



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

**NEW SPEED LIMIT  
AT TATTENHAM CORNER, EPSOM DOWNS  
2 MARCH 2009**

**KEY ISSUE**

To approve a change to the speed limit from 40 to 30mph along a section of Tattenham Corner Road near Tattenham Crescent.

**SUMMARY**

This report proposes a rationalisation of the speed limit at Tattenham Corner, Epsom Downs on the approach to an equestrian crossing, road junctions, a sharp bend and existing 30mph in a 'built-up' area, to improve road safety.

**OFFICER RECOMMENDATIONS**

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

- (i) Authority is given to advertise a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to implement the proposed speed limit changes shown in Annex A; and subject to no objections being maintained the order be made;
- (ii) That the Local Highways Manager be authorised, in consultation with the Chairman and Divisional Member, to consider any objections received.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 During 2003, changes were made to the speed limit on Epsom Downs, reducing it from 60 to 40mph.

Currently this section of road is subject to a 40mph speed limit. It includes an equestrian crossing, two junctions with Tattenham Crescent (B2221), a sharp bend and adjoins an existing 30mph speed limit at its terminal point at Epsom Lane North which is a 'built-up' area on one side with street lighting. Tattenham Crescent also has a speed limit of 30 mph at the borough boundaries with Reigate and Banstead.

- 1.2 A request has been made by Surrey County Councillor Nick Harrison to rationalise the speed limit on this section of road, by reducing it to 30mph.

## **2 ANALYSIS**

- 2.1 At present, when travelling north along Epsom Lane North, the speed limit changes to 40mph on the approach to the busy junction with poor visibility and other aforementioned hazards. This might appear to invite drivers to increase their speed when they perceive they are entering 'open country', which is not the case.
- 2.2 Surrey County Council records show that between January 2005 and October 2008 there have been three collisions at/near the southernmost junction resulting in four slight and two serious personal injuries.

## **3 OPTIONS**

- 3.1 Consideration was given to including the roundabout at the junction with Old London Road within the proposed 30mph speed limit. At present there is good visibility here with no record of collisions resulting in personal injury over the period investigated (Jan 2005 – Oct 2008). However, if it were included, more road signs around the roundabout would be needed and these could be visually obtrusive and detrimental to the visibility on the Downs.

## **4 CONSULTATIONS**

- 4.1 East Surrey Highways are in the process of consulting Surrey Police and Epsom and Walton Downs Conservators.

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

- 5.1 The total cost of advertising and implementing the recommended speed limit changes is approximately £8000.
- 5.2 The cost will be met by: £2000 (Traffic Regulation Order costs) from Surrey County Councillor Nick Harrison and the remaining £6000 from the 2009/10 LTP budget.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 The reduction of speed and improved safety in this area will benefit all Highway users and visitors to the Epsom Downs amenities, particularly vulnerable users such as horse riders, pedestrians and cyclists.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 Crime and disorder surveys have identified speeding as a major concern for residents in Surrey. Surrey County Council is committed to working in partnership with Surrey Police to tackle issues of speeding and to improve road safety. The proposed reduction in speed limits together with Surrey County Council's wider speed management programme will contribute towards making Surrey's roads safer for all users.

## **8 OTHER IMPLICATIONS – SUSTAINABLE DEVELOPMENT**

- 8.1 The implementation of the reduced speed limit will result in a reduction of road signs and thereby improving the visual amenity. Four powered signs will be removed, as illuminated signs are no longer necessary at these locations, thus reducing energy consumption.

## **9 CONCLUSION AND RECOMMENDATIONS**

- 9.1 The change to speed limit should reduce vehicle speeds near a busy junction on Epsom Downs and reduce vehicular collisions and personal injury resulting from them. It will also reduce the number of road signs and the power consumption to illuminate them.
- 9.2 It is therefore recommended that the speed limit change be approved as set out on the front page of this report.

## **10 REASONS FOR RECOMMENDATIONS**

- 10.1 To rationalise the speed limit on Epsom Downs in the interest of road safety.

## 11 WHAT HAPPENS NEXT

- 11.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed speed limit changes will be displayed in the local press and on site.
- 11.2 Subject to no irresolvable objections received, a Traffic Regulation Order will then be made and new signs installed and/or existing signs removed as appropriate for the new speed limit during 2010/11.

**LEAD OFFICER:** David Curl, Local Highway Manager (Epsom and Ewell)  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** eastsurreyhighways@surreycc.gov.uk  
**CONTACT OFFICER:** Yvonne Bowler, Technician (Epsom and Ewell)  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** eastsurreyhighways@surreycc.gov.uk  
**BACKGROUND PAPERS:**

Version No.      Date:                      Time:                      Initials:                      No of annexes: