

# Proposed Traffic Management Measures, Ruins Barn Road, Tunstall

A report by the Mid Kent Transportation Manager to the Highways Advisory Board on 13th November 2007.

---

## Introduction

1. A petition signed by 76 residents of Ruins Barn Road was submitted by the Ward Member for Woodstock requesting that traffic calming measures and crossing points be introduced on Ruins Barn Road.
2. Ruins Barn Road, shown in annexe A, is unclassified and is primarily a rural road, with development only in part, on one side, running from Tunstall towards Woodstock. The road is subject to a 30 mph speed limit along the developed area and is derestricted south of the built up area.

## Background

3. A report was presented to the Swale Joint Transportation Board (JTB) in March 2007 which recommended that no further action is taken and that the petitioners' representative is notified accordingly.
4. Members of the JTB recommended that an interactive speed sign be erected in Ruins Barn Road and that other safety measures be considered along the whole length of the road.
5. In circumstances where there is a clear conflict of outcomes between officer recommendations and the JTB resolution, the issue is referred to the Highways Advisory Board for consideration. This report therefore seeks Members' views.

## Discussion

6. A comprehensive investigation was carried out and involved a speed/volume survey along the 30 mph section of road and visual assessment of the highway environment and analysis of the personal injury crash record. The speed data recorded is summarised in Table A of this report.

**TABLE A**

Day	No of vehicles		Mean speed		85%tileSpeed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
<b>Monday</b>	1657	1670	30.4	30.1	35.1	35.3
<b>Tuesday</b>	1669	1691	30.4	29.2	35.3	34.4
<b>Wednesday</b>	1703	1735	30.3	29.9	35.6	35.3
<b>Thursday</b>	1642	1672	30.6	29.8	35.8	35.1
<b>Friday</b>	1597	1662	30.6	29.9	35.6	35.3
<b>Saturday</b>	540	594	30.6	30.4	36.7	35.8
<b>Sunday</b>	586	641	30.4	30.5	35.8	35.8

## Proposed Traffic Management Measures, Ruins Barn Road, Tunstall

---

7. Examination of the injury crash data reveals that there were two slight injury crashes in the three-year period up to 30<sup>th</sup> September 2006. Both incidents involved the loss of control of vehicles travelling towards Sittingbourne and one was alcohol related. It is not possible to establish any pattern which connects both these incidents and therefore no mitigating intervention is advised.
8. The current criteria governing the introduction of safety cameras is that they must only be used as a crash reduction measure and not as a speed reduction device. Under the current criteria, there would need to be a minimum of 3 crashes resulting in serious injury or fatality within one kilometre for a site to qualify for consideration. Each year the County Council's crash database is examined to establish locations where there are high incidents of personal injury crashes. These locations are then looked at in detail and assessed for possible crash reduction measures and inclusion in the following year's Integrated Transport bid.
9. Where conventional safety measures are either deemed inappropriate or likely to be ineffective, interactive speed signs can be considered, but they are also subject to specific criteria and should only be used where there is evidence of excessive speed and/or injury crash problems.
10. A more general issue of concern to the residents of Ruins Barn Road is the planned expansion of the Kent Science Park and the impact any additional traffic will have on Ruins Barn Road. This concern is a separate matter that will be fully examined under the planning process.

### **Conclusion**

11. Speed reducing measures should only be introduced if the circumstances justify their introduction and have to be appropriate to the local conditions, existing traffic speeds and crash record if they are to bring any benefit in terms of improved road safety. It is therefore paramount that we deal with actual problems rather than the perception of a problem.
12. Based on the evidence collected and examined and the current criteria governing the introduction of a speed camera and/or interactive speed signs, it is not possible to justify such intervention or justify the introduction of any other type of speed reduction measure along the speed restricted section of Ruins Barn Road.

### **Recommendations**

13. It is proposed to recommend to the Cabinet Member for Environment, Highways and Waste, that no further action is taken and that the petitioners' representative is notified accordingly.

---

Accountable Officer – Michael Sammut (01622) 798379