



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

### **A24 EWELL by PASS / B2200 CHEAM ROAD MODIFICATION TO EXISTING TRAFFIC SIGNALS**

**SEPTEMBER 2007**

#### **KEY ISSUE**

To prohibit the right turn from A24 Ewell by Pass into B2200 Cheam Road

#### **SUMMARY**

There have been 17 accidents at the junction since 2004, one of which was fatal, and a pattern of accidents involving right turning movements has emerged. By banning the southbound right turn movement from the A24 into the B2200 the risk of accidents will be reduced. It is intended to make a traffic regulation order to make the right turn manoeuvre illegal.

#### **OFFICER RECOMMENDATIONS**

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

- (i) Authorisation is given to advertise the proposed traffic regulation order to prohibit the right turn movement from the A24 into the B2200, and that if no objections are received the order be made.
- (ii) To revoke the existing "no U-Turn" traffic regulation order
- (iii) Authorisation is given to the Local Highway Manager in consultation with the Chair, Vice-Chair, and Local Members to consider any objections to the proposals.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 Following a review of accidents at the junction of A24 Ewell by Pass and the A232/B2200 Cheam Road a pattern of accidents has emerged involving southbound right turn movements into the Ewell village section of Cheam Road (B2200).
- 1.2 Although the majority of the accidents involved only slight personal injury, one of the collisions resulted in a fatality caused by a vehicle turning right into Cheam Road across the path of a vehicle heading northbound.
- 1.3 It was noted from site observations that due to the right turn lanes from A24 turning (into the A232 Cheam Road) being separately controlled in the phasing of the traffic signals, some motorists were wrongly assuming that northbound straight ahead traffic will stop at the same time as the right turning traffic. However the red phases do not come up at the same time thereby allowing traffic to flow southbound. Motorists turning into the B2200 are often not expecting the straight ahead movement. The higher speed of traffic heading northbound makes judgement of approaching vehicles speed more difficult.

## **2 ANALYSIS**

- 2.1 To prevent the right turn movement there needs to be a Traffic Regulation Order in place for southbound traffic that directs vehicles "Ahead only".
- 2.2 This type of Order will endorse the situation for all three southbound lanes, with straight ahead arrow road markings and green ahead only arrows on the green signals. Drawing No. 550061/5 shows the proposed layout.
- 2.3 It will be necessary to revoke the "No U-Turn" manoeuvre to comply with the legal requirements but this will not change the operation of the junction as southbound vehicles will still not be able to U-Turn by virtue of the "Ahead Only" order.

## **3 OPTIONS**

- 3.1 The existing full green signal heads will be changed to show green ahead only arrows that will endorse the no right turn movement. The approach arrow road markings on the Ewell by Pass will be amended to show straight ahead arrow markings.

- 3.2 It is not possible to physically prevent vehicles turning right into Ewell Village as any build out would adversely affect the vehicles emerging from the B2200 heading towards the A232.

#### **4 CONSULTATIONS**

- 4.1 Surrey Police have been instrumental in requesting the changes to the junction.

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

- 5.1 The Traffic and Road Safety Group will be funding the costs of all minor alterations to the junction and the legal costs of making the Traffic Regulation Order.

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

- 6.1 None for the purpose of this report

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

- 7.1 The proposed measures will reduce the risk of collisions at this junction making the community safer.

#### **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The proposed amendments to the junction layout will reduce the risk of collisions for vehicles turning right into the B2200.

#### **9 REASONS FOR RECOMMENDATIONS**

- 9.1 Preventing vehicles from turning right will reduce conflict with northbound vehicles.

#### **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 Members. If no objections are received the Traffic Regulation Orders will be made and the amendments to the traffic signals will be implemented.

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