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## **CASUALTY REDUCTION MEASURES – DROVERS ROUNDABOUT**

**To: Ashford Joint Transportation Board – 12 December 2017**

**By: Tim Read, Head of Transportation, Kent County Council**

**Summary: This report gives details of a proposed casualty reduction measure at Drovers Roundabout and some explanation around the signal timings at the junction**

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### **1.0 Proposal**

1.1.1 Drovers Roundabout has been identified as a crash cluster site based on the 2017 Annual Cluster site review (data for 3 years up to March 2017). The trend is declining and the pattern for the previous three years was 1 crash, 4 crashes then 1 crash. This is a reduction in recent years however after analysing the data provided to us by Kent Police there was a pattern we could establish involving lane discipline.

1.1.2 As part of the Casualty Reduction Strategy in 2017/18, the Schemes Planning & Delivery team have designed a scheme to install additional lane markings in a bid to encourage traffic to navigate the roundabout safely and in the appropriate lanes. Additional lane discipline signage will also be installed. These works should be completed by the end of March 2018 and drawings are attached.

### **2.0 Signal Explanation**

2.1.1 The intergreen timings at this location are based upon the geometry of the junction and distances between potential collision points. The times are taken from TAL 01/06 part 4 which is published by the Department for Transport.

2.1.2 Moving from the roundabout to the access roads, there is a 5 second intergreen. From the access roads back to the roundabout, the intergreen is 8 seconds. These times include the leaving amber signal (3 seconds) and the gaining amber signal (2 seconds).

2.1.3 It is understood there is a perception that vehicles are not given enough intergreen time. We have discussed at length with the Intelligent Transport Systems team and taken advice. If the intergreen time is increased to allow for more green time then the capacity at the junction will be unacceptably affected and the arrangements will not follow the DfT signal timing guidance for a junction of this nature.

2.1.4 The sites have a short cycle time due to them having very limited stacking space on the roundabout so the aim is to try to keep the exits as clear as

possible. Again, if the intergreen timings are extended then there is a knock-on effect to the capacity of this roundabout, which already has capacity issue as it is the confluence of 3 major traffic movements on 5 approaches.

2.1.5 At this stage, given the crash statistics declining and the observations on site and by the ITS team, the only scheme proposed at this location is the lane discipline scheme mentioned in 1.1.2 above.

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