FAVERSHAM CRITICAL JUNCTIONS

MAY 2022

PJA

Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
1.0	30/05/2022	RJ + JY	RJ	JMQ

Prepared for

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1 INTRODUCTION + METHODOLOGY

PJA has been commissioned by Faversham Town Council to identify the top 25 critical junctions for safety and capacity within the town extents, for inclusion within the Faversham Neighbourhood Plan (FHP).

While an initial list of 21 junctions was drawn up by the FHP Steering Group, to ensure that the final shortlist was robust and data-driven, all junctions in the boundary were included in the assessment and thus the final resulting list differs from the original list.

In order to carry out the assessment, PJA compiled key data sets and undertook a GIS analysis to identify and prioritise the junctions in Faversham that under draft NHP policy FAV6 – Critical Road Junctions are likely to have safety and/or capacity issues that any new development will have an impact on.

The criteria chosen to select the junctions was based not only on capacity and safety, but also for their relevance to walking and cycling provision. This enables the critical junction list to also meet draft NHP policy FAV5, which includes the need to provide sustainable and active travel options and avoid over-reliance on cars.

The criteria used are listed below:

1. Potential cycling flows identified in the Propensity to Cycle tool (PCT)
2. Junction weighted Vehicle/Capacity ratio (2027 scenario)
3. Proximity to local plan/neighbourhood plan designated sites
4. Proximity to trip attractors
5. Proximity to schools
6. Proximity to LCWIP walking and cycle routes
7. Collision statistics (5-year period)
8. Proximity to/located on 20mph 'gateway' interventions

METHODOLOGY

Using Ordnance Survey's Open Roads dataset, we have identified and assessed a total of 399 junctions within 250m of Faversham Town Council's boundary, in which 11 of them consist of more than one intersection, which are either a set of staggered junctions that are located close to each other or controlled by the same set of traffic signals.

The raw data relevant to each criterion were averaged, apportioned, or applied to every junction using ArcGIS Pro software. The detailed steps and information about each prioritisation criterion are provided below.

GIS Analysis

1. Potential cycling flows identified in the Propensity to Cycle tool (PCT)

Using data from the Propensity to Cycle Tool, we identified the potential number of cyclists that would pass through each junction for both commuting and school travel cycling trips.

The Propensity to Cycle Tool (PCT) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses census travel to work data and 2016 school census travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. Having considered existing origin-destination desire lines from census data, the tool applies the number of cyclists to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network.

1 METHODOLOGY CONTINUED

The PCT provides seven scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (assumes 6% of commuting trips by bicycle) up to the 'E-Bike' scenario (assumes 22% of commuting trips by bicycle and improved access to e-bikes). In this analysis, we have considered the number of cyclists forecasted in the following scenarios/trip purposes:

- E-bike Scenario (for commuting trips)
  - This scenario models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes
  - To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed Local Plan development site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. This process was conducted as part of the LCWIP analysis in 2021.
- Go Dutch Scenario (for school travel trips)

For each junction, we calculated the sum of cycling flows from both forecasting scenarios above. An average number would be taken for each scenario, if there are cycling flows forecasted at more than one arm of a junction.

2. Junction weighted Volume/Capacity ratio (2027 DS scenario – weighted V/C ratio)

To assess the level of vehicle capacity at junctions, we have incorporated the volume-to-capacity (V/C) ratio data from Swale's Highway Model, which was developed by SWECO in 2021. The weighted V/C ratio data based on the 2027 'Do Something' scenario was used, which represents the averaged capacity over all arms of the junction, with all committed and windfall development schemes associated with the Local Plan Review up to 2027 considered. An average V/C ratio has been taken from both AM and PM peak data.

The V/C ratio represents the degree of congestion at a junction, with their definitions given below:

- >100%: Overloaded
- 95-100%: Above practical capacity
- 90-95%: At practical capacity
- 85-90%: Exceeding capacity threshold
- 80-85%: Approaching capacity threshold
- 80%: Below capacity threshold

As there are only 10 junctions in Faversham that were included in SWECO's highway model analysis and with their V/C ratio assessed, we have included such data in calculating the overall scores for these junctions. For the rest of the junctions, this metric was excluded from their average score calculation.

3. Proximity to Local plan/ Neighbourhood Plan future development sites

All committed or potential development sites listed in Swale's Local Plan, as well as all potential allocated sites within the Draft Faversham Neighbourhood Plan (as of August 2021) have been considered in this criterion. Part of this dataset was compiled as part of the LCWIP analysis in 2021.

The number of potential development sites within 100m of junctions was counted. A sense-checking process was also involved, to consider future development sites that are located slightly more than 100m away from a junction (i.e., where the junction is located at/near the access to the site, but the site is large enough so that the site centre point is located more than 100m away from the junction).

4. Proximity to trip attractors

The following categories of trip attractors were considered: railway station, supermarket/ retail point, sport facility, cinema/ theatre, gallery/ museum, post office, main existing industrial/ employment areas, library, hospital, General Practice, dentist, and proposed health centre. This dataset was compiled as part of the LCWIP analysis in 2021.

The number of trip attractor centre points within 100m of junctions was counted. A sense-checking process was also involved, to consider trip attractors that are located slightly more than 100m away from a junction (i.e., where the junction is located at/near the access to the site, but the site is large enough so that the site centre point is located more than 100m away from the junction).

5. Proximity to schools

All primary or secondary schools in Faversham have been considered in this criterion. Schools with their centre point within 100m of junctions were counted. This dataset was compiled as part of the LCWIP analysis in 2021.

A sense-checking process was also involved, to consider schools that are located slightly more than 100m away from a junction (i.e., where the junction is located at/near the access to the school, but the school site is large enough so that the site centre point is located more than 100m away from the junction).

6. Proximity to LCWIP walking and cycling routes

This criterion considers whether the junction is located on any walking and/or cycling routes recommended by the LCWIP.

7. Collision statistics (5-year period)

The road safety datasets obtained from Kent County Council contains the location and details of all traffic injury collisions recorded in or around Faversham between January 2017 and December 2021. A 25m buffer (for junctions on non-classified/local road) or a 50m buffer (for junctions on any classified road such as A-road) have been drawn around all junctions within 250m of Faversham Town Council's boundary.

The number of collisions recorded within each junction buffer has been summarised by severity. The following weightings were applied by severity in this calculation:

- Slight = 1
- Serious = 3
- Fatal = 5

No fatal collisions were recorded within 250m of Faversham Town Council's boundary in the last five-year period.

8. Proximity to/located on 20mph 'gateway' interventions

This criterion considers whether the junction is located on or next to a junction implemented with any 20mph speed limit 'gateway' intervention, as part of Faversham's 20mph speed limit scheme.

Prioritisation and Ranking

Based on the calculation from the GIS analysis, each junction was given a score for each criterion, which will then be normalised to a range between 0 and 1 for direct comparison. The normalised value of all criteria was then averaged to obtain an overall score for each junction. Junctions with the top 25 scores are shortlisted as the Critical Junctions.

1 METHODOLOGY CONTINUED

WALKING + CYCLING PROVISION

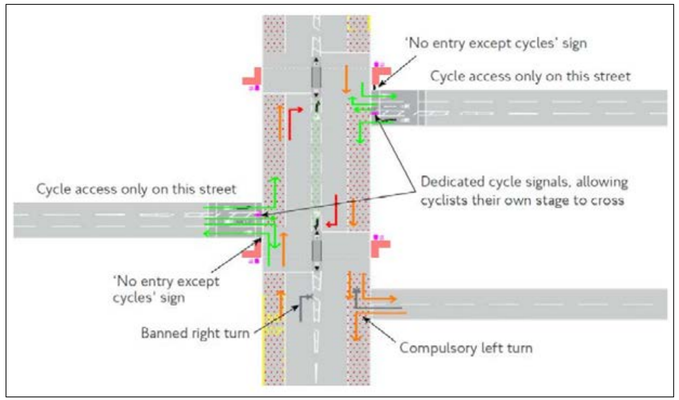
While the shortlisting process includes a number of key criteria that prioritise the junctions most in need of attention, further assessment was requested to understand the current level of provision for pedestrians and cyclists, and how conditions may be improved for both to encourage more trips on foot or by bike.

This involved a virtual 'site visit' of each junction, with the assessor undertaking a check of the junction's suitability for cycling using the Junction Assessment Tool (JAT) as specified in LTN 1/20 (see inset diagram for an example).

Whilst undertaking this assessment, we noted down any facilities for pedestrians and cyclists, for example the presence and quality of crossings, cycle lanes / tracks, traffic flows and junction geometry. The JAT score and key observations for each junction are listed in each junction's own 'dashboard' in Section three of this report.

In addition to this, a review of the Faversham 20mph work and LCWIP was undertaken. This ensured that the recommended improvements for each junction aligned with LCWIP proposals, whilst providing an additional level of detail and 'shopping list' of potential improvements to consider should any of the junctions be earmarked for improvement or upgrade. The appendix to this report includes examples of best practice of some of the interventions suggested.

The outcome of the critical junction assessment and walking and cycling provision are outlined in the following sections.



A worked example of the JAT from the LTN 1/20

2 CRITICAL JUNCTIONS ASSESSMENT: TOP 25 CRITICAL JUNCTIONS

The following junctions were identified as 'critical' for both capacity and safety within Faversham.

1 A2 Canterbury Road/ A251 Ashford Road/ Preston Grove
2 London Road/Kingsnorth Road
3 A2 London Road/Upper St Ann's Road
4 London Road/ Canute Road
5 A2 Canterbury Road/ Preston Avenue
6 A2 Canterbury Road/ Makenade Avenue
7 Quay Lane/ Court Street/ Abbey Street/ Church Street
8 East Street/ Orchard Place/ St Mary's Road
9 Love Lane/ Windermere
10 Whitstable Road/ East Street/ Orchard Place/ Park Road
11 A2 London Road/ Access to The Abbey School and Abbey Sport Centre
12 Bramblehill Road/ Church Road
13 A2 Ospringe Street & London Road/ B2040 South Road
14 A2 Canterbury Road & London Road/ B2041 The Mall
15 Whitstable Road/ Bob Amor Close
16 North Lane/ Partridge Lane
17 London Road/ Egbert Road
18 Whitstable Road/ Gaskin Road
19 A2 London Road/ Brogdale Road
20 East Street/B2040 Crescent Road & Newton Road
21 Canterbury Road/Hilton Close
22 London Road/Ospringe Place
23 Western Link Road/Bysing Wood Road
24 Quay Lane/ Conduit Street/ Belvedere Road
25 Love Lane/ Whitstable Road/ Graveney Road

A map showing the location of these junctions is presented opposite. Notably, there are two junctions that ranked #5, as both had the same prioritisation score ('A2 Canterbury Road/ Preston Avenue' and 'A2 Canterbury Road/ Makenade Avenue').

The majority of the critical junctions fall along the A2/Watling Street/London Road and East Street / Whitstable Road, reflecting the importance of addressing these key peripheral roads that carry high volumes of traffic and present a significant barrier to walking and cycling.

2 CRITICAL JUNCTIONS ASSESSMENT: TOP 25 JUNCTIONS

3 JUNCTION DASHBOARDS

As outlined in Section One, an information 'dashboard' has been produced for each junction, including the following attributes of each of the 25 top critical junctions:

- Satellite plan of junction layout
- Overall score and ranking within list
- Site description
- JAT score (%)
- Speed limit
- Traffic count data (if available)
- LCWIP route reference number (if present)
- Recommended walking improvements
- Recommended cycling improvements

For examples of the interventions proposed, please see the Appendix to this report.

Faversham Top 25 Critical Junction Dashboard

Junction: A2 Canterbury Road/ A251 Ashford Road/ Preston Grove

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. Jct0_#1
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/05/2021

Rank #1 (Score: 0.81 out of 1)

A2 Canterbury Road/ A251 Ashford Road/ Preston Grove

SITE DESCRIPTION: This is a major T junction that was recently signalised, with two approach/ a turning lanes on all arms. Staggered toucan crossings are provided on the west and southern arms, with puffin crossings on the eastern arm. The south-western footway on Canterbury Road is shared use, enabling the left turn to be made by cycles off-carriageway. Preston Grove is unsignalised with a left turn only exit.

RECOMMENDATIONS:

Walking improvements:

- While the recent upgrade has provided signalised crossings, a better level of service for pedestrians would be for these to be straight across, to enable crossing to be made in one movement

Cycling improvements:

- High traffic flows along the A2 mean that protected cycle tracks are required to make this junction safe for cycling. This would require a significant redesign / upgrade of this junction to ensure the risk of collision is removed. This would likely entail separating out turning movements, and giving cycles separation in time and space to enable them to safely navigate the junction. This may include measuressuch as 'hold the left', signal bypasses and cycle-only phases (depending).
- Prior to this, an interim measure could utilise the existing shared use facilities by exempting cycles from the left turn-only restriction currently in place on Preston Grove. A gap in the refuge island to allow cycles to cross in the shadow of the pedestrian crossing would enable this movement, which would also be assisted by dropped kerbs on Ashford Road to enable cycles to transition on and off the footway (see PJA concept from 2021).
- Reduce the speed limit on the A2 to 20mph

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 194
School travel: 80

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: 79.3%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 1

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 4
Serious collision: 2

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

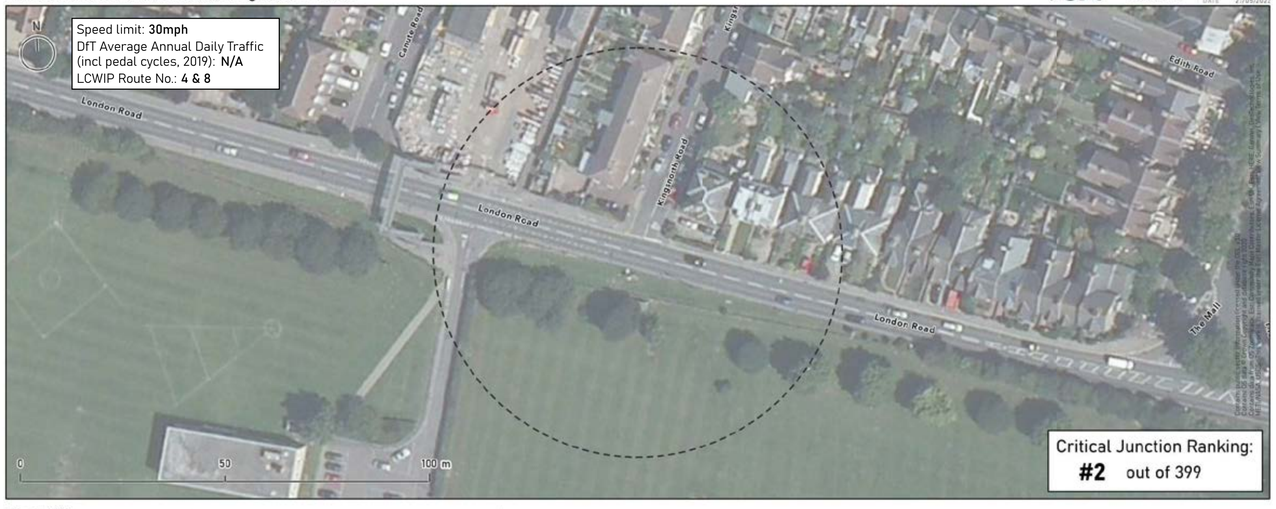
Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
3/24 (13%)

Faversham Top 25 Critical Junction Dashboard

Junction: London Road/Kingsnorth Road

PJA — G.03, Wenlock Studios, 50-52 Wharf Road, London N1 7EU

FIGURE NO. Jct3_R2 | REVISION - | DRAWN JY | REVIEWED RJ | DATE 27/09/2021



Rank #2 (Score: 0.563 out of 1)

London Road/Kingsnorth Road

SITE DESCRIPTION: T junction, where Kingsnorth Road (residential, 20mph), meets the A2 (30mph). While Kingsnorth Road has tight corner radii and a stop line, there are no dropped kerbs or tactile paving to enable step-free crossing of the junction. The northern footway of the A2 is in poor condition, and the nearest crossing point is the overbridge to the west of the junction. There are no cycle facilities on either road.

