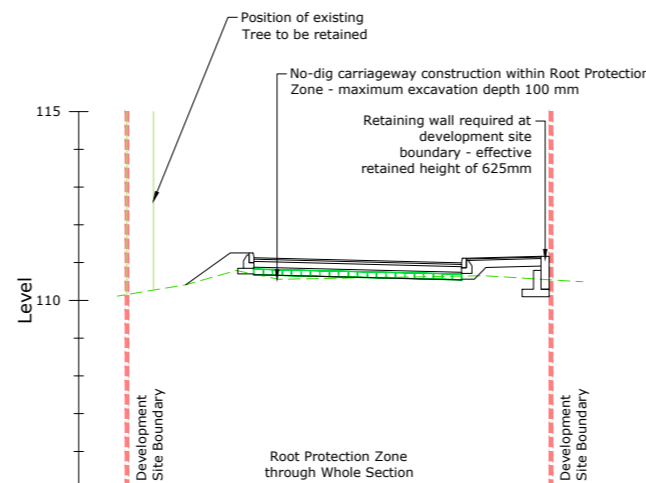
- Development Site Boundary
- Registered Land Boundary
- Land to be offered for adoption under Section 278/38 Agreement
- Tree Root Protection Zone
- 1:12 (Assumed)
- Indicative longitudinal gradient
- Cross section sample line and orientation of section view
- Indicative position of dwarf retaining wall - subject to detailed design
- 750mm wide Dutch Entrance Kerb
- Cross Section - existing ground profile

Carriageway Pavement Notes

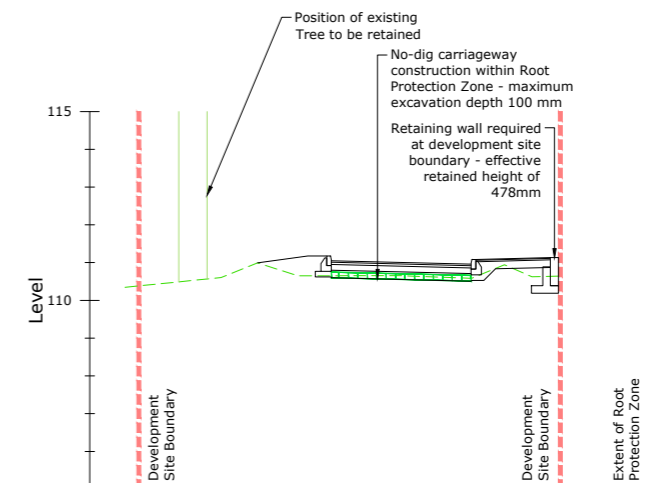
- The carriageway pavement is based on a minimum 2.3% CBR. The contractor is to carry out CBR testing in locations as agreed with SCC. Any areas of soft ground identified as having a CBR value of below 2.3% should be removed and replaced with a more suitable material (as set out in the DMRB document CD 225, paragraph 2.7).
- The extent of the areas to be excavated and fill material type are to be agreed with SCC. Should the ground CBR be generally less than 2.3%, consult the Engineer.
- Bond coats shall be applied between all bound layers of bituminous materials.
- The contractor is to undertake Road Core Samples to establish existing pavement construction. If the existing pavement layers are thicker than the proposed, then the higher thickness should be used.



Section B-B



Section C-C



Section D-D

Typical Section View  
[Scale - 1:100]

A First Issue  
Revision Notes: M1 RM AW 04/09/2023  
Dm Chk App Date

FOR PLANNING  
NOT FOR CONSTRUCTION



84 North Street Guildford Surrey GU1 4AU  
01483 531300  
9 Greyfriars Road Reading Berkshire RG1 1NU  
0118 206 2930  
Golden Cross House 8 Duncannon Street London WC2N 4JF  
020 7031 8141

