

Proposal to install running rail alongside key gallops and horsewalks on Epsom and Walton Downs.

The Conservators have seen and discussed the Review into the Safety for Users of Epsom and Walton Downs that was prepared by Arden Risk Consultancy. This independent report noted that the Downs have always been well used by leisure users, walkers, cyclists, leisure riders and model aeroplane enthusiasts, but that first and foremost they are for the training of racehorses.

The report looked at all users of the Downs, and the conflict of uses that has resulted in unsafe situations for all parties – the public, racehorses, their work riders, and leisure riders. The report made a number of recommendations based on risk reduction, including increased signage, a Downs awareness and education programme, and the use of physical barriers as an obvious measure to reduce the number of near misses and incidents associated with both loose racehorses and people or cyclists inadvertently walking onto the grass or artificial surfaced gallops.

Safety signage has been increased already. Signage will be further improved when the EAFRD funded Downs Signage Project is activated. The Jockey Club have engaged a local PR company who are already rolling out a Downs awareness campaign.

The single most effective risk reducer will however be to install running rail alongside the gallops and busiest walkways, and to erect Staggered Crossing Measures at the crossing points along the gallops.

The Jockey Club has developed a plan whereby running rail and staggered crossing measures will be installed at various locations outlined below, and which are illustrated on the attached map and in the attached photo montages :

A: The existing Fibre Sand Gallop

- This gallop is 5.5 furlongs long
- It already has running rail on either side of the gallop. However, we feel that this should be renewed as part of the plan.
- We plan to install a staggered crossing mechanism on either side of the gallop at the point where the gallop meets the track that was formerly the Walton Road. This point is marked with x's on the map.

B: The horsewalk adjacent to the Travellers Site used for The Derby

- This horsewalk is approximately 3 furlongs long
- There is currently no running rail along this horsewalk. However, following the Health and Safety report we plan to install approx. 3 furlongs along one side of the horsewalk only.
- There will be slip rails at furlong intervals that will be open outside of the Training Hours.

- C: The route from Mr Attwater's yard to the Tattenham Corner racecourse crossing
- There is an existing horsewalk from Mr Attwater's yard to the course crossing
 - It is approximately 1 furlong long.
 - Following the Health and Safety report, we plan to install running rail along this horsewalk to separate horses from the high numbers of people in this area more effectively.
 - No slip rails would be installed on this short section of running rail.
- D: The Polytrack Gallop
- This gallop is 7 furlongs long.
 - There is currently no running rail on either side of the gallop, yet this gallop is where many of the incidents between horse, cyclist and/or jogger occur.
 - Following the Health and Safety Report, we plan to install such rail on both sides of the 7 furlong gallop
 - There will be slip rails at furlong intervals that will be open outside of the Training Hours.
 - We plan to install a staggered crossing mechanism on either side of the gallop at the point where the gallop meets the track that was formerly the Walton Road. This point is marked with x's on the map.
- E: The Bottom Gallop
- This gallop is 9 furlongs long
 - We do not propose to install running rail along this gallop, as the risk assessment concludes that the interaction between horse and human is far lower than at the other locations..
 - However, we do plan to upgrade the current somewhat primitive and ineffective crossing control measure by installing a staggered crossing mechanism on either side of the gallop at the point where the gallop meets the track that was formerly the Walton Road, close to the junction with Ebbisham Lane. This point is marked with x's on the map.

All running rail is removable. At the time of writing it is unclear whether its installation requires planning consent or not, but advice is being sought. Most importantly, all the running rail other than the short section between Mr Attwater's yard and Tattenham Corner will have slip rails every 200 metres. These rails can be opened and closed, and the intention is that they are left open outside of the Training Hours.

The proposed Staggered Crossing Mechanisms are found in many areas of the country. In the equine world they are known as horse traps, as a horse will not normally go through them unless being ridden. In simple terms they create a zig-zag that must be passed through. The purpose of installing them at key gallop crossing points is to make pedestrians and cyclists not only more aware of the risk of a horse travelling towards them at speed, but

also to slow the cyclists down. The mechanisms do **not** prevent either pedestrians or cyclists or hack riders from crossing the gallop. Experience from both Lambourn and Newmarket makes The Jockey Club strongly recommend that the SCM's are made of a different material than the running rail, hence the wooden design. The sides would be permanent, but the design allows for the zig-zag barriers within the small enclosure to be removed in an emergency.

The Conservator's are asked to approve The Jockey Club plans to address the concerns raised in the independent Health and Safety Report , subject to any Planning Consents that may or may not be required .