RECOMMENDATIONS:

Walking improvements:

- Dropped kerbs and tactile paving across the junction mouth of Kingsnorth Road
- As outlined in the LCWIP, provide new signalised crossing in place of the overbridge between Kingsnorth and Canute Roads, to enable better access to Abbey School and the sports centre
- Resurface northern footways and provide paved footway on the southern side of London Road

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road (space permitting).
- New signalised crossing to be a toucan crossing to enable safe cycle routes to the school, as well as to and from any proposed cycle tracks on London Road/A2
- Reducing the speed limit on this stretch of London Road/A2 would enable safer cycling and walking conditions alike, and should be considered for the length of the A2 as it runs through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 250
School travel: 231

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 London Road/Upper St Ann's Road

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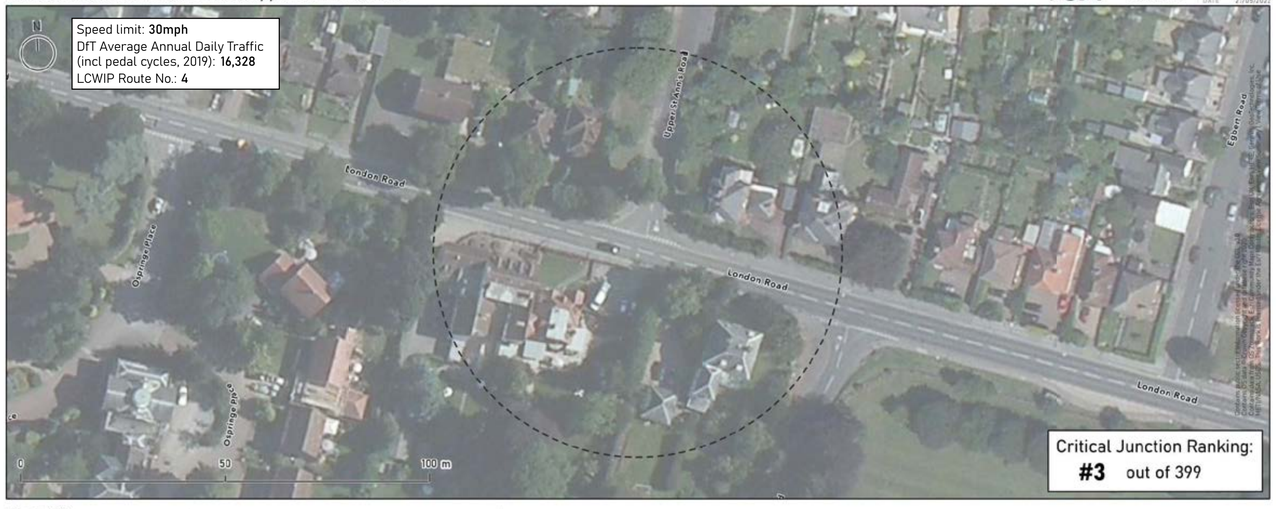
FIGURE NO. Jct3_R2 | REVISION - | DRAWN JY | REVIEWED RJ | DATE 27/09/2021



Rank #3 (Score: 0.561 out of 1)

A2 London Road/Upper St Ann's Road

SITE DESCRIPTION: T junction, where Upper St Ann's Road (residential, 20mph), meets the A2 London Road (30mph). Upper St Ann's Road has large corner radii and no tactile paving or dropped kerbs on the pedestrian crossing desire line. The northern footway on the A2 is wider on the eastern side of the junction, but is in poor repair There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii on Upper St Ann's Road and provide a raised entry treatment to slow turning vehicles and assist with 20mph limit enforcement.
- Resurface footways on London Road on the approaches to the junction

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road/A2 (space permitting).
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 157
School travel: 161

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 2
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

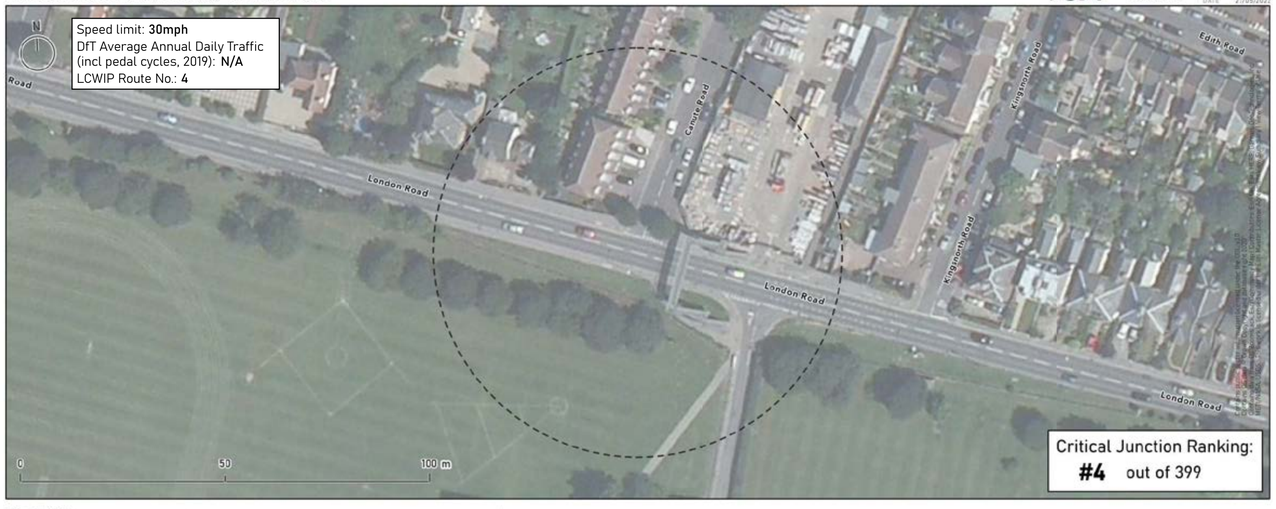
Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: London Road/ Canute Road

PJA — G.03, Wenlock Studios, 50-52 Wharf Road, London N1 7EU

FIGURE NO. Jct3_R4 | REVISION - | DRAWN JY | REVIEWED RJ | DATE 27/05/2021



Rank #4 (Score: 0.55 out of 1)

London Road/ Canute Road

SITE DESCRIPTION: T junction, where Canute Road (residential, 20mph), meets London Road/ A2 (30mph). Canute Road has tighter corner radii than other junctions in the area, with a stop line. There is contrast surfacing to indicate it is a 20mph limit gateway point. The northern footway of the A2 is in poor condition. There is a footbridge over London Road located to the east of Canute Road. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Consider a modal filter / no entry / banned left turn from Canute Road, in line with LCWIP recommendations. This would enable a new signalised crossing to be installed to the east of the junction (see junction #2). A filter would also provide opportunity for greening and additional urban realm improvements
- Resurface northern footway on London Road/A2 either side of the junction

Cycling improvements:

- A modal filter will provide safer conditions for cycling on both roads, with reduced vehicle flows on Canute and reduced risk of turning movements on the A2
- Provide protected cycle tracks in both directions on London Road (space permitting).
- New signalised crossing to be a toucan crossing
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 231
School travel: 182

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
0/12 (0%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 Canterbury Road/ Preston Avenue

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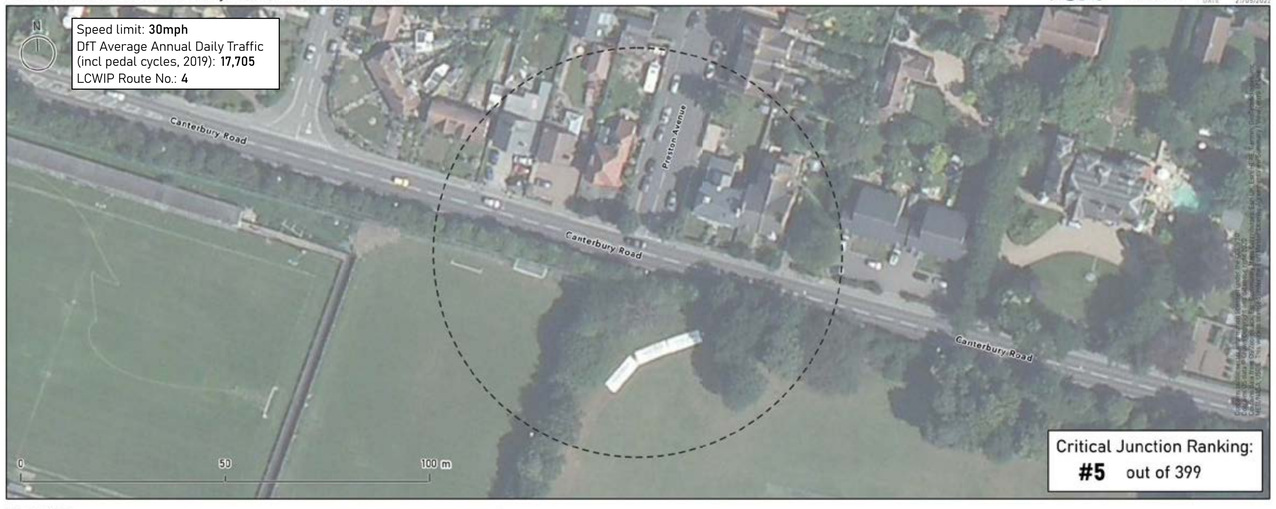
FIGURE NO. Jct3_R5 | REVISION - | DRAWN JY | REVIEWED RJ | DATE 27/05/2021



Rank #5 (Score: 0.52 out of 1)

Tied Score with A2 Canterbury Road/ Makenade Avenue

A2 Canterbury Road/ Preston Avenue

SITE DESCRIPTION: T junction, where Preston Avenue (residential, 20mph), meets the A2 (30mph). Preston Avenue has tighter corner radii than other junctions in the area, with a stop line. There is contrast surfacing to indicate it is a 20mph limit gateway point. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Dropped kerbs and tactile paving across the junction mouth of Preston Avenue
- Build out both sides of the footway on Preston Avenue to provide a gateway feature, to further slow turning vehicles, reduce the crossing distance and provide opportunities for sustainable urban drainage (SUDs) and/ or further greening.

