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

To: **Thanet Joint Transportation Board – 17th December 2015**

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

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

Classification: **For Recommendation**

Ward: **Margate Central**

Division: **Margate & Cliftonville**

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 system on Queens Avenue in Margate. The proposals have been consulted upon and the results detailed in this report.

1.0 Introduction and Background

1. Introduction

- 1.1 At the September meeting of this Board I reported, for information, proposals for a new casualty reduction measure for Queens Avenue and the Queens Avenue/ Tivoli Road junction. To recap this scheme has been developed to address a persistently poor personal injury crash record where, in the three year investigation period (to 30/04/2015) there had been 7 crashes. All were categorised as 'slight'. Analysis of the crash data showed a pattern of crashes involving either vehicles pulling out of Tivoli Road or vehicles turning from Queens Avenue into Grosvenor Gardens across the path of vehicles proceeding to Queens Avenue. During a site visit several near misses and evidence of damage to street furniture supported the conclusions of the crash analysis. Having made minor alterations to this junction in previous years, to little avail, more radical measures are now being promoted to help alleviate the problem.
- 1.2 Drawing number 15-TH-CRM-0136-001 REV G, showing the proposals can be seen in Annex 1 to this report. In brief, to recap, the proposals involve:
 - The making of Queens Avenue a one way street (towards the seafront) to facilitate the realignment of the Queens Avenue/ Tivoli Road/ Grosvenor Gardens junction. Traffic surveys concur that the majority of traffic using Queens Avenue travel towards the seafront (6870 vehicles compared to 1772 Ramsgate bound, in a 12 hour period 7am – 7pm).
 - Footway widening on the southern kerb line of Queens Avenue on approach to the mini roundabout to slow traffic speeds and better align traffic to improve visibility to/ from Tivoli Road.
 - Re-aligned junction give way marking from Tivoli Road to improve visibility.
 - Kerb build outs and road markings on Queens Avenue to narrow carriageway down to single lane (parking to be retained and some extra added).
 - Give way marking on Grosvenor Gardens in the right lane for traffic coming from Queens Avenue. Traffic from Tivoli Road/ Eaton Road will have the priority flow up Grosvenor Gardens as this has the higher volume.
- 1.3 The proposals have been consulted upon locally and the intent for the new Traffic Regulation Order (TRO) has been advertised as per the legal process. This report details the correspondence received.

2.0 Consultation

2.1 Consultation documents were distributed to local residents within the vicinity of the proposals, local County and District Councillors, the emergency services, bus operators and other key stakeholders. There were a total of 21 responses received back during the consultation period.

- 9 in support
- 10 in objection
- 1 in support of measures but not as proposed
- Kent Police – no objection

2.2 The key concerns raised are summarised as follows:

- Traffic calming needed to slow vehicles on Queens Avenue
 - Queens Avenue will be narrowed using a combination of kerb build outs and white hatching. The new road alignment at the roundabout will require motorists to slow to pass through the junction. It is against KCC policy to add vertical deflection (traffic calming humps/ cushions) to an 'A' class road.
- Potential for additional collisions as vehicles merge and cross lanes on Grosvenor Gardens
 - A give way has been added to the proposals for traffic joining Grosvenor Gardens from Queens Avenue. Traffic from Tivoli Road/ Eaton Road will have priority.
- Need to improve visibility of traffic emerging from Tivoli Road
 - The proposals do this by realigning the junction – pushing traffic emerging from Queens Avenue further to the right and by pulling the give way from Tivoli Road further into the newly aligned junction.
- Additional traffic and congestion on other routes
 - Based on existing traffic survey data if all vehicles currently proceeding east on Queens Avenue diverts via Grosvenor Gardens/ High Street/ Ramsgate Road this will equate to approximately 189 vehicles in the peak hour (0815-0915). This compares to an existing peak hour volume of 776 vehicles. Some traffic will divert across the wider network and it is not envisaged that any route will be significantly impacted.
- Increased traffic through already dangerous/ more dangerous junction of High Street/ Victoria Road/ St Peters Road
 - Current crash data does not support this. Previous casualty reduction scheme built out the footway at Victoria Road/ High Street to improve visibility there.

2.3 The proposal to make a new one way Traffic Regulation Order (TRO) for Queens Avenue has been subject to an additional legal process which requires the intent to be advertised in the local paper. The notice of intent went in the Thanet Extra on 16/10/15 and site notices were put up locally. During the four week consultation period three representations were received.

- 2 objections
- Stagecoach – no objection

2.4 The concerns raised are summarised as follows:

- Potential for vehicular conflict on Grosvenor Gardens due to increased lane switching.
 - Give way added to the proposals for traffic coming from Queens Avenue.
- Traffic exiting from Churchfields, Victoria Road, St Peters Road and Vicarage Place will face extra delays and queuing due to the additional traffic flowing up Grosvenor Gardens/ High Street and Ramsgate Road. Pedestrians will also find crossing these roads more difficult
 - Based on existing traffic survey data if all vehicles currently proceeding east on Queens Avenue diverts via Grosvenor Gardens/ High Street/ Ramsgate Road this will equate to approximately 189 vehicles in the peak hour (0815-0915). This compares to an existing peak hour volume of 776 vehicles. Some traffic will divert across the wider network and it is not envisaged that any route will be significantly impacted.

- Traffic at the junction of Ramsgate Road/ Queens Avenue will be able to filter away quicker as there will be no opposing traffic coming from the right (Queens Avenue).
- Speed bumps would be a better and cheaper option
 - It is against KCC policy to add vertical deflection (traffic calming humps/ cushions) to an 'A' class road.
 - Speed bumps would not address the visibility issue or the turning movement conflicts.

2.5 Correspondences received will be made available for inspection at the meeting on the 17th December 2015.

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) is required to make Queens Avenue one-way. There is a legal process to go through which includes the separate advertisement of the intended Order. As discussed above this has now taken place and two objections have been 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 have been publically consulted upon and the intent for the new one way advertised.

5.3 The one way is an essential element of this proposal and this scheme will not be able to go ahead without it.

6.0 Recommendations

6.1 Support the legal 'Making' of the TRO for the Queens Avenue One Way and approve drawing number 15-TH-CRM-0136-001 REV G for construction.

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.

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| Future Meeting if applicable: | Date: |
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| Contact Officer: | Kelly Garrett |
| Reporting to: | Andy Corcoran |

Annex List

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

Revised map and direction signing in Eaton Road, Grosvenor Gardens and High Street will be installed for the one way system (not shown on this drawing).

75mm high kerbed island to allow lorry trailer overrun.

Footway widening.

Kent County Council
Additional Highway Works
Tivoli Road
The ODOO 4/18/11

QUEENS AVENUE, TIVOLI ROAD, RAMSGATE
CRM SCHEME 15-16

PRELIMINARY DESIGN
GENERAL LAYOUT

FOR CONSULTATION

15-TH-CRM-0136-001

1:500 at A2

Do not scale

G

This drawing is to be used in accordance with the terms and conditions of the contract for the works and is not to be used for any other purpose without the written consent of the Council.