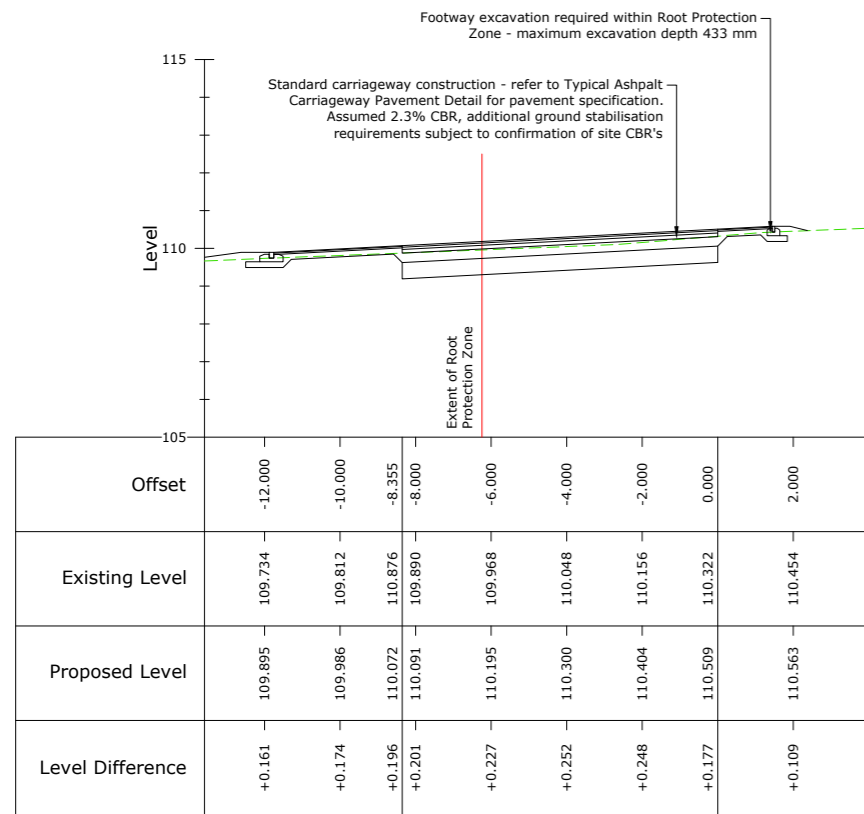
www.motion.co.uk



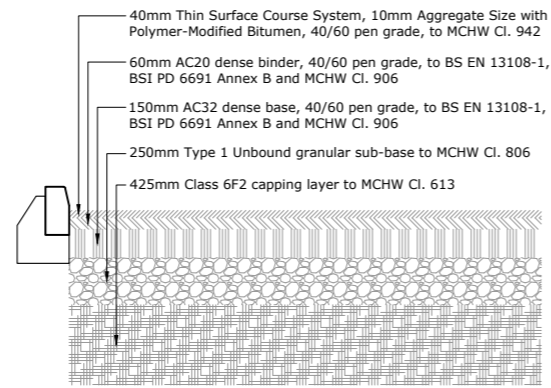
Project: Land off Chichele Road, Oxted

Title: Proposed Site Access  
Typical Cross Section  
Option 3 - 'Copenhagen' Crossing

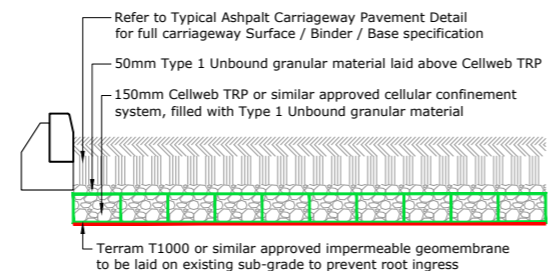
Scale: AS SHOWN Size: A1 Project No: 1907029  
Drawing: 1907029-SK-03 Revision: A