Cycling improvements:

- Provide protected cycle tracks in both directions on Canterbury Road (space permitting).
- Reduce the speed limit of Canterbury Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 138
School travel: 56

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 1

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 4
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 Canterbury Road/ Makenace Avenue

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. Jct3_R1
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/09/2021

Rank #5 (Score: 0.52 out of 1)

Tied Score with A2 Canterbury Road/ Preston Avenue

A2 Canterbury Road/ Makenade Avenue

SITE DESCRIPTION: T junction where Makenade Avenue (residential, 20mph), meets the A2 (30mph). Makenade Avenue has large corner radii encouraging faster vehicle turning speeds, and while there are dropped kerbs there is no tactile paving. Despite a bus stop being on the southern side of the A2, the footway is narrow, and is missing at the junction, and there is no crossing facility. There are no cycle facilities.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii to slow turning vehicles and reduce pedestrian crossing distances. Care must be taken to maintain existing driveway accesses with any footway build outs
- Extend the southern footway of the A2 east of the junction.
- Provide uncontrolled crossing facility with refuge islands either side of the junction on the A2 with dropped kerbs and tactile paving

Cycling improvements:

- Protected cycle tracks in both directions on Canterbury Road (space permitting).
- Proposed refuge islands have the potential to enable easier right turns in and out of Makenade Avenue for cycles. If there is sufficient space they should be 2.4m deep to enable all types of cycles to cross the A2 in two stages
- Reduce the speed limit of Canterbury Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 138
School travel: 56

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 1

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Quay Lane/ Court Street/ Abbey Street/ Church Street

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. Jct3_R1
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/09/2021

Rank #7 (Score: 0.518 out of 1)

Quay Lane/ Court Street/ Abbey Street/ Church Street

SITE DESCRIPTION: Staggered priority junction with give ways on Abbey Street (within 20mph limit), deterrent paving on the south-western corner and poor inter-visibility from the western approach on Court Street. There is no tactile paving to assist crossing movements, and a lack of dropped kerbs on Court Street means that navigating the junction on foot is difficult. There are no cycle facilities, but the junction forms part of the National Cycle Network route 1.

RECOMMENDATIONS:

Walking improvements:

- Remove deterrent paving and replace with SUDs / planting to soften landscape and provide water attenuation.
- Tighten kerb radius of the south-western footway of Court Street to improve inter-visibility and slow turning vehicles, and add dropped kerbs on all junction arms with tactile paving.

Cycling improvements:

- There is insufficient space for protected cycle infrastructure on Quay Lane/Court Street, so traffic management changes either through one way working (to create space for tracks), or traffic reduction to create suitable conditions for cycling in mixed traffic will be needed (see LCWIP for further detail)

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 273
School travel: 171

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 2

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 2

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 1

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
3/22 (14%)

Faversham Top 25 Critical Junction Dashboard

Junction: East Street/ Orchard Place/ St Mary's Road

Rank #8 (Score: 0.5 out of 1)

East Street/ Orchard Place/ St Mary's Road

SITE DESCRIPTION: Crossroads with priority for East Street, within the 20mph limit. Orchard Place is one way southbound. There are dropped kerbs across St Mary's Road and Orchard Place, but none on East Street where there is likely a desire line to and from the school, and to the shops. There is no tactile paving and no cycle facilities.

RECOMMENDATIONS:

Walking improvements:

- A parallel cycle/pedestrian zebra crossing on East St west of the junction should be considered to improve pedestrian access to/from the bus stop and the shops on East St.
- Add dropped kerbs with tactiles across Orchard Place and St Mary's Road.
- In line with the LCWIP, a School Street on Orchard Place will help to reduce traffic flows and create a safer walking environment

Cycling improvements:

- Enable two-way cycling on Orchard Place to improve permeability for cyclists.
- Protected cycle facilities should be considered on East Street to provide a safe cycle route along LCWIP route 1 (space permitting)

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 375
School travel: 111

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 2

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 1

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

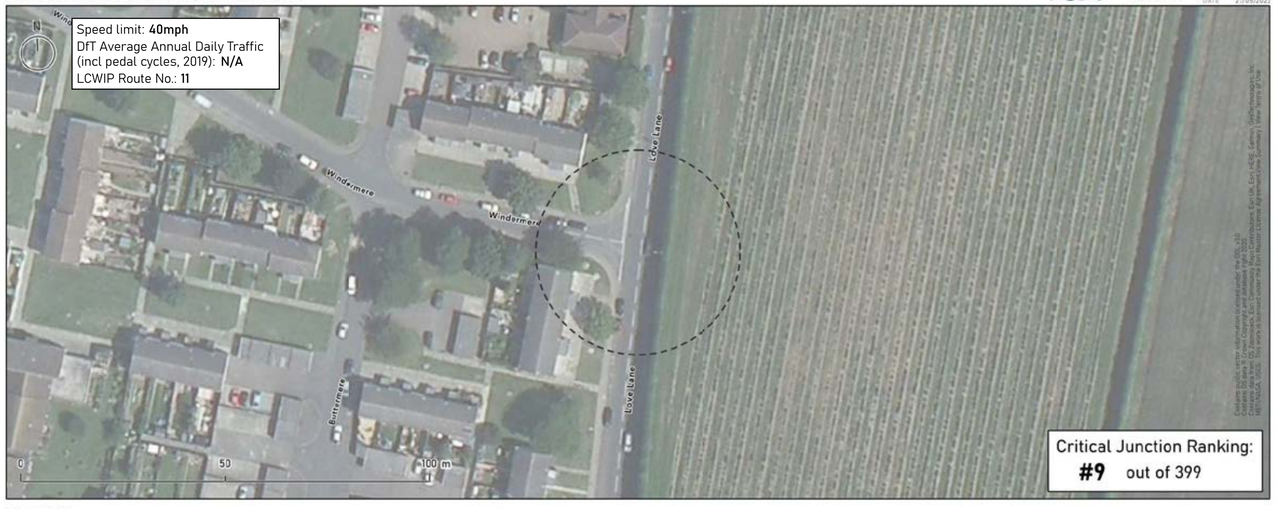
Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/24 (4%)

Faversham Top 25 Critical Junction Dashboard

Junction: Love Lane/ Windermere



Rank #9 (Score: 0.493 out of 1)

Love Lane/ Windermere

SITE DESCRIPTION: T junction, where Windermere (residential, 20mph), meets Love Lane (40mph). Windermere has large corner radii and no tactile paving or dropped kerbs. There is contrast surfacing to indicate it is a 20mph limit gateway point. There is a bus stop on the eastern side of Love Lane, with a very narrow, damaged footway. There are no cycle facilities at present, but it is on proposed LCWIP route 11.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii on Windermere and provide raised entry treatment to slow turning vehicles and assist with 20mph limit enforcement.
- Extend the eastern footway on Love Lane to the junction, with new dropped kerbs and tactile paving to provide better pedestrian access to and from the bus stop and the housing.

