



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

**C230 GREEN STREET / NURSERY ROAD, SUNBURY
PROPOSED CONTROLLED PEDESTRIAN PHASES AND
RIGHT TURN LANE**

30 JUNE 2008

KEY ISSUE & SUMMARY

To consider the introduction of controlled pedestrian phases and a right turn lane at the junction of C230 Green Street / Nursery Road, Sunbury.

OFFICER RECOMMENDATIONS

The Local Committee (Spelthorne) is asked to agree that:

- (i) the proposed controlled pedestrian phases and right turn lane at the junction of C230 Green Street and Nursery Road, Sunbury as shown on Drg. No. 6546-03 at **Annex A** be approved;
- (ii) construction of the proposal is funded from the 2008/09 Local Transport Plan budget.

1 INTRODUCTION AND BACKGROUND

- 1.1 The junction between C230 Green Street and Nursery Road, Sunbury has no controlled pedestrian facilities. It is heavily used by parents and schoolchildren of St. Ignatius RC Primary School which is adjacent to the junction; three other schools exist on or just off Nursery Road. The lack of pedestrian facilities at the junction was highlighted during the Safe Routes to School project that was started in 2000 following which a scheme to introduce controlled pedestrian facilities and a right turn lane at the junction of Green Street and Nursery Road was approved by this Committee on 10 November 2003.
- 1.2 This report seeks approval to the current layout and approval to construct the scheme during the current financial year.

2 ANALYSIS

- 2.1 The design to incorporate controlled pedestrian facilities at the junction of Green Street and Nursery Road, Sunbury has been developed as shown at **Annex A**. The scheme includes pedestrian phases in Nursery Road and Green Street to the north of the junction and a right turn lane from Green Street into Nursery Road. The previously approved scheme included traffic signal control of the junction between Green Street and Manor Gardens but this has now been omitted from the proposal as described below.
- 2.2 During the three year period 1 January 2005 to 31 December 2007 there was one personal injury collision at the junction; it did not involve a pedestrian.
- 2.3 Until a few years ago, a school crossing patrol operated outside St Ignatius School but was withdrawn.
- 2.4 Statutory authority diversions, including some by BT, will be required and will increase the period of construction.

3 OPTIONS

- 3.1 The introduction of the two controlled pedestrian crossings would reduce the capacity of the junction. A new right turn lane from Green Street into Nursery Road has therefore been proposed to allow southbound Green Street traffic to proceed without being held up by waiting right turning traffic.
- 3.2 The previously approved scheme included signal control of the junction between Manor Gardens, which is private, and Green Street. However further investigation of this proposal has shown that this is not feasible without carrying work on private land. At present, drivers exiting from

Manor Gardens wait for gaps in the traffic before turning into Green Street. Rather than incorporate this private access within the traffic signal control junction, it is now proposed to maintain the existing situation but make it easier for vehicles to exit Manor Gardens by introducing a detector opposite the junction which would be linked to the traffic signals. This would enable the traffic signal timings to be adjusted to allow vehicles to exit Manor Gardens more safely.

4 CONSULTATIONS

- 4.1 At this stage no consultation on the proposed layout has been carried out. However should the proposal be approved by this Committee, adjacent residents, including those in Manor Gardens, and the school would be informed of the proposals and any concerns that can be addressed without compromising the scheme will be considered.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost to introduce the two controlled pedestrian phases and a right turn lane at the junction between Green Street and Nursery Road is £130,000. It is proposed that this is funded from the Local Transport Plan and that the works are constructed during the current financial year.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 This junction is well used by pedestrians and in particular those attending St Ignatius School and those along Nursery Road. There are no controlled pedestrian phases at the junction and it is recommended that they are introduced to provide safer crossing facilities.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The introduction of controlled pedestrian phases at the junction will make this junction safer to use for all vulnerable road users and support the County Council's Safe Routes to School initiative.

10 WHAT HAPPENS NEXT

10.1 Local residents and St Ignatius School will be informed of the proposals after which detailed design will be undertaken to enable construction by the end of the current financial year.

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BACKGROUND

PAPERS: