

IMPLEMENTATION OF PEDESTRIAN CROSSING PHASE AT THE PEMBROKE RD/HIGH ST/SUFFOLK WAY TRAFFIC SIGNAL JUNCTION

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Strategic Transport and Development Planner: Chad Nwanosike

Status: For Member Decision

Chairman: Mr R Parry

Head of Service: Head of KCC Highways & Transportation – Tim Read

Recommendation: That Members are recommended to approve the ‘Way Forward and Next Steps’ as set out below.

Introduction

1. This report has been prepared for the Sevenoaks Joint Transportation Board Members for their advice.
2. This is an existing traffic signal controlled junction in Sevenoaks town centre. Unusually for traffic signal controlled junction on the high street of a town centre there is no pedestrian crossing phase. The existing pedestrian facilities at the junction include tactile paving, guard rail and refuge islands.
3. S106 contribution of £35,000 was secured from Waitrose (which opened in September 2011) for incorporating pedestrian phase at the junction. There is no time limit on when the S106 contribution has to be spent.

Traffic Impact

4. Before implementing the pedestrian phase at the junction it was important to understand the impact it would have on traffic flow on the local road network.
5. A study was therefore commissioned and it used the LINSIG traffic program to model the junction. The modelling process compared the capacity at the junction without (existing) and with (proposed) pedestrian crossing phase.

Table 1 – Degree of Saturation (Level of Capacity)

Approach Arm	Existing		Proposed	
	AM(8-9)	PM(5-7)	AM	PM
High Street North (Dartford Road)	53.3%	50.6%	74.8%	89.4%
High Street South	94.6%	60.5%	129.4%	105.7%
Suffolk Way	34.4%	91.5%	54.2%	117.4%
Pembroke Road	70.2%	87.9%	132.6%	116.0%

6. Table 1 shows the level of traffic flow to available capacity on each arm of the junction. Although 100% is the theoretical level at which all the capacity is used, it is recommended that the practical level at which all capacity is used up is set at 90%. This allows a 10% margin for events such as daily variation in traffic flow.
7. From Table 1 it is quite clear that the implementation of pedestrian phase would have a significant detrimental impact on the junction. This would lead to increased congestion at the junction and would in turn have a knock on effect on other junctions including London Road/Pembroke Road and High Street/London Road.

Way Forward and Next Steps

8. In view of the detrimental traffic impact of implementing a pedestrian phase/stage at the junction we are pending approval from JTB, inclined not to go ahead with this scheme. Instead, the contribution will be used to enhance uncontrolled pedestrian facilities at the junction (e.g. surface treatment, road marking and warning signs).
9. Progress on the 'Way Forward and next Steps' set out above will be reported at future JTB meetings.

Recommendation

10. We recommend that Members approve 'The Way Forward and Next steps' as set out above.

Sources of Information: Kent County Council

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