Cycling improvements:

- Protected cycle facilities should be considered on Love Lane to provide a safe cycle route
- Reduce the speed limit of Love Lane to 20mph to create a safer environment for all users

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 82
School travel: 33

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 2

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Whitstable Road/ East Street/ Orchard Place/ Park Road

Rank #10 (Score: 0.489 out of 1)

Whitstable Road/ East Street/ Orchard Place/ Park Road

SITE DESCRIPTION: Crossroads in the 20mph limit with a dog-leg, and priority for East Street. Orchard Place is one way northbound, and has a school located on it. While there is tactile paving and dropped kerb across the Orchard Place junction mouth, there is none present elsewhere. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Provide dropped kerbs and tactile paving outside the pub on East Street, and across the mouth of Park Street to make it easier to cross all arms.
- Reduce corner radii on Park Street to slow turning vehicles and reduce pedestrian crossing distances.
- In line with the LCWIP, a School Street on Orchard Place will help to reduce traffic flows and create a safer walking environment

Cycling improvements:

- Enable two-way cycling on Orchard Place to improve permeability for cyclists.
- Protected cycle facilities should be considered on East Street to provide a safe cycle route along LCWIP route 1.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 562
School travel: 105

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 1

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 2

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 1

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

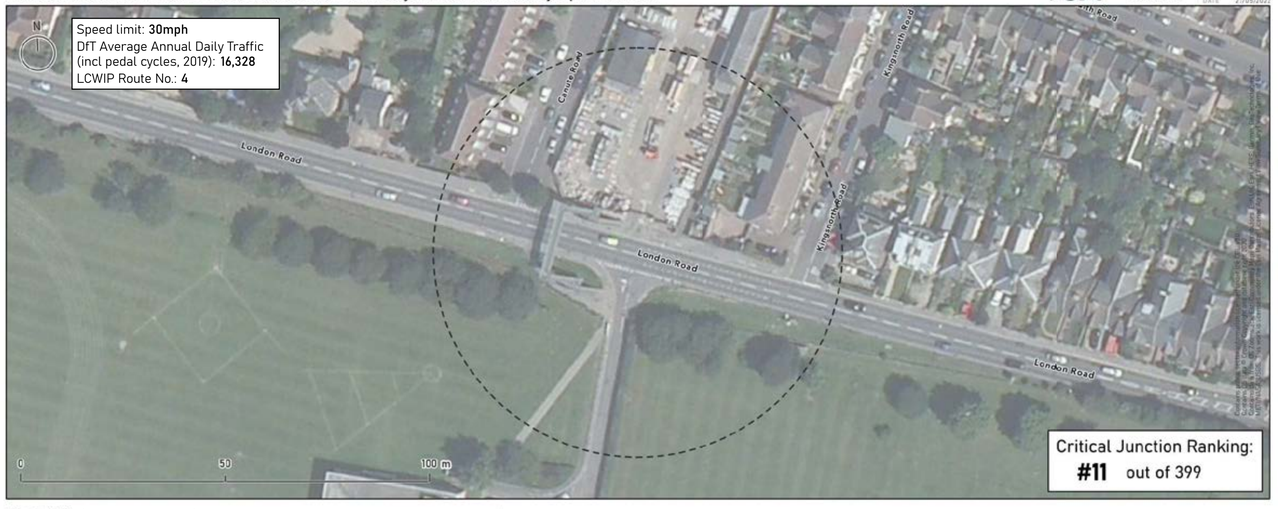
Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/8 (13%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 London Road/ Access to The Abbey School and Abbey Sport Centre



Rank #11 (Score: 0.48 out of 1)

A2 London Road/ Access to The Abbey School and Abbey Sport Centre

SITE DESCRIPTION: T junction, where the Abbey School access road (private), meets London Road/ A2 (30mph). The access road has large corner radii and no tactile paving or dropped kerbs for at-grade pedestrian crossing movements at both the school/ sport centre access and London Road. There is a footbridge over London Road located to the west of the school/sport centre access. No footway is provided along the southern side of London Road to east of the access. There are no cycle

RECOMMENDATIONS:

Walking improvements:

- As outlined in the LCWIP, provide a new signalised crossing in place of the overbridge to enable better access to Abbey School and the sports centre
- Reduce corner radii and provide raised entry treatment to slow turning vehicles and reduce pedestrian crossing distances
- Provide a new footway along the southern side of London Road to the east of the school/sport centre access.

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road (space permitting).
- New signalised crossing to be a toucan crossing to enable safe cycle routes to the school, as well as to and from any proposed cycle tracks on London Road
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 250
School travel: 403

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 1

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Bramblehill Road/ Church Road

Rank #12 (Score: 0.457 out of 1)

Bramblehill Road/ Church Road

SITE DESCRIPTION: T-junction within the 20mph limit area, with two approach lanes on Bramblehill Road and very large corner radii with no crossing provision on any of the arms. The footways are narrow and in poor repair, with pedestrian guard railing on the northern side of Bramblehill Road. There are no cycle facilities at present, and the road surface is in damaged.

RECOMMENDATIONS:

Walking improvements:

- Narrow Bramblehill Road junction mouth, remove splitter island and pedestrian guard railing.
- Build out footways on Bramblehill Road and provide dropped kerbs and tactile paving to allow pedestrians to cross on the desire line closer to the junction.
- Provide planting/SUDs in new extended footway space to improve urban realm and provide water attenuation.

Cycling improvements:

- Resurface carriageway on Church Road at the junction.
- Modal filtering should be considered if traffic flows on Church Road are too high to consider cycles mixing with general traffic.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 114
School travel: 113

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 5

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 Ospringe Street & London Road/ B2040 South Road

Rank #13 (Score: 0.456 out of 1)

A2 Ospringe Street & London Road/ B2040 South Road

SITE DESCRIPTION: T-junction where Ospringe Road (20mph, residential) meets the A2 (30mph). There are narrow footways on the eastern side of Ospringe Road, which are compounded by half on/half off footway car parking and wide corner radii. Visibility is reduced due to buildings abutting the eastern footway. There are dropped kerbs, but no tactile paving. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Build out the eastern footway of Ospringe Road and reduce corner radii to slow turning vehicles and reduce the pedestrian crossing distance. Add dropped kerbs and tactiles on the new desire line.
- Move existing signalised crossing further east to align more closely with the pedestrian desire line

Cycling improvements:

- Provide protected cycle tracks along the A2 (space permitting).
- Potential for relocated signalised crossing to provide a safe means to turn in/out of Ospringe Road (either through a toucan or parallel crossing).
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 181
School travel: 206

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: 63.6%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

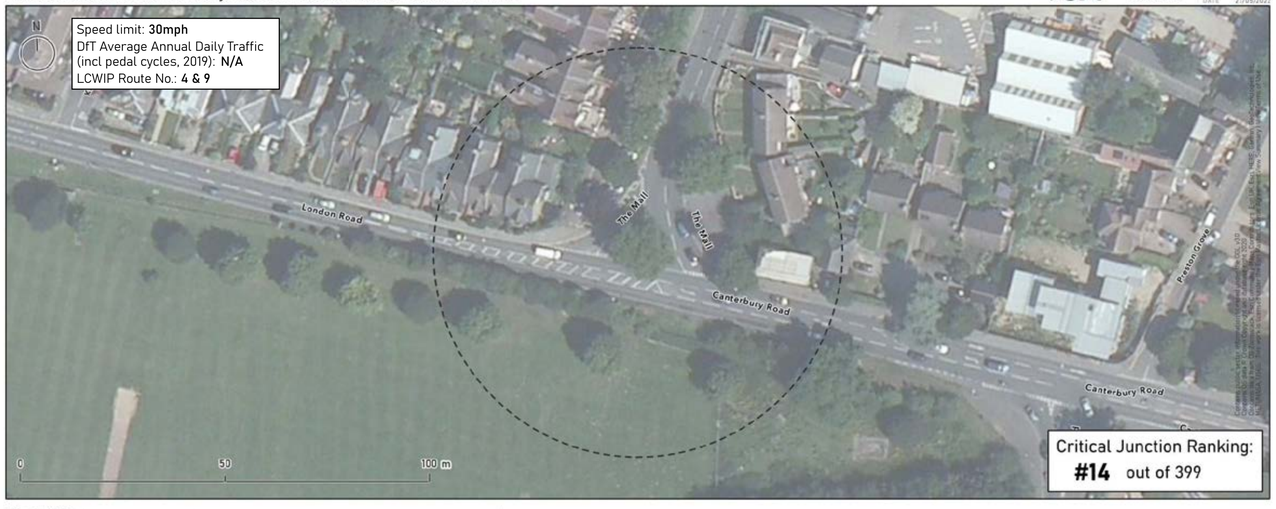
20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 Canterbury Road & London Road/ B2041 The Mall

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU



Rank #14 (Score: 0.45 out of 1)

A2 Canterbury Road & London Road/ B2041 The Mall

SITE DESCRIPTION: Y-shaped junction, where The Mall (20mph) meets the A2 (30mph). It has a large central island with a mature tree and historic trough, and accesses to/ from the A2 on both arms. There is a refuge island and uncontrolled crossing facility on the western side of the junction on Canterbury Road. East-west crossing provision is set back away from the main desire line. There is an attractive gateway feature with planters on The Mall to indicate the threshold for the 20mph speed limit.

