



**OFFICER REPORT TO LOCAL COMMITTEE
(Spelthorne)**

**A3044 STANWELL MOOR ROAD / PARK ROAD
BANNED U-TURN**

10 October 2011

KEY ISSUE

To agree the implementation of a ban on 'U' turn movements at the junction of Stanwell Moor Road and Park Road, Stanwell, and the authority to advertise a Traffic Regulation Order.

SUMMARY

A history of accidents at the Stanwell Moor Road and Park Road, Stanwell, has indicated that the recent incidents have been caused by inappropriate U-turning movements by south-bound vehicles. In order to reduce incidents overall and specifically remove the likelihood of U-turn accidents it is proposed to ban this vehicle movement. This will be implemented following the making of a Traffic Regulation Order by the installation of 'no U-turn' signs incorporated within the signal housings.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- i. agree the advertising of Traffic Regulation Order in accordance with the Traffic Regulation Act 1984 and subject to no objections being received, the Order be made.
- ii. the Area Team Manager (NE) in consultation with the Chairman of the Local Committee and Local Divisional Member and leader of the Borough Council resolve any objections received in connection with the proposals.
- iii. agree to the implementation of the scheme once the Traffic Regulation Order has been made.
- iv.

INTRODUCTION AND BACKGROUND

1. The A3044 Stanwell Moor Road links the A3113 Airport Way/M25 to the north and A30 London Road to the south. The B378 Park Road passes through Stanwell to the east and subsequently rejoins the A30 London Road to the south.
2. Stanwell Moor Road is dual carriageway from A3113 southwards to the Park Road junction, and becomes single carriageway just south of the junction. B378 Park Road is a single carriageway road. The roads are subject to the National speed limit and 30mph respectively.
3. There has been a series of accidents at this junction over the preceding years and has been discussed by the Casualty Reduction Working Group for Spelthorne. At such meetings the group consisting of the local traffic engineers, SCC Safety Team and Police discuss the factors that may contribute to the accidents and how these may be overcome.
4. There have been 11 accidents at this location during the period 2007-2010. There is no specific pattern to the majority of these accidents, however in 2009/10 three accidents involve southbound vehicles carrying out a u-turn manoeuvre one of which was classified as serious.

ANALYSIS

5. The accidents appear to be caused by motorist that may have driven south along Stanwell Moor Road in error, and are turning around at the first available junction. The signalisation of this junction and that other motorists are not expecting such manoeuvres, is contributing to these incidents.
6. It would be more appropriate that these drivers continue south to the Crooked Billet roundabout to turn around, or turn left into Park Road to find a more suitable a safer location to turn around.
7. To ensure that motorists are in future deterred from attempting to carry out a u-turn at the junction, and reduce accidents, the most cost effective solution is to introduce a banned u-turn movement.
8. To ensure the banned movement is effectively signed and can be enforced, the introduction of 'no u-turn' signs would be erected as integral signs within the traffic signal housing, and a Traffic Regulation Order banning the movement made.

FINANCIAL IMPLICATIONS

9. Funding to undertake this work will be provided from the Surrey County Council Traffic Safety Team funds and is estimated to cost approximately £4,000.

EQUALITIES AND DIVERSITY IMPLICATIONS

10. Surrey Highways always endeavours to undertake work on the public highway that does not prejudice any user group.

CRIME AND DISORDER IMPLICATIONS

11. There are no direct implications for this report.

REASONS FOR RECOMMENDATIONS

12. To provide safety improvements and reduce the risk of accidents at the A3044 Stanwell Moor Road / Park Road junction.

WHAT HAPPENS NEXT

13. Approval will allow a Traffic Regulation Order to be progressed, and for the signing to subsequently be installed into the signal housing.

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BACKGROUND PAPERS:	None