



**OFFICER REPORT TO LOCAL COMMITTEE  
(Epsom and Ewell)**

**PETITION RECEIVED  
DOWNS ROAD, EPSOM**

**8 DECEMBER 2010**

**KEY ISSUE**

To consider a petition requesting re-installation of the mini roundabout at the junction of Treadwell Road, following its removal in 2008.

**SUMMARY**

The mini roundabout that previously existing at the junction of Downs Road and Treadwell Road was removed as part of a package of traffic control measures delivered in 2008, following a history of accidents. There now exists a traditional crossroads with priority awarded to drivers travelling along Downs Road. Since the time of the scheme in 2008, accidents have been monitored so an assessment of its affect can be made.

**OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- i) Note the content of the petition
- ii) Agree that no significant alteration to this junction be given consideration until sufficient data becomes available to determine further alteration is needed.
- iii) Agree that officers write to the petitioners advising the decision of the Committee.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 A petition has been received comprising 103 copies of a letter headed “Liberal Democrat Mini Roundabout Petition” and with the wording “I would like Surrey County Council to re-install the mini roundabout on Downs Road before there is a serious accident”. Each copy has been individually signed, dated and gives an address.
- 1.2 The petition follows changes to the Downs Road layout in 2008, which included removal of a mini roundabout at Treadwell Road. The changes also included a series of speed cushions, islands and build outs, which create horizontal and vertical deflection to slow traffic.
- 1.3 Much of the justification for the scheme was the poor accident record at the junction of Treadwell Road perceived to be the result of confusion over priorities at the mini roundabout. The roundabout was replaced with a traditional crossroads junction with “give way” markings on each approach along Treadwell Road.
- 1.4 Following introduction of the mini roundabout in the late 90’s, there was a cluster of accidents resulting in injury. This levelled off initially but then slowly increased again. By the time plans were in place to remove the roundabout, injury accidents were averaging 2-3 each year.

## **2 ANALYSIS**

- 2.1 Since the scheme was installed in 2008, the number of recorded accidents has been monitored so it can be assessed what improvement has been achieved.
- 2.2 The Council has access to an accident database, which is maintained by Surrey Police using information gathered at collision scenes. Road safety is measured by assessing the number of collisions that have resulted in injury; accidents that result in damage only are not used for assessment purposes and do not appear on the database.
- 2.3 Since the scheme in 2008 there have been three accidents resulting in injury. In all cases, injuries were recorded as “slight “ and all were the result of drivers failing to give way when exiting Treadwell Road.
- 2.2 A series of speed surveys were conducted before the 2008 scheme and repeated after implementation. Despite removal of the mini roundabout, speeds in the vicinity of Treadwell Road were seen to have reduced.
- 2.3 Following this Committee’s agreement in September 2010, a small package of remedial measures is being developed for Downs Road, which includes illumination of 4 pairs of islands and revisions to the give way arrangement at the junction of Treadwell Road.

- 2.4 It was proposed at September's meeting that consideration be given to introducing "STOP" lines on each of the arms of Treadwell Road to reinforce the message to drivers of the need to give way to traffic travelling along Downs Road. Stop lines may only be introduced on the public highway with the permission of the Secretary of State and guidance given in the Traffic Signs Regulations and General Directions indicates their use should be restricted to those sites where drivers' visibility of approaching traffic is limited to 30 metres or less. Site investigations have found that visibility for drivers looking right when exiting the eastern arm of the junction, meets the criteria for a stop line and we await consent from the Secretary of State that this measure may be implemented.

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

- 3.1 The cost of the package of measures agreed in September, as described in section 2.3 of this report, is estimated at £15,000. Funding will come from the local allocation budget.

### **4 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 4.1 None perceived

### **5 CRIME AND DISORDER IMPLICATIONS**

- 5.1 None perceived.

### **6 CONCLUSION AND RECOMMENDATIONS**

- 6.1 It is recommended that alterations to this site be limited to the measures identified in section 2.3.
- 6.2 Also that officers continue to monitor this site to determine what improvement the latest remedial works have and identify what longer-term pattern of injury accidents may emerge.

### **7 REASONS FOR RECOMMENDATIONS**

- 7.2 The recent accident history does not provide the necessary justification to make any significant alteration to the Downs Road / Treadwell Road junction and statistical data collected before the scheme in 2008 indicates that re-introduction of a mini roundabout would result in an increase in injury accidents.

### **8 WHAT HAPPENS NEXT**

- 8.1 With the Committee's approval, officers will write to the petitioners, informing them of the Committee's decision.

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