

SWALE JOINT TRANSPORTATION BOARD 15 JUNE 2009

- Subject:** **Review Methods to decrease speed of Traffic along the A2 at Preston Village**
- Director/Head of Service:** Acting Director of Kent Highway Services
- Decision Issues:** These matters are within the authority of the Kent County Council
- Decision:** Non-key
- CCC Ward/KCC Division:** All
- Summary:** *Request by Members to investigate the speed of vehicles on the A2, Preston, Faversham*
- Decision Required:** **To consider the report to put forward a bid for an Interactive Sign in the 2010/11 programme.**
- Classification:** THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. Local Members requested a review of the speed of vehicles along the A2 Preston and to investigate methods of decreasing the speed of traffic.

Discussion

2. At the request of this Board and after consultation with the Chief of Police the speed limit of 40 mph along the A2 Canterbury Road from its junction with Love Lane in a westerly direction was reduced to 30 mph in August 2008. The Police raised no objection to the introduction of the new speed limit. However their comments were made on the proviso that any enforcement of speed limits has to be prioritised with other demands on Police resources.

3. A recent speed survey has been undertaken to compare the speed of vehicles before and after the introduction of the 30 mph limit. The survey undertaken in 2005 recorded the westbound 85th percentile speed as 36.2 mph and mean speed of 30.9. The 2009 survey was 35.8 mph and 30.7 mph respectively. This shows that a reduction of less than 1 mph has been achieved.

4. It is not possible to introduce traffic calming (humps etc.) on 'A' roads as they would interfere with the free flow of traffic and result in additional noise and pollution within the area.

5. The introduction of interactive speed signs in the county has been shown to produce significant reductions in speed and crash levels. However it is important that further signs are installed in such a way that these benefits continue and that the work so far carried out is not undermined by the implementation of signs with no identifiable benefits.

6. The current formula for the priority assessment of interactive signs considers both the number of crashes, their severity with high scores for KSI's and the rate per km past the proposed location of the sign. To this is added the difference between the recorded 85th percentile and the posted speed limit of the road. In future, where potential sites achieve a score of less than 15, or where the 85th percentile is already within 3 mph of the posted speed limit they should not be considered appropriate.

7. The County Council has developed a forward programme which ranks prospective signs in priority order based on reported injury crashes and recorded speeds. The proposal for an interactive sign will be considered for inclusion in the 2010/11 programme subject to the site conforming to the above criteria.

Decision Required

8. To consider the report to put forward a bid for an Interactive Sign in the 2010/11 programme.

Contact Officer:

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