

Cotswold Road, Downs Road, Sutton Lane Junction, Belmont

Indicative Timing: 10 Minutes

Report Title	Cotswold Road, Downs Road, Sutton Lane Junction, Belmont		
Committee	Sutton South, Cheam and Belmont Local Committee		
Committee Date	26 November 2020		
Committee Chair	Councillor Tony Shields		
Report From	Alex Constantinides, Interim Assistant Director, Highways and Transport		
Report Author(s)	Lynn Robinson, Senior Engineer 07395374525 Ian Price, Highways and Transport Team Leader		
Ward(s) Affected	Belmont		
Ambitious for Sutton priorities	Being Active Citizens Keeping People Safe		
Open/Exempt	Open		
Signed		Date	23 November 2020

1. Summary

- 1.1. A road traffic accident happened at this junction on 11 November 2020. Ward Councillors and residents expressed concern about the safety of this junction and asked that it be reviewed.

2. Recommendations

- 2.1. To note that the existing road markings will be refreshed and some additional road markings added, as highlighted in 4.1.
- 2.2. To note that the short term options intended to improve road safety, highlighted in 4.2, will be explored, including the financial implications of any such measures.

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3. Background and Key Information

- 3.1. A road traffic accident happened at this junction on 11 November 2020.
- 3.2. A plan showing the existing layout of the junction can be found at Appendix A.
- 3.3. A site visit confirmed there are 'crossroads ahead' warning signs, SLOW markings on the carriageway, a flashing speed indicator sign, give way signs on approaches to the junction and anti skid surfacing, hatching with faded red surfacing, and a right turn lane in the centre of the junction.
- 3.4. From the site visit the following observations were made:
 - The existing anti skid surface material is worn in places
 - Some sections of the road surface is in a poor condition
 - Downs Road give way markings are worn in places
 - Some sections of the central red surfacing and hatching is worn in places
- 3.5. These roads have a regular inspection regime of monthly visits, where road conditions are assessed and as a result of the recent inspection an order had been issued to refresh the give way markings on Downs Road.
- 3.6. Officers have contacted both Transport for London (TfL) and Surrey County Council (Surrey CC) with regards to the junction. TfL have assisted in confirming the road collision data and have offered further support in reviewing the junction when any options are developed.
- 3.7. Officers have reviewed the junction accident record for the 60 months to the end of April 2020 provided by TfL, and the details of those collisions can be seen below.

2016

1 accident - 2 slight casualties, dry and light, involved a car on Downs Road heading west to east and a car going south in Cotswold Road, police on scene.

2017

2 accidents

October 2017

1 slight casualty, dry and light, involved car turning right turn out of Downs Road east arm and car heading south on Cotswold Road, police on scene.

October 2017

1 slight casualty, dark and wet, involved a car tuning right out of Downs Road east and a motorcyclist also on Downs Road east arm heading west, police on scene.

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2018

3 accidents

February 2018

1 slight casualty, dry and light, involving a motorcyclist heading north on Sutton Lane but unknown movement of van, a self reported accident.

March 2018

1 serious casualty and 2 slight casualties, dry and light, involving a car from Sutton Lane heading north, a car going across the junction from Downs Road east arm and a car heading south of Cotswold Road, police on scene.

September 2018

1 slight casualty (5 year old pedestrian), dry and light, car heading west to east on Downs Road and a pedestrian westbound but not unknown how the accident happened, police on scene.

2019 and 2020

Up to April 2020 latest data available: 0 accidents.

- 3.8. From the above, it can be seen that there are no consistent contributory factors that might lead to a conclusion that a certain course of action will address the specific collisions.
- 3.9. The accident on 11 November 2020 (morning - light, wet/damp) involved a vehicle travelling west on Downs Road (eastern arm) with the intention of continuing west into Downs Road and was waiting across the road, (having advanced past the give way line of the junction), and a vehicle travelling south along Cotswold Road.
- 3.10. The next section of the report sets out the options that can be considered depending on the different timescales, but it is important to note and reiterate that there are key issues that will affect any options/proposals and they have not been fully investigated at the time of writing the report.

4. Benefits to Sutton and its Residents

- 4.1. Immediate measures to be undertaken to improve road safety at this junction:
- Replace worn anti-skid surface, but existing road surface is in a poor condition so further investigation is needed to see if the current surface is suitable or a surfacing dressing / new surface needed.
 - Refresh all the white lining road markings
 - Each arm already has one 'SLOW' but add another one on Cotswold Road and Sutton Lane.
 - 30mph roundel painted on the carriageway where the speed limit changes from 60mph to 30mph - with the agreement of Surrey CC.