Section A-A



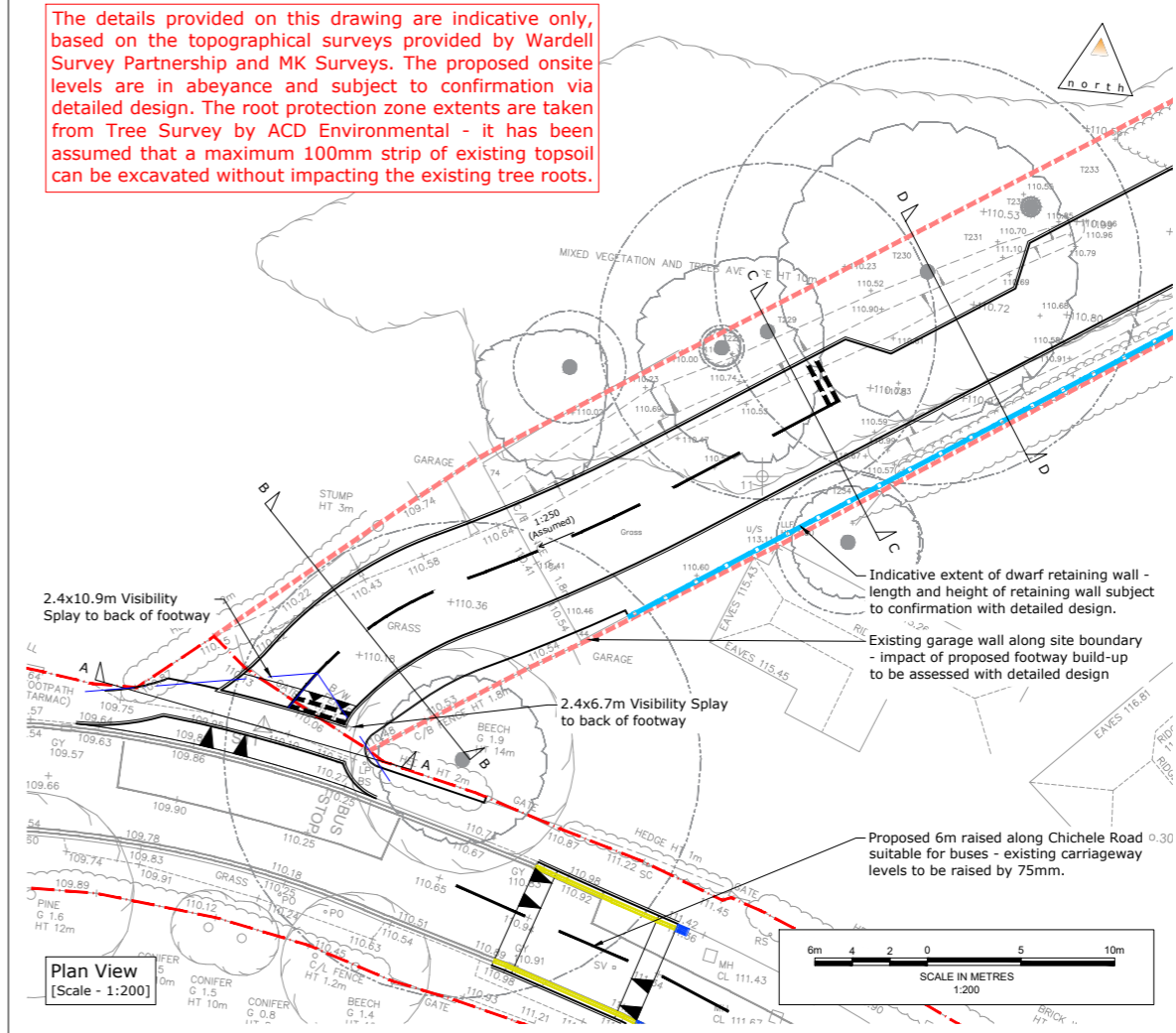
Typical Asphalt Carriageway Pavement Detail



Typical No-Dig Carriageway Pavement Detail

Indicative Construction Details [Scale - 1:50]

The details provided on this drawing are indicative only, based on the topographical surveys provided by Wardell Survey Partnership and MK Surveys. The proposed onsite levels are in abeyance and subject to confirmation via detailed design. The root protection zone extents are taken from Tree Survey by ACD Environmental - it has been assumed that a maximum 100mm strip of existing topsoil can be excavated without impacting the existing tree roots.



Plan View [Scale - 1:200]

