



**OFFICER REPORT TO LOCAL COMMITTEE  
(EPSOM AND EWELL)**

**A240 REIGATE ROAD, EWELL - CHANGE OF SPEED LIMIT**

**MARCH 2009**

**KEY ISSUE**

To consider imposing a speed limit of 30mph on the A240 Reigate Road between Ewell By Pass and a point 100m southeast of Longdown Lane North, and to retain a speed limit of 40mph on A240 between College Road and the point 100m southeast of the junction with Longdown Lane North.

**SUMMARY**

The A240 Reigate Road, Ewell, has one of the worst road safety records in the County. (1 fatal, 4 serious and 11 slight collisions in 3 years over an 830m section). Following an investigation of vehicle speeds and collision patterns it is proposed to reduce the speed limit from 40 mph to 30 mph between Ewell by Pass and a point 100m southeast of Longdown Lane North.

## OFFICER RECOMMENDATIONS

**The Local Committee (Epsom and Ewell) is asked to agree:**

- (i) That authorisation is given to advertise the proposed traffic regulation order to introduce a 30 mph speed limit on A240 Reigate Road between Ewell By Pass and a point 100m southeast of the junction with Longdown Lane North.
  
- (ii) To retain the 40mph speed limit on the A240 from a point 100m southeast of the Longdown Lane North junction to the College Road junction.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 Following monitoring and analysis of collisions on the highway network throughout Surrey to identify safety camera sites, the A240 was found to have one of the worst safety records in the County.
- 1.2 Between Jan 2005 and Oct 2008 there have been 29 personal injury collisions of which there have 2 fatal and 6 serious. 8 of the 11 northbound collisions have occurred with 500m of Longdown Lane North. 9 of the 18 southbound collisions have occurred around the NESBOT area.
- 1.3 There have been 4 pedestrian, 6 pedal cycle, 9 motorcycle, 7 shunt, 6 overtaking, and 4 loss of control collisions.
- 1.4 Speed surveys were undertaken to establish the extent of the problem and to determine whether safety camera enforcement would be worthwhile. Two one week speed surveys were carried out, one near to NESBOT car park entrance, and one near to Longdown Lane North.
- 1.5 At the Nesbot site, the northwest bound traffic mean speed was 34mph and the 85%ile speed was 39mph. The southeast bound flow mean speed was 35mph and the 85%ile speed was 40mph.
- 1.6 At the Longdown Lane North site, the northwest bound mean speed was 35mph and the 85%ile speed was 41mph. The southeast bound traffic had a mean speed of 35mph and the 85%ile speed was 40mph.

## 2 ANALYSIS

- 2.1 The results show that compared to the current speed of 40mph that the measured speeds are not excessive. Therefore safety camera enforcement would not be warranted. However due to the number of collisions along the length of Reigate Road, lowering of the speed limit should be given consideration. (Annexe 1 shows collision locations)
- 2.2 The majority of collisions have occurred between Longdown Lane North and Ewell by Pass. A number of these collisions have taken place at the junction of Reigate Road and Longdown Lane North. By reducing the speed limit to 30mph approximately 100m southeast of the junction (between Nos. 110 and 112 Reigate Road) the junction would benefit from a reduced approach speed. Annexe 2 shows the proposed speed limit change location.
- 2.3 The measured 85%ile speeds are well within the current 40mph limit, and mean speeds are not far from the proposed 30mph limit.

### **3 OPTIONS**

- 3.1 The existing 40 mph speed limit is reduced to 30 mph between Ewell by Pass and a point 100m southeast of Longdown Lane North. At the change of speed limit a gateway effect would be used with yellow backed signing on both sides of the carriageway. In addition VAS reading 30mph and slow down would be added on the approach to the change.
- 3.2 The section of Reigate Road between a point 100m southeast of Longdown Lane North and College Road junction would remain a 40mph speed limit.
- 3.3 The entire length of Reigate Road between Ewell by Pass and College Road could become a 30mph speed limit to give consistency to the 30mph section of the A240 on the Reigate and Banstead side of the Drift Bridge. However, The Police would not support this section having a reduction in speed limit at present.

### **4 CONSULTATIONS**

- 4.1 Surrey Police have been consulted. Their support is given to reducing the speed limit between Ewell by Pass and the point 100m south of Longdown Lane North, but not to a change over the entire length of the A240 Reigate Road.

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

- 5.1 The costs of making the Traffic Regulation Order for the new speed limit and the provision of new 30 mph speed limit signs should not exceed £5000. Additional VAS may be provided to enhance the changes.

### **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 The speed limit restriction would apply to all road users.

### **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 The proposed measures will reduce the risk of collisions along Reigate Road making the community safer.

## 8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The proposed change to a 30mph speed limit should reduce the severity and number of collisions on one of the worst sections of the highway network in the county.

## 9 REASONS FOR RECOMMENDATIONS

- 9.1 The number and severity of collisions on the A240 will be reduced by lowering the speed limit to 30mph.

## 10 WHAT HAPPENS NEXT

- 10.1 The Traffic Regulation Order will be advertised. Any objections to the proposals will be considered by the Local Highway Manager, Chair, Vice Chair and Local Borough Members. If no objections are received the Traffic Regulation Order will be made.

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<b>BACKGROUND PAPERS:</b>	none

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