4.2. Possible short term safety measures to be considered are:

- 20mph speed limit for the area including Downs Road, Cotswold Road and Chiltern Road. A speed enforcement camera can be requested from TfL but is not guaranteed.
- Yellow backing boards for the existing 'crossroad ahead' warning signs
- Yellow backing boards for give way signs
- Single yellow line to double yellow lines on Cotswold Road at the junction to improve visibility
- White edge of carriageway markings in Sutton Lane
- Install red backing to SLOW carriageway markings
- Hazard marker posts around the junction to highlight the junction
- Change of priorities at the junction
- Raised entry treatments
- Flashing vehicle activated signs or road safety campaign signs
- Trees on Sutton Lane to be cut back if found to be encroaching on the sightlines.

4.3. Medium-to-long term safety measures to consider are:

- One way workings
- Banned turns
- Large roundabout involving land take
- Double mini roundabout involving land take
- Traffic signalled junction involving land take
- Widening Downs Road / other road alignments involving land take

5. Implications

- 5.1. Any physical measures and changes to the road layout are likely to need the agreement and support of Surrey CC and/or Reigate and Banstead Borough Council colleagues, as the borough/county boundary runs along the southern kerb line of Downs Road. Initial discussions have been held with them around options for reviewing the speed limits, and Surrey CC have agreed to work together to investigate options, should it be considered appropriate.
- 5.2. Any medium- to long-term measures to be considered for this area should be done in conjunction with the future plans of the London Cancer Hub development. Development sites in the area for the Hospital site and London Cancer Hub will have a significant impact on traffic levels in the area, and forward transport planning for those sites will identify what those impacts will be.
- 5.3. The investigation into measures for these roads may result in officers proposing measures in other roads also.

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- 5.4. At the time of writing the report, the cost of any agreed short or long term measures is not known and the TfL Local Implementation Plan (LIP) funding in the long term remains uncertain.
- 5.5. There is also a need to be mindful of current consultations that relate to proposals to change a number of the local bus routes in the area. TfL advise that 'proposals would help to make the bus network simpler, more efficient, accessible to key locations and developments, and to ensure our resources are invested in the locations where passenger demand is highest'. Any junction review must ensure bus accessibility is a key consideration.

6. Finance and Legal Commentary

Finance Comment

- 6.1. Immediate measures will be met from the highway maintenance budget.
- 6.2. There was no TfL funding identified in the approved LIP highway improvements programme for this junction in 2020/21.
- 6.3. TfL funding was put on hold in March 2020 due to the covid situation but TfL have recently announced that they are reinstating funding for the second half of the financial year (H2), and asked boroughs to reassess their previously approved LIP programmes. Short term measures will be considered within any available capacity within the TfL budget.

Financial Risks

- 6.4. Short term measures are being considered but there is no guaranteed funding to implement any of them at this time.

Legal Comment

- 6.5. The Council, as the Traffic Authority for these roads, is empowered under the provisions of the Road Traffic Regulation Act 1984 to make traffic management orders (TMO) to control or regulate vehicular and other traffic on an experimental or permanent basis, including imposing speed restrictions.
- 6.6. Any TMO would be made in accordance with the detailed provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI No.1996/2489). This includes consultation, publication of notice of any proposed order, consideration of any objections received before any Order is confirmed, with or without modification, and giving notice of any order made.
- 6.7. Any changes in speed limits in SurreyCC would require them to progress them using their own Traffic Regulation Order procedures and approvals, and would need to be complete before any changes could be made.

Legal Risks

6.8. At this preliminary stage there are no legal risks since the Council is exploring options.

7. Appendices and Background Documents

7.1. Appendices

Appendix Letter	Appendix Title
A	Area Plan

7.2. Background Documents

Date of Expiry	Background Document
None	None

8. Audit Trail and Consultations

Consultees	Yes/No	Officer	Date of Comments
Finance	Yes	Tony Cooke Senior Finance Lead	20/11/2020
Legal	Yes	David Fellows Assistant Head of Law	20/11/2020
EQIA	No	N/A	N/A
Version			Date
Draft			23/11/2020
Final			23/11/2020