

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**JOINT TRANSPORTATION BOARD**

**24 August 2009**

**Report of the Head of Transport and Development**

**Part 1- Public**

**Matters For Information**

**1 SPEED MANAGEMENT IN KENT – POSITION STATEMENT**

**Summary**

**Speed limits throughout Kent are currently being reviewed as part of a phased programme. Vehicle speeds are an important factor in the frequency and severity of collisions. The County Council employs various methods to tackle speeding and reduce casualties on our roads and this report outlines two current projects: Temporary Speed Indication Devices and the Speed Limit Review.**

**1.1 Temporary Speed Indication Devices**

- 1.1.1 Vehicle speeds are an important factor in the frequency and severity of collisions. The County Council employs various methods to tackle speeding and reduce casualties on our roads and this report outlines two current projects: Temporary Speed Indication Devices and the Speed Limit Review.
- 1.1.2 Kent Highway Services have for a number of years been installing permanent vehicle activated signs (in Kent these known as Interactive Signs). These signs are commonly used as a reminder of a 30mph limit, although a few sites have interactive warning signs). The KCC criteria for their use and siting mean that these signs are only suitable for specific locations. To enhance KHS methods of speed management Speed Indication Devices (SIDs) are currently being trialled across the County, at various sites, selected using similar criteria as Interactive Signs.
- 1.1.3 Speed Indication devices (SIDs) are temporary signs that detect an approaching vehicle's speed and may display the approaching vehicle's speed and/or a happy / sad face if the vehicle is under /over the speed limit and /or a "thank you" message.
- 1.1.4 This trial project began in late 2008 and initially involved the erection of 6 SIDs at 24 locations around Kent which met specified criteria and were used on a monthly rotational basis. During one 12 month period the sign is operative 3 times at each location. There are two locations in Tonbridge & Malling, in the initial 24 sites,

which are Lunsford Lane and The Ridgeway. The cost of the signing including its annual rotation for this trial project is in the region of £10,000 per sign.

## **1.2 Project Objective**

- 1.2.1 The project started in late 2008 and is programmed to end in March 2010 when the effectiveness of the project can be evaluated.
- 1.2.2 Based on the effectiveness of interactive signs, it is hoped that these signs coupled with interventions from both education and enforcement will result in reductions in speed of some 4mph and reduction in crash levels of 30% which equates to some 21 crashes per year at the 24 initially selected sites. Data to monitor the effectiveness of this project is being collected during the operation of the SID with a view to evaluating the data during spring 2010.

## **1.3 Speed Limit Review Background**

- 1.3.1 In 2006 the Department for Transport (DfT) laid down new national guidance for the setting of local speed limits. The guidance also required that Highway Authorities review all of its A and B roads to ensure they met the standards in the document by 2011.
- 1.3.2 An important principle of the guidance is that “Speed limits should be evidence led, self explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.” **Annex 1** is a copy of a recent report to the Environment, Highways and Waste Policy Overview Committee and it provides a county wide view of the initiative.

## **1.4 Demonstration Area**

- 1.4.1 To review the A & B Roads in Kent the County Council set up a dedicated team. The team then identified a demonstration area south of Maidstone including part of Tonbridge and Malling to review and then inform the process as to how to review the whole of Kent.
- 1.4.2 In May of this year presentations were given to the parish councils in the demonstration area outlining the results of the review. Following these presentations and comments received a further report was then produced giving details of any subsequent changes or detailed explanation on why further changes could not be included. The Traffic Regulation Order required to implement these changes is currently being advertised and any objections received will be reported back to this Board.
- 1.4.3 Using the demonstration area as a template the review is now being rolled out across the County in three phases. Phase 1 includes all the A & B Roads from Sheppey in the north, to the A251 at Ashford in the east, to the Sussex border in

the South and to the A229 in the west. Phase 2 will be all the A & B roads to the east of the Phase 1 area and Phase 3 to the west of Phase 1 area.

## 1.5 Phase 1

1.5.1 The review on Phase 1 is now complete and a draft report has been prepared. It covers 11 “A” class roads and 9 “B” class roads, and 109 parish councils. The report recommends reductions to 40 speed limits and increases to 13 which represents changes to 19% of the total of 267km of road covered within the Phase 1 area. The report has just been out to consultation and presentations outlining the recommendations have been held.

## 1.6 Future Programme

1.6.1 The programme for the completion of the review of the A and B road network is shown below:

<b>Financial Year</b>	<b>Scheme Content</b>
2009/10	Implement demonstration project Detailed design & communication Phase 1 Review Phase 2
2010/11	Monitor demonstration project Implement Phase 1 Detailed design & communication Phase 2 Review Phase 3
2011/12	Monitor Phase 1 Implement Phase 2 Detailed design & communication Phase 3
2012/13	Monitor Phase 2 Implement Phase 3
2013/14	Monitor Phase 3

## 1.7 “C” class and unclassified roads

1.7.1 At this time there is still insufficient time and funding to also consider “C” and unclassified roads across the county however such roads cannot be completely ignored. So where a crash analysis indicates that a lower limit is wholly or partly

the measure required to reduce crashes, then a crash remedial scheme can be developed and funding sought through the Integrated Transport Programme.

**1.8 Legal Implications**

1.8.1 Not applicable

**1.9 Financial and Value for Money Considerations**

1.9.1 As described in the report

**1.10 Risk Assessment**

1.10.1 Fundamentally DfT Circular 1/2006 represents a risk based approach to vehicle speed.

Background papers:

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Nil

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