

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 21 July 2021
SUBJECT: Improve the pedestrian and wheelchair crossing at the
College Road/Longdown Lane traffic lights in Epsom
DIVISION: Epsom Town & Downs; Ewell

PETITION DETAILS:

We the undersigned petition Surrey County Council to improve the pedestrian and wheelchair crossing at the College Road/Longdown Lane traffic lights in Epsom.

The number of people walking up to the Downs via Longdown Lane South increased significantly during the pandemic. This activity is expected to continue after “lockdown” eases as people appreciate the benefits of outdoor activity accessed on foot rather than car. However, people coming up from the North side of College Road, or from Longdown Lane North face two problems crossing over to Longdown Lane South:

1. There is no pedestrian phase for the lights. The high level of traffic at this crossing makes pedestrian crossing dangerous.
2. There is no dropped kerb at the crossing. This makes the crossing extremely difficult for those with wheelchairs or child-buggies. There is also no dropped kerb further down College Road towards the mini-roundabout with Alexandra Road.

Hence we request SCC to: (a) instal a pedestrian phase at these lights together with a suitable dropped kerb structure to facilitate crossing by wheelchair and child-buggy users, (b) consider the merits of further dropped kerbs along College Road such as at the mini-roundabout with Alexandra Road.

Started by: David Gulland

This ePetition ran from 01/05/2021 to 09/07/2021. 250 people have signed this ePetition.

RESPONSE:

Road safety and prioritisation of safety schemes

The council currently receives funding to be used specifically to reduce road casualties. In partnership with Surrey Police road collisions are monitored across the county. There are thousands of road traffic collisions every year that result in an injury, the vast majority of which are caused by human error. We focus our road safety resources on those sites where there are patterns of casualties, because we can then be reasonably confident of identifying whether an engineering intervention might help reduce the frequency of casualties at a particular site. We then prioritise investment in those sites with the highest frequency of casualties, where we believe an engineering intervention would be beneficial. Given the number of existing sites where there are patterns of casualties, when considering investment in road safety we are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency of casualties.

Surrey Police shares data on collisions where an injury has been recorded. The police record likely factors that may have contributed to a collision resulting in injury. Collision data may be viewed on the publicly-accessible website [Crash Map](#).

<http://www.crashmap.co.uk/>

When monitoring road casualties it is standard practice to review data from the most recent three year period. This enables patterns to be identified and sites to be compared. Available data for the most recent three year period records no collisions resulting in injury at the junction of Longdown Lane South and College Road.

The data shows that the junction does not have a recent history of collisions causing injury where a pattern can be identified. This means that specific road safety funding could not be justified when compared with other locations.

Schemes promoted by Epsom & Ewell Local Committee

As well as schemes to specifically address problems evidenced by a history of injuries, Surrey County Council does introduce other local highways improvement schemes. For example, these may be to improve traffic flow, relieve congestion, provide or improve facilities such as pedestrian crossings, or to address locations where residents have highlighted areas of concern. These are the types of schemes promoted via the local committee, with consideration of all schemes and available funding.

In this case, as referenced in the petition, it is clear that the current layout does not serve all users. It also represents a potential barrier for movement by sustainable travel means, i.e. for non-motorised users as well as mobility-impaired users.

Schemes promoted by the local committee could include modifications to provide dedicated pedestrian facilities within the junction and the immediate approaches.

Committee maintains a prioritisation list of potential highway improvement schemes. Should Committee be minded to include an assessment to investigate potential measures at the junction this could be added for consideration in a future highways programme. It should be noted that a scheme to introduce full pedestrian facilities exceeds the budgets likely to be available to Committee for the foreseeable future. Should a scheme be promoted it is likely that external funding would need to be identified.

Divisional members currently receive a small amount of funding for highways improvements. Smaller improvements, such as providing dropped kerbs as referenced in the petition, may be feasible with this funding. Divisional members may consider suitable measures within their own highways budgets, alongside other requests, priorities and commitments.

RECOMMENDATION

The Local Committee is asked to:

- (i) Note the response.
- (ii) Decide whether to include a scheme on the prioritisation list for consideration in a future highway programme

Contact Officer: Nick Healey, Area Highways Manager