

<i>COMMITTEE</i>	<b>ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE</b>
<i>DATE</i>	<b>WEDNESDAY 2 APRIL 2003</b>
<i>TITLE OF REPORT</i>	<b>LOCAL SAFETY SCHEME – HOATH WAY, GILLINGHAM</b>
<i>RESPONSIBLE OFFICER</i>	<b>Keith Hanshaw, head of traffic management, safety and parking, frontline taskforce</b>

## **1 PURPOSE**

- 1.1 To inform the committee about the investigation carried out by officers to assess the introduction of speed reducing measure on Hoath Way, Gillingham.

## **2 RECOMMENDATION**

- 2.1 It is recommended that officers carry out further speed and volume counts in Hoath Way between Watling Street and Ambley Road to use in the application to the Kent and Medway Safety Camera Partnership for mobile safety cameras.
- 2.2 To note that officers will recommend to Cabinet the introduction of Vehicle Actuated Signs in Hoath Way.
- 2.3 Following the results of the speed and volume survey, officers consult the Kent Police on the possibility of reducing the speed limit on Hoath Way.

## **3 BACKGROUND**

- 3.1 At the Environment Overview and Scrutiny Committee on 12 March 2003 members agreed to the addition of a report from the director of development and environment about road safety proposals in Hoath Way, Gillingham and that the report is presented to the next meeting of the committee.
- 3.2 The Liberal Democrat group informed the committee that as a result of this matter being discussed at the next meeting, the group would withdraw the call-in on this item.

## **4 REPORT**

- 4.1 The current speed limit on Hoath Way is 70mph and results from traffic volume and speed counts show that approximately 14000 vehicles per day use Hoath Way northbound and approximately 15000 per day southbound. Vehicle speeds are very similar both north and southbound and the average speed is under 60 mph. The speed and volume count was carried out in

October 2002 and was located in the section between Sharsted Way and Ambley Road.

4.2 No speed and volume surveys have been carried out between Ambley Way and Watling Street.

4.3 Accident figures between 1/9/99 to 31/8/02, can be broken down into three sections:

1. M2 to Sharsted Way: There have been three personal injury accident, two occurred on Hoath Way at the roundabout with the M2 and one south of the roundabout with Sharsted Way. All of the casualties sustained slight injuries.
2. Sharsted Way to Ambley Way: There have been three personal injury accidents. Two of the casualties sustained slight injuries and one was serious. In addition to these accidents, a further fatal accident occurred in December.
3. Ambley Way to Watling Street: There have been seven personal injuries in this section all of which were slight. In addition to these accidents, a further fatal accident and serious accident occurred in December.

4.4 Safety Cameras

4.4.1 The criterion for fixed safety cameras is at least four accidents of a serious or fatal nature per kilometre in the last three years. The criterion for mobile sites is at least two accidents of a serious or fatal nature per kilometre in the last three years. Both require that at least 20% of the drivers must be exceeding the speed limit to justify the cameras.

4.1.2 These are national guidelines and implemented by the Kent and Medway Safety Camera Partnership. This is a partnership between Medway Council, Kent County Council, Kent Police, Highways Agency and Kent Magistrates.

4.1.3 For safety cameras to be justified, reductions in the speed limit from National to 50mph would be required. Any changes would need to be approved by the Police. With the current level of casualties it is possible that certain sections of Hoath Way would qualify as a mobile location, not fixed.

4.1.4 The safety camera partnership has nine mobile safety camera vans from which enforcement is carried out on roads across Kent and Medway. The traffic support officers use portable laser guns directed out of the back or side of the vans to detect offending motorists. The vans are clearly marked with the words 'Kent & Medway Safety Camera Partnership' and the safety camera symbol.

4.5 Variable Message Signs (VMS)/ Vehicle Actuated Signs (VAS)

4.5.1 As part of the Public Service Agreement, one of the indicators is the reduction in road crashes; as such special authorisation for these signs is not required. It is therefore proposed to introduce VAS signs on Hoath Way. A pilot of these

signs is currently being carried out on the B2000 and we will shortly be introduced on the A228. These signs are showing different types of road safety messages and officers will be assessing the most effective and then proposing the installation of them in Hoath Way.

#### 4.6 Other measures

4.6.1 In addition, safety works including the introduction of central reservation barrier, resurfacing of Hoath Way, the introduction of antiskid surfacing and signing improvements at the A278/Ambley Road and Bowaters roundabouts are underway.

### **5 FINANCIAL IMPLICATIONS**

5.1 There are no financial implications associated with this report however, any subsequent works will be funded from the Local Safety Scheme Capital allocation for 2003/04.

### **6 LEGAL IMPLICATIONS**

6.1 There are no legal implications associated with this report however, a new speed limit order may be required at a future date.

### **7 BACKGROUND PAPERS**

7.1 Accident Data

7.2 Traffic counts

7.3 General file

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