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## **Queen's Avenue/ Tivoli Road Margate: Crash Remedial Proposals**

To: **Thanet Joint Transportation Board – 17<sup>th</sup> September 2015**

Main Portfolio Area: **Kent County Council – Highways, Transportation & Waste**

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

Classification: **For Information**

Ward: **Margate Central**

Division: **Margate & Cliftonville**

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**Summary: Under the Casualty Reduction Programme, KCC is promoting new highway proposals for the junction of Queens Avenue/ Tivoli Road/ Grosvenor Gardens with associated one way on Queens Avenue in Margate.**

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### **1.0 Introduction and Background**

#### **1. Introduction**

- 1.1 The Queens Avenue, Tivoli Road, Eaton Road, Grosvenor Gardens junction has a persistently poor crash history despite previous efforts to improve the junction. In the latest three year period to 30/04/2015 there have been 7 crashes resulting in personal injury at this junction. The crashes were all categorised as 'slight'.
- 1.2 This location was identified as a crash cluster site during annual investigations under the Casualty Reduction Programme late in 2014. Further analysis concluded a pattern of crashes involving either vehicles pulling out of Tivoli Road or vehicles turning from Queens Avenue to Grosvenor Gardens across the path of vehicles proceeding to Queens Avenue. The site was subsequently visited by KCC Traffic Engineers, the Operations Engineer and Kent Police.
- 1.3 During the site visit it was noted that there were several near misses due to the restricted visibility out of Tivoli Road coupled with the high approach speed on the Queens Avenue approach. Some damage to the pedestrian guardrails was also noted which would be consistent with the turning movements of larger vehicles. It was also noted that there is a conflict point with traffic turning right off Queen's Avenue onto Grosvenor Gardens immediately before the roundabout. It was concluded that a re-design of the whole junction layout was required as this site shows a consistent upward trend of injury accidents.

#### **2.0 The Proposals**

- 2.1 The proposals, drawing number 15-TH-CRM-0136, can be seen in Annex 1 to this report.
- 2.2 To improve the visibility of and for traffic emerging from Tivoli Road it is proposed to build out the southern kerb line of Queens Avenue on approach to the roundabout. This will allow the Tivoli Road give way to be brought further out and will improve visibility here. In addition there will be a slight build out of the northern footway reducing the road to single lane. This road narrowing and increased deflection will slow traffic on the Queens Avenue approach to the roundabout.
- 2.3 It is proposed to make Queens Avenue one way (seafront bound), and reduce the road width to a single lane with white hatching and further kerb build outs.

- 2.4 To allow the junction to be remodelled and to reduce traffic conflicts, it is necessary to make Queens Avenue one-way seafront bound. Traffic surveys concur that the majority of traffic using Queens Avenue travel in this direction (6870 vehicles compared to 1772 Ramsgate bound, in a 12 hour period 7am – 7pm). This direction of flow also complements the remainder of the one way loop which goes up (north) Grosvenor Gardens, east along High Street and back down (south) Ramsgate Road. Surveys carried out on Tuesday 3<sup>rd</sup> June 2014.
- 2.5 The traffic surveys indicate that in the peak hour (0815-0915) 776 vehicles entered Grosvenor Gardens. Based upon the same survey these proposals have the potential to divert approximately 189 additional vehicles up Grosvenor Gardens in the same peak hour. In reality some of this traffic will in time redistribute across the wider network finding alternative routes. It is not envisaged that this additional traffic will cause significant impact.
- 2.6 It is proposed to introduce a give way for traffic entering Grosvenor Gardens in one of the lanes to reduce the potential for traffic crossing lanes to collide. We are currently looking at the best way to do this.
- 2.7 Pedestrian crossing points (dropped kerbs) will be maintained or improved across all arms of the junction.
- 2.8 The island at the beginning of Grosvenor Gardens will be enlarged to narrow the Queens Avenue entry point to the roundabout. This will be part over-runnable to ensure turning movements from Queens Avenue to Grosvenor Place and Grosvenor Gardens is maintained for larger vehicles.
- 2.9 Parking is to be unaffected.
- 2.10 Outline proposals have been Safety Audited with only a recommendation to increase centre hatching in Grosvenor Gardens to reduce merging conflicts. However, for the detail design safety audit, a Give way for Queens Avenue or Eaton Road/Tivoli Road traffic turning into Grosvenor Gardens will be proposed.
- 2.11 The proposals, at the time of writing this report, are out to public consultation. If feasible an update on the consultation results will be provided prior to or at this meeting. If not, these will be presented at a later meeting of this Board.

### **3.0 Financial**

- 3.1 The costs to society per reported road accident (based on 2013 prices & values) are as follows: A crash resulting in fatality costs £1,953,783. A crash resulting in serious injury costs £223,870 and a crash resulting in slight injury costs £23,544. Data from the DfT <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>. These figures deal with the first 12 months costs and do not take into account the longer term costs of care.
- 3.2 The estimated cost of this scheme is £35-40k.

### **4.0 Legal implications**

- 4.1 A new Traffic Regulation Order (TRO) will be required to make Queens Avenue one-way. There is a legal process to go through which includes the separate advertisement of the intended Order. Should Members of this JTB choose to support these proposals; support will also be sought in the event of any objections to the TRO being received.

## 5.0 Conclusions

- 5.1 Through the annual Casualty Reduction Programme, the Queens Avenue/ Tivoli Road junction has been identified as a location with a consistently poor crash history, despite previous attempts to address the situation. Following a crash analysis and site visit, proposals for improvement have been drawn up and involve a revised junction layout and an extension to the local one way system to include Queens Avenue, making it one way with traffic proceeding towards the seafront.
- 5.2 Proposals at the time of writing this are out to public consultation and this Board will be updated on the results either by memo prior to the meeting on 17<sup>th</sup> September or at a later meeting. It is possible that Members will be asked to make a final recommendation if consultation results are not largely in favour or if objections to the TRO are received once advertised.

## 6.0 Recommendations

- 6.1 Note the contents of the report.

## 7.0 Equality Assessment

Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to; (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different age groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of these maintenance and improvement schemes improves highway safety and accessibility for highway users.

Future Meeting if applicable:	Date: 17 <sup>th</sup> December 2015
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Contact Officer:	Kelly Garrett
Reporting to:	Andy Corcoran

### ***Annex List***

<i>Annex 1</i>	<i>Scheme Proposal / Plan – Drawing number 15-TH-CRM-0136-001</i>
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