Notes

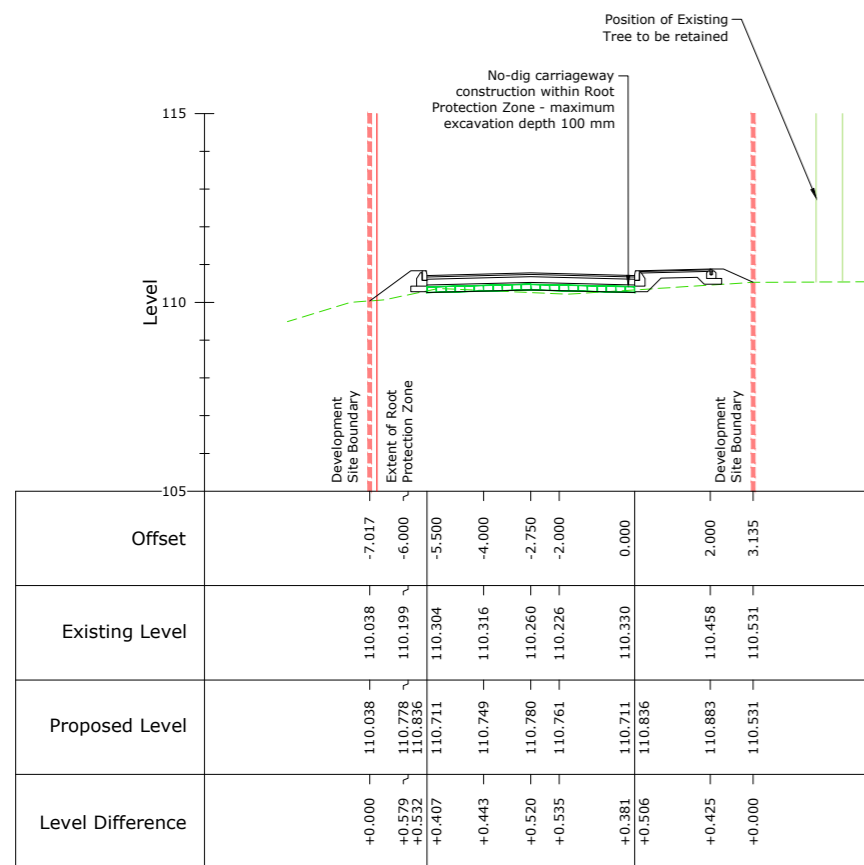
- All levels and dimensions are to be checked on site before any work commences. All dimensions are in metres unless stated otherwise.
- This drawing has been based on survey information provided by Wardell Survey Partnership and Motion cannot guarantee the accuracy of the data provided.
- Any discrepancies should be reported to the architect and/or engineer immediately, so that clarification can be sought prior to the commencement of works.
- This drawing should be read in conjunction with all other relevant architect and engineering details, drawings and specification.

Legend

- Development Site Boundary
- Registered Land Boundary
- Land to be offered for adoption under Section 278/38 Agreement
- Tree Root Protection Zone
- 1:12 (Assumed)
- Indicative longitudinal gradient
- Cross section sample line and orientation of section view
- Indicative position of dwarf retaining wall - subject to detailed design
- Cross Section - existing ground profile

