

**Speed Management in Kent**

A report by the Head of Transportation and Development to the Highways Advisory Board on 4<sup>th</sup> March 2008

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**Introduction**

1. A report was submitted to the Highways Advisory Board on outlining the need to gain community ownership on the many requests for action on speed related issues that the County Council receives.

**Prioritisation**

2. The County Council receives approximately 30 requests per month per division, often from individual members of the public, requesting some form of traffic speed control. In trying to be helpful, the County Council commits a significant resource to researching the reasons behind most of those requests. In the vast majority of cases, perception is not reality. Equally, there are a number of examples of speed control measures, such as traffic calming, which are both inappropriate in scale and unpopular with some members of the local community. There is no doubt that work on dealing with individual requests diverts transportation teams from undertaking more strategic work which is important in the context of the challenges which face Kent.
3. It is important that the County Council uses its resources to the best effect. The recent introduction of PIPKIN demonstrates that the County Council wishes to base criteria for expenditure on highway and transport improvements scientifically and not according to the greatest pressure. Equally, the work being undertaken on Government Circular 1/2006 previously reported to this Board will audit speed limits on all A and B class roads in Kent by 2012.

**Speed Management**

4. Kent County Council held a PIPKIN Seminar for Parish Councils in January 2008. At this Conference, Parishes received a copy of the 'Understanding Speed Management in Kent'. A copy will be sent to all of those Parishes which were unable to send a representative to the seminar. A copy of the text of the leaflet is attached in appendix 1.
5. In essence we are asking Kent residents to gain reasonable community support for any proposal relating to speed management. Once received, we use a data led approach to determining the outcome as detailed in the Understanding Leaflet.

**Recommendation**

6. Members are asked to note the contents of this report.
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