RECOMMENDATIONS:

Walking improvements:

- Simplify junction layout by removing one arm of the 'Y' shape junction, to reconnect the tree and trough with the footway and simplify the junction layout.
- Add set back zebra crossing across mouth of The Mall to provide priority crossing for pedestrians.
- Add SUDs in new extended footway space, with potential for seating or other urban realm improvements
- Resurface footways.
- Upgrade uncontrolled crossing to signalised toucan crossing

Cycling improvements:

- Provide protected cycle tracks along the A2 (space permitting).
- Toucan to provide safe means to turn to/from The Mall.
- Reduce the speed limit of the A2 to 20mph

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 216
School travel: 80

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: 59.4%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 2
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Whitstable Road/ Bob Amor Close

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

Rank #15 (Score: 0.4455 out of 1)

Whitstable Road/ Bob Amor Close

SITE DESCRIPTION: T-junction where the residential Bob Amor Close meets Whitstable Road (within the 20mph limit). The junction has wide corner radii, and hatch markings and car parking on Whitstable Road. While there are dropped kerbs across the mouth of Bob Amor Close, there is no tactile paving and no dropped kerbs to assist with crossing Whitstable Road. The road surface of Bob Amor Close is poor, and the footways are narrow. There are no cycle facilities at present

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii and provide raised entry treatment to slow turning vehicles and reduce pedestrian crossing distances
- Add dropped kerbs and tactile paving on both Whitstable Road to provide an uncontrolled crossing point

Cycling improvements:

- Resurface carriageway at junction bellmouth.
- Protected cycle facilities should be considered on Whitstable Road , but will require the removal of parking spaces to achieve sufficient width.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 490
School travel: 173

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 2

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 1

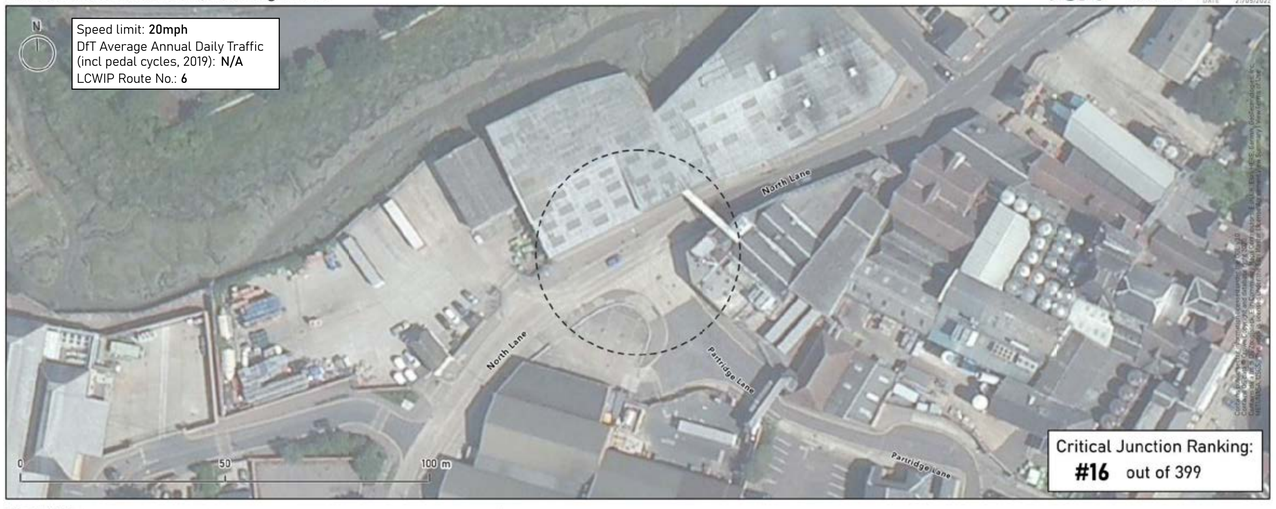
20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: North Lane/ Partridge Lane

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU



Rank #16 (Score: 0.4452 out of 1)

North Lane/ Partridge Lane

SITE DESCRIPTION: T-junction/access road where North Lane meets Partridge Lane (within 20mph area), with very wide corner radii and high HGV turning movements due to this being the brewery site. There are no dropped kerbs or tactile paving for pedestrian crossing movements, and a very long crossing distance. Rigid carriageway construction with joints means that the surface is uncomfortable for cycling. No cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii as much as is feasible given the nature of vehicles using the junction.
- Provide dropped kerbs on pedestrian desire lines on both North Lane and Partridge Lane, with tactile paving.

Cycling improvements:

- North Lane (north of Partridge Lane junction) is not sufficiently wide for cycle tracks so may be subject to one way working or traffic reduction measures to make it suitable for mixed traffic cycling, South of Partridge Lane cycle tracks are more feasible.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 231
School travel: 231

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 3

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 1

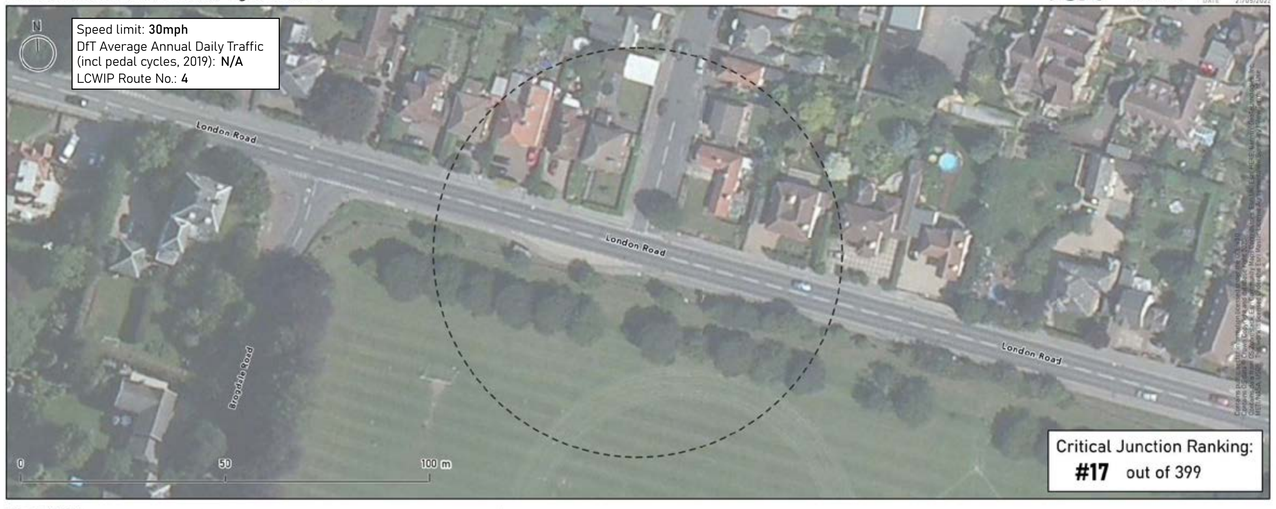
20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
0/12 (0%)

Faversham Top 25 Critical Junction Dashboard

Junction: London Road/ Egbert Road

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU



Rank #17 (Score: 0.444 out of 1)

London Road/ Egbert Road

SITE DESCRIPTION: T junction where Egbert Road (residential 20mph) meets London Road (30mph). It has smaller corner radii than other roads in the area, and has a 20mph gateway feature through the use of coloured surface dressing on Egbert Road. There is a bus stop with a layby on London Road, with no dropped kerbs or other crossing facilities on either road. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Provide raised entry treatment on Egbert Road to slow turning vehicles and assist with 20mph limit enforcement.
- Provide dropped kerbs on pedestrian desire lines on London Road, with tactile paving to assist bus passengers with crossing the

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road (space permitting).
- A bus stop bypass facility or bus boarder would be beneficial to allow cycles to pass stopped buses safely.
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 204
School travel: 174

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 2
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Whitstable Road/ Gaskin Road

PJA

G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. JctD_R18
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/05/2021

Rank #18 (Score: 0.441 out of 1)

Whitstable Road/ Gaskin Road

SITE DESCRIPTION: T junction where Gaskin Road (residential) meets Whitstable Road (both within the 20mph limit), with dropped kerbs and tactile paving on Gaskin Road. There are marked parking bays opposite the junction and on both approaches on Whitstable Road. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- The existing footway build outs could be extended and squared off at either end to provide more space and the potential for tree planting

Cycling improvements:

- Protected cycle facilities should be considered on Whitstable Road , but will require the removal/ reconfiguration of parking spaces to achieve sufficient width.
- Centre line removal may assist with mixed traffic cycling in the interim, but flows are still likely to be too high for comfortable cycling conditions.
- Cycle stands could be installed on the existing build outs if tree planting is not possible

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 490
School travel: 173

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: A2 London Road/ Brogdale Road

PJA

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50-52 Wharf Road
London N1 7EU

FIGURE NO. JctD_R19
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/05/2021

Rank #19 (Score: 0.433 out of 1)

A2 London Road/ Brogdale Road

SITE DESCRIPTION: Wide T junction where Brogdale Road (residential, 30mph) meets London Road (30mph). Brogdale Road has a right turning lane and large corner radii. While there are dropped kerbs and tactile paving, the corner radii mean this is located off the pedestrian desire line. There is no crossing provision for London Road, and no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii to slow turning vehicles and reduce the pedestrian crossing distance
- Build out the western footway to provide more space for pedestrians and consider providing a controlled pedestrian crossing to the west of the junction to enable better access to the new development of Brogdale Road.

