
Cliffsend Traffic Calming Trial Results & Final Scheme Proposals

To: **Thanet Joint Transportation Board – 27th March 2014**

By: **Tim Read – Head of Transportation**

Classification: **Unrestricted**

Ward: **Cliffsend & Pegwell**

Summary: **This report informs the Board of the relative success of the Phase One Trial measures and details the Phase Two final proposals.**

For Decision

1.0 Introduction and Background

1.1 At the last meeting of this Board on 19 December 2013, KCC reported on proposals for Cliffsend Traffic Calming, the Phase One Trial measures and public consultation results. The scheme purpose is to encourage a greater percentage transfer of traffic from the Canterbury Road West & Sandwich Road to the new sections of A299 & A256 (East Kent Access Phase 2) in addition to improving the environmental and social benefits to Cliffsend as a village. Of those who responded to the public consultation 72% were in support of the proposals.

1.2 The Phase One Trial measures have been in operation for four months (since 11/11/13) and included the following:

- A narrowing of the Cliffsend & northern Lord of the Manor roundabout exits to Canterbury Road West
- The installation of a traffic signalled gateway on Canterbury Road West after the Cliffsend roundabout
- A part closure of the northern Lord of the Manor roundabout meaning no exit to Canterbury Road West from Haine Road (all traffic from Haine Road to left turn down to the signalised gyratory).
- The removal of the build out on Canterbury Road West (near Lord of the Manor).
- A review of the signals and lane markings in order to improve flow and operation

2.0 The Conclusions of the Phase One Trial

2.1 The narrowing of the roundabout exits onto Canterbury Road West showed no significant benefit and gathered rubbish. They were removed during the trial and have been omitted from the overall scheme proposals.

2.2 The signalised gateway on Canterbury Road West has proved successful in reducing traffic volume (see Table 1 below). Concerns were raised initially that the signals were not favouring traffic leaving the village. Alterations were subsequently made to the signals to reduce the green time for traffic entering the village. It was not possible for the signals to rest on green for traffic leaving the village as a safety assessment considered it unsafe in terms of encouraging higher approach speeds.

- 2.3 The partial closure of the northern Lord of the Manor roundabout has proved successful in reducing traffic volume on Canterbury Road West (see Table 1 below). Concerns were raised over the initial queue on Haine Road as a result of all traffic from Haine Road having to turn left to the signalised gyratory. Alterations were subsequently made to the timings of the signals to improve their operation and reduce queues on Haine Road. Observations show this has been successful and has not resulted in unacceptable delay at the gyratory.
- 2.4 Alterations were made to the lane markings at the signalised gyratory during the trial to improve traffic flow and address lane confusion issues.
- 2.5 Table 1: Traffic Monitoring Summary for Canterbury Road West

Average Daily Flow	Before EKA2 Feb/ Mar 2012	After EKA2 Nov 2012	During Trial Feb/ Mar 2014
CRW East Site Near Windsor Road	20,312	10,349 (49% reduction)	5,297 (74% reduction)
CRW West Site Near Jentex	19,576	9,830 (50% reduction)	5,016 74% reduction)
Average Speed			
CRW East Site	33 mph	30 mph	33 mph
CRW West Site	34 mph	33 mph	34 mph

- 2.6 The results of the traffic survey show that the Phase One Trial measures have been successful in further reducing traffic volume on the Canterbury Road West. Vehicle speeds have remained relatively static. The Phase Two measures are expected to reduce vehicle speeds.

3. The Phase Two Proposals

- 3.1 Following the public consultation & exhibition and the Phase One Trial, proposals have been amended taking into consideration comments received and finalised through the detail design in preparation for construction this spring/ summer. A simplified illustration of the Phase Two proposals can be viewed in Annex 1. The detailed drawing number TH-EXT-0047-101 Rev A is in Annex 2. The proposals include:

Canterbury Road West (CRW)

- The making permanent of the signalised gateway;
- The making permanent of the partial closure of the northern Lord of the Manor roundabout;
- White hatching down the centre of carriageway;
- New/ widened footways on south side of CRW between Sea View Road and Cliff View Road;
- The relocation of the Westwood bound bus stop out of the lay-by leaving the lay-by available for general parking;
- The removal of the 'Clearway order' on CRW to allow on street parking;
- The addition of village gateway features to the existing build-out to the east of the village;
- Alterations to the existing speed limits making the section fronted by properties 30mph and the remaining stretches either side 40mph.

Sandwich Road

- The installation of a signalised gateway near the petrol filling station;
- A raised table with zebra crossing near Foads Lane;
- A raised table at the junction with Cliffs End Grove;
- A mini roundabout at the junctions with Meverall Avenue & Cliffs End Road;
- The relocation of the Sandwich bound bus stop out of the lay-by leaving the lay-by available for general parking;
- The removal of the existing build-out near Chalk Hill;
- The addition of a village gateway feature to the east of the village;
- Alterations to the existing speed limits making the section fronted by properties 30mph with a 40mph buffer zone from the new signalised gateway for a distance of approximately 300 metres.

3.2 Larger copies of drawing number TH-EXT-0047-101 Rev A will be available for inspection at the March meeting of this Board.

4.0 Finance

4.1 The combined cost of the Phase One and Phase Two works is approximately £250,000. This represents less than half a percent of the total build cost of the East Kent Access Phase 2 and is budgeted for within the overall scheme funding.

5.0 Recommendation(s)

5.1 Approve drawing number TH-EXT-0047-101 Rev A in Annex 2 for construction in spring/ summer 2014.

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Annex List

<i>Annex 1</i>	<i>Phase Two Proposals</i>
<i>Annex 2</i>	<i>Drawing number TH-EXT-0047-101 Rev A</i>

Background Papers

Title	Details of where to access copy
<i>None</i>	