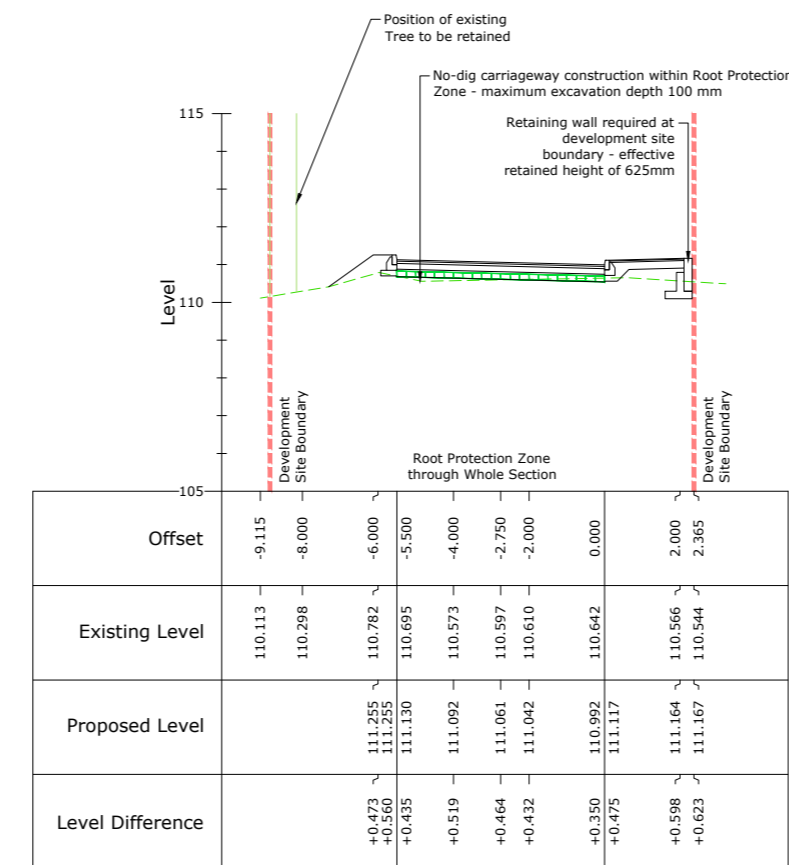
Carriageway Pavement Notes

- The carriageway pavement is based on a minimum 2.3% CBR. The contractor is to carry out CBR testing in locations as agreed with SCC. Any areas of soft ground identified as having a CBR value of below 2.3% should be removed and replaced with a more suitable material (as set out in the DMRB document CD 225, paragraph 2.7).
- The extent of the areas to be excavated and fill material type are to be agreed with SCC. Should the ground CBR be generally less than 2.3%, consult the Engineer.
- Bond coats shall be applied between all bound layers of bituminous materials.
- The contractor is to undertake Road Core Samples to establish existing pavement construction. If the existing pavement layers are thicker than the proposed, then the higher thickness should be used.

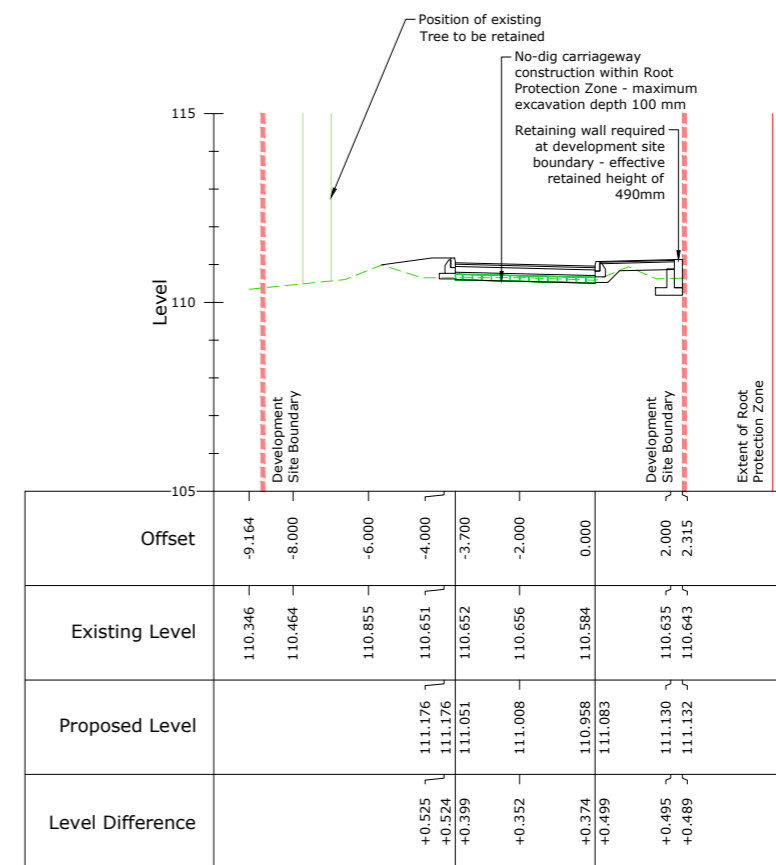


Section B-B

Typical Section View [Scale - 1:100]



Section C-C



Section D-D

A First Issue  
Revision Notes: Mh RM AW 04/09/2023  
Dm Chk App Date

FOR PLANNING NOT FOR CONSTRUCTION

84 North Street Guildford Surrey GU1 4AU  
01483 531300

9 Greyfriars Road Reading Berkshire RG1 1NU  
0118 206 2930

Golden Cross House 8 Duncannon Street London WC2N 4JF  
020 7031 8141

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Client: CALA HOMES

Project: Land off Chichele Road, Oxted  
Title: Proposed Site Access Typical Cross Section Option 2 - Raised Table Crossing

Scale: AS SHOWN Size: A1 Project No: 1907029  
Drawing: 1907029-SK-02 Revision: A