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road (space permitting).
- Potential for new signalised crossing to be a toucan to enable easier right turn in to Brogdale Road.
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 136
School travel: 172

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: 55.9%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 2
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: East Street/B2040 Crescent Road & Newton Road

Rank #20 (Score: 0.427 out of 1)

East Street/B2040 Crescent Road & Newton Road

SITE DESCRIPTION: Signalised crossroads, with pedestrian phases on all arms, narrow footways with guardrailing and deterrent paving on the south and eastern arms. There is a two lane approach on Newton Road, with a right turning lane. East Street (west) is one way westbound and is a pedestrian zone Mon-Sat 10am-4pm. There are no ASLs or cycle infrastructure currently in place.

RECOMMENDATIONS:

Walking improvements:

- Remove deterrent paving and guardrailing and widen footways into the space left, with the potential for greening if there is sufficient room.
- An interim measure could include ASLs, with early release for cycles and two-stage right turns.

Cycling improvements:

- A redesign/ upgrade of this junction is recommended to ensure the risk of collision is removed. This would likely entail separating out turning movements, and giving cycles separation in time and space to enable them to safely navigate the junction. This may include measures like 'hold the left', signal bypasses and cycle-only phases (depending).
- Permit two-way cycling on East Street (west), with low-level cycle signals and cycle phase to enable safe movements through the junction.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 264
School travel: 47

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: 87.2%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 1

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 3

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

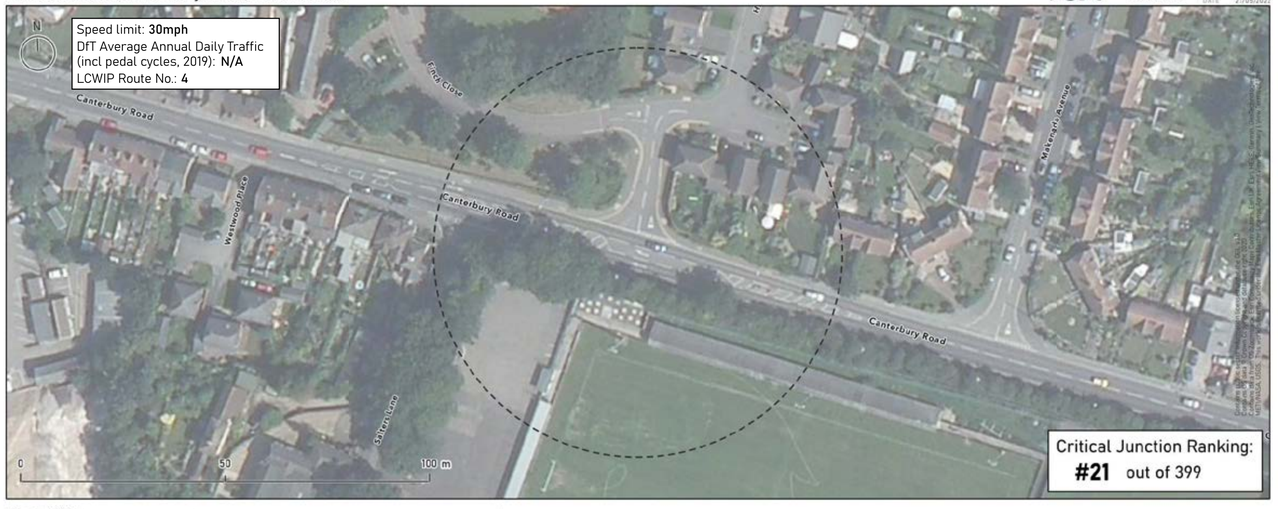
Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/18 (6%)

Faversham Top 25 Critical Junction Dashboard

Junction: Canterbury Road/Hilton Close



Rank #21 (Score: 0.42 out of 1)

Canterbury Road/Hilton Close

SITE DESCRIPTION: T-junction where Hilton Close (residential, 20mph) meets the A2 (30mph) with very wide corner radii. While there are dropped kerbs and tactile paving, these are slightly off the desire line as a result of the radii. There is a 20mph gateway feature with coloured surface dressing on Hilton Close. Refuge islands either side of the junction provide a right turning pocket and uncontrolled crossings for pedestrians on Canterbury Road. There are no cycle facilities.

RECOMMENDATIONS:

Walking improvements:

- Provide raised entry treatment on Egbert Road to slow turning vehicles and assist with 20mph limit enforcement.
- Relocate crossing and refuge islands on the eastern side of the junction further west to provide a more convenient crossing location for pedestrians.

Cycling improvements:

- Provide protected cycle tracks in both directions on Canterbury Road (space permitting).
- Relocating the crossing refuge islands has the potential to enable easier right turns in and out of Hilton Close for cycles. If there is sufficient space they should be 2.4m deep to enable all types of cycles to cross the A2 in two stages
- Reduce the speed limit of Canterbury Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 277
School travel: 81

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

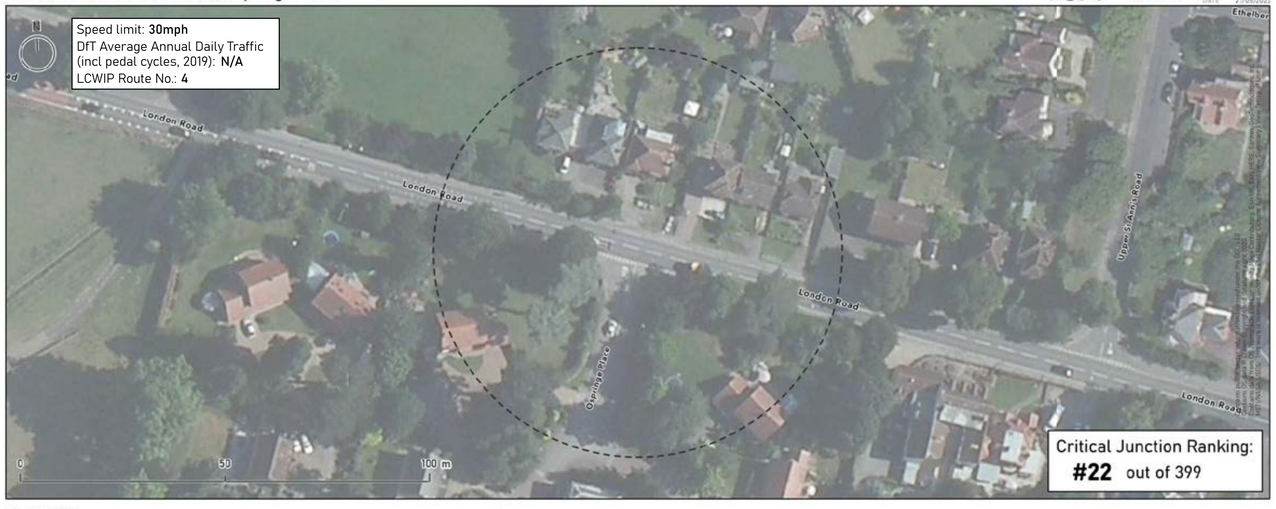
Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
3/12 (25%)

Faversham Top 25 Critical Junction Dashboard

Junction: London Road/Ospringe Place

PJA
G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. ctD_R22
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/05/2021



Rank #22 (Score: 0.414 out of 1)

London Road/Ospringe Place

SITE DESCRIPTION: T-junction where Ospringe Place (residential cul-de-sac, 30mph) meets London Road (30mph). The junction has very wide corner radii, with no dropped kerbs or tactile paving for pedestrian crossing movements on both London Road and Ospringe Place. There are no cycle facilities.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii and provide raised entry treatment on Ospringe Place to slow turning vehicles and reduce pedestrian crossing distances

Cycling improvements:

- Provide protected cycle tracks in both directions on London Road (space permitting).
- Reduce the speed limit of London Road/A2 to 20mph through Faversham

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 157
School travel: 242

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 1
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Western Link Road/Bysing Wood Road

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50-52 Wharf Road
London N1 7EU

FIGURE NO. ctD_R23
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/05/2021

Rank #23 (Score: 0.412 out of 1)

Western Link Road/Bysing Wood Road

SITE DESCRIPTION: T-junction where Bysing Wood Road (20mph) meets the busy Western Link Road (40mph). The junction has very wide corner radii, and two approach lanes on Bysing Wood Road. There are large refuge islands either side of the junction on the link road to aid right turns in and out of Bysing Wood Road. There is on-footway cycle provision (substandard width) enabling access from Bysing Wood Road to Western Link Road via an uncontrolled crossing to the north of the junction.

