

ASHFORD JOINT TRANSPORTATION BOARD 9 March 2010

Subject: Thirlmere, Kennington

Director/Head of Service: Director of Kent Highway Services

Decision: No

Ward/Division: **Bockhanger, Kennington**

Summary: *This report provides a response to an item raised at JTB in September 2009 where concern was shown over highway safety matters at this junction.*

To Recommend: **This report is for Members' information.**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

1. Introduction

In June and September 2009 Members raised concern about the safety of the Thirlmere junction with Grasmere Road in Kennington. It was resolved that Highways would investigate these concerns and report back with the findings as soon as possible. Requests have been made for both "SLOW" carriageway markings and Interactive warning signs.

2. Update

Investigations have been carried out into the perceived safety issues at the junction of Thirlmere with Grasmere Road and a Minor Investigation Report has been produced. This report concluded that, although the existing layout of the junction does not meet the current design standards, there have not been any recorded personal injury crashes at this location over the three year period up to 30 June 2009. The junction is located within a residential area and the majority of drivers are local residents who exercise caution when approaching the side road. In accordance with national signing standards the appropriate form of warning for this side road are "side road warning signs". One such sign is currently located to the south of the Thirlmere junction on Grasmere Road and it is proposed to add a new warning sign to the north side of the junction. No further measures are proposed. This site does not meet the minimum intervention levels for other measures. The criteria for Interactive Signing is attached for Members information.

3. Conclusion

This report and attachments are for Member's information only.

Contact Officers

Tara O'Shea
01233 614098

Kent County Council
tara.oshea@kent.gov.uk

The Future of Interactive Speed Signs

A report by the County Transportation Manager to the Highways Advisory Board on 1 May 2007

Priority assessment

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 (Killed/Seriously Injured) 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 unless there are additional reasons such as the site being close to a school or an old people's home. In such cases a clear statement as to the objectives behind the introduction of a sign needs to be set out.

Interactive Signs

Site selection criteria

1. Signs should be located between 100m and 250m from the start of the speed limit (for speed limit repeaters). Care should be taken to ensure that the sign is not triggered before a vehicle enters the lower speed limit.
2. There should be sufficient verge or footway width to accommodate the sign ideally a minimum of 1.4 m.
3. These signs are triggered by a radar beam and so the section of road leading to the sign should therefore be straight, which also allows for good visibility of the sign.
4. The sign needs to be free of vegetation, so sites where extensive annual clearance would be needed should be avoided.
5. Consultation with house owners is necessary if the sign is to be installed close to a private dwelling.
6. The sign should not face the windows of nearby properties.
7. The sign should not be installed near any natural or engineered feature that already acts as a "speed reducing" feature.
8. Electrical supply should be available although advancing technology may mean that solar powered signs can be considered in the future.