RECOMMENDATIONS:

Walking improvements:

- Upgrade the existing crossing to a signalised toucan / parallel cycle and pedestrian crossing.
- Bring 20mph gateway further west to slow vehicles as they turn in to Bysing Wood Road.

Cycling improvements:

- Narrow Bysing Wood Road on the approach to the junction to allow the existing cycle facility to be widened to a minimum of 3m.
- Consider lowering speed limit to 30mph on approaches to the junction on Western Link Road.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)
Commuting: 42
School travel: 21

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model
Weighted vehicle/capacity (V/C) ratio: 27.4%

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan
No. of sites within 100m of junction: 0

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.
No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools
No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes
Walking route: Yes
Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period
Slight collision: 0
Serious collision: 1

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention
Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists
2/12 (17%)

Faversham Top 25 Critical Junction Dashboard

Junction: Quay Lane/ Conduit Street/ Belvedere Road

PJA

G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. ctD_R24
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/09/2021

Rank #24 (Score: 0.407 out of 1)

Quay Lane/ Conduit Street/ Belvedere Road

SITE DESCRIPTION: T junction on a bend, where Quay Road meets the narrow Belvedere Road, which has wide corner radii, cobbles and no dropped kerbs or tactile paving. The footways are narrow, particularly on western side of Quay Lane. There is a parking area on the northern side of Quay Lane that presents an additional risk to pedestrians and cyclists. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Reduce corner radii and provide dropped kerbs with tactile paving on Belvedere Road.

Cycling improvements:

- There is insufficient space for protected cycle infrastructure on Quay St/Conduit St, so traffic management changes either through one way working (to create space for tracks), or traffic reduction are needed to create suitable conditions for cycling in mixed traffic.

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)

Commuting: 408

School travel: 179

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model

Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan

No. of sites within 100m of junction: 3

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.

No. of trip attractors within 100m of junction: 1

Proximity to Schools
Primary and secondary schools

No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes

Walking route: Yes

Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period

Slight collision: 1

Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention

Next to 20mph 'gateway' location: No

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists

1/12 (8%)

Faversham Top 25 Critical Junction Dashboard

Junction: Love Lane/ Whitstable Road/ Graveney Road

PJA

G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. ctD_R25
REVISION -
DRAWN JY
REVIEWED RJ
DATE 27/09/2021

Rank #25 (Score: 0.406 out of 1)

Love Lane/ Whitstable Road/ Graveney Road

SITE DESCRIPTION: Mini roundabout that represents the boundary of the existing 20mph speed limit area on Whitstable Road. There are narrow footways only on the east and southern sides of the junction, despite a new development to the east. There are uncontrolled crossings on the east and southern arms with tactile paving. There are no cycle facilities at present.

RECOMMENDATIONS:

Walking improvements:

- Widen footways to 2m
- Trim back vegetation.
- Widen refuge island on Love Lane to 2m to allow sufficient space for pedestrians to wait, and provide a zebra crossing to provide priority crossing.

Cycling improvements:

- Where footway and refuge islands are widened, ensure the resulting lane widths are outside of 3.2-3.9m range to reduce risk to cycles.
- Extend the 20mph limit to include Love Lane

Potential cycling flows through the junction
No. of Cyclists identified in the Propensity to Cycle (PCT) Tool (Go Dutch/E-bike scenario)

Commuting: 138

School travel: 44

Junction Performance
2027 'Do Something' scenario from Swale's 2021 Highway Model

Weighted vehicle/ capacity (V/C) ratio: N/A

Proximity to Potential Development Sites
Identified in Swale's Local Plan/ Faversham's Draft Neighbourhood Plan

No. of sites within 100m of junction: 3

Proximity to Trip Attractors
Railway station, supermarkets, healthcare, community & leisure facilities, and major industrial sites, etc.

No. of trip attractors within 100m of junction: 0

Proximity to Schools
Primary and secondary schools

No. of schools (or access) within 100m of junction: 0

On LCWIP walking or cycle routes
Whether the junction is located on any LCWIP identified routes

Walking route: Yes

Cycling route: Yes

Traffic Injury Collisions by Severity
All types of collisions occurred in the most recent 5-year period

Slight collision: 0

Serious collision: 0

20mph Speed Limit 'Gateway' Location
Whether the junction is located next to the 20mph 'gateway' intervention

Next to 20mph 'gateway' location: Yes

Junction Assessment (JAT) Score
As recommended in Local Transport Note 1/20 to assess all junction movements, informing the potential for conflicts against cyclists

0/12 (0%)

WITH-FLOW CYCLE TRACKS

On streets with high traffic flows that have a key movement function, protected cycle tracks are key to ensure cycles can travel safely. In areas where space is limited, light segregated routes or stepped cycle tracks are a space-efficient means of providing a good level of service for cycles.

1 - Light segregated with-flow track on Green Lanes, Hackney

2 - Stepped with-flow track on Lea Bridge Road, Waltham Forest

TWO-STAGE RIGHT TURN

This arrangement enables cyclists to turn right in two stages, by progressing ahead on a green signal, then waiting on the nearside for the opposing green signal to make the second manoeuvre.

3 - Signalised junction with two-stage right turn at Whitechapel Road junction with Sidney Street in Tower Hamlets

4 - A road sign advising cyclists to turn right in two stages next to a traffic signal

APPENDIX EXAMPLES OF DESIGN INTERVENTIONS

HOLD THE LEFT

Left-turning general traffic is separated from the ahead movement by signals, to remove the left hook risk for cycles on the nearside, who will progress with ahead-only general traffic.

5 - 'Hold the left' arrangement on St Pancras Way, Camden

BUS STOP BYPASS

Cycles can bypass a stopped bus through a cycle track that runs behind a pedestrian 'island' that enables passengers to board/disembark safely away from the cycle track.

6 - Bus stop bypass, Wick Lane, Hackney

TOUCAN CROSSING

Shared signalised crossing, usually with shared use footways or paths either side.

7 - In-line toucan crossing with refuge island on West Parkside, Greenwich

CYCLE AND PEDESTRIAN ZEBRA CROSSING

Priority crossing for pedestrians and cycles.

8 - A parallel cycle and pedestrian zebra crossing with refuge island, Lower Clapton Road (A102),

UNCONTROLLED CROSSINGS

On streets with lower traffic volumes, an uncontrolled crossing is sufficient to enable pedestrians to cross. Dropped kerbs and tactile paving ensure that wheelchair users, families with buggies and visually impaired people can navigate the street more easily.

9 - Pedestrian crossing point with dropped kerbs and tactile paving on Sans Walk, Islington

10 - Pedestrian crossing with refuge island, dropped kerbs and tactile paving on Stoke Newington Church Street, Hackney

RAISED ENTRY TREATMENT AND TIGHT CORNER RADII

By creating a flat-topped humped (raised table) at a junction, vehicles are forced to slow when turning, and encouraged to give way to crossing pedestrians. Pedestrians are able to cross on the desire line with no change in level.

11 - A raised entry treatment with tight corner radii and tactile paving at Mundford Road junction with Southwold Road, Hackney

12 - Tight corner radii and tactile paving at the junction of Drylands Road and Landrock Road, Haringey


9


10


11


12


13


14


15


16

MODAL FILTER

Filters limit through-journeys along a street by certain types of vehicle, reducing vehicle flows and making the street safer for walking and cycling. They can be enforced through cameras alone, or through physical measures such as bollards.

13 - A temporary modal filter on Prebend Street, Islington

SCHOOL STREET

A School Street is a road outside a school with a timed restriction for motor vehicle traffic during school pick up and drop off times, making the street safer for children and carers alike.

14 - School Street with collapsible bollards on Ivor Grove, Greenwich

GATEWAY TREATMENTS

Gateway features indicate to drivers that they are entering a different environment through road narrowing, tree planting and the use of high-quality materials.

15 - Footway build out with planting, at the junction of Pendoll Street and Wilton Way, Hackney

16 - Footway build outs with raised table, tree planting and block paving at the junction of Devon Gardens and Roseberry Gardens, Haringey

PJA

30/05/2022- Version 1.0

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50-52 Wharf Road, London, N1 7EU