

BRIEFING PAPER

SUBJECT:	Kathleen Road / South East Road.
DATE:	20 September 2017
RECIPIENT:	Council

THIS IS NOT A DECISION PAPER

SUMMARY:

Further to a petition regarding the junction at Kathleen Road / South East Road, some proposals for improvements have been developed, consultation undertaken with residents and implementation planned

BACKGROUND and BRIEFING DETAILS:

- 1 The junction of South East Road and Kathleen Road first appeared on the Road Safety programme in 2011. Following a review of injury accidents occurring and their contributing factors junction priorities between South East Road and Kathleen Road were reversed in December 2011. This improved visibility for drivers on side arms by making South East Road the through road and Kathleen Road the side arms. This followed an annual injury accident rate of five (2008), one (2009), two (2010), and three (2011). In the year following there was one injury accident recorded however this increased again in the following two years with five injury accidents (2013) and four (2014). This trend prompted a further review and speed cushions on South East Road were installed in December 2014 to reduce the number of vehicles traveling above the 30mph speed limit and regulate speeds helping drivers on side roads to judge a suitable gap in which to pull out.
- 2 Provided injury accidents do not prompt further works sooner a review period of three years is given to determine if the measures have resolved road safety issues. In the two years after speed cushions were installed injury accidents dropped to one (2015) and two (2016) however already in 2017 there have been three injury accidents reported by Police and a fourth currently awaiting confirmation. In addition to these injury accidents there has been two high profile non injury accidents in which a vehicle turned over and another ended up in a resident's front garden.

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3	<p style="text-align: center;">Accident Totals/Year</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Accident Totals</th> </tr> </thead> <tbody> <tr><td>2006</td><td>1</td></tr> <tr><td>2007</td><td>2</td></tr> <tr><td>2008</td><td>5</td></tr> <tr><td>2009</td><td>1</td></tr> <tr><td>2010</td><td>2</td></tr> <tr><td>2011</td><td>3</td></tr> <tr><td>2012</td><td>1</td></tr> <tr><td>2013</td><td>5</td></tr> <tr><td>2014</td><td>4</td></tr> <tr><td>2015</td><td>1</td></tr> <tr><td>2016</td><td>2</td></tr> </tbody> </table>	Year	Accident Totals	2006	1	2007	2	2008	5	2009	1	2010	2	2011	3	2012	1	2013	5	2014	4	2015	1	2016	2
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4	<p>Following the increased injury accident rate since the start of this year a resident's petition has been submitted to the Council and a further review of road safety undertaken by Southampton City Council (SCC) at the junction. On Thursday 24th of August a residents meeting was held at the Civic Centre with Cllr Rayment, Cllr Baillie, SCC officers and Balfour Beatty engineer. A second meeting was held on Tuesday 5th of September with a resident that missed the first meeting, Cllr Rayment and a Balfour Beatty officer. In these meetings it was outlined to residents the impact of works carried out to date and further potential measures for discussion (shown in Drawing 1).</p>																								
5	<p>Information provided by the Police on recent injury accidents suggest that drivers on Kathleen Road are failing to give way. This is due in large part to not realising that Kathleen Road is the side arm. Throughout its length Kathleen Road is the through road at all other junctions apart from South East Road. Therefore drivers are not anticipating a need to give way. This was supported by residents who have spoken to drivers when accidents occur. Speed surveys collected before speed cushions were implemented, a year after, and over this summer have shown that while the percentage of drivers driving above the speed limit dropped in the 12 months following they have increased again as shown in Table 2. The speed cushions implemented in 2014 were originally proposed to have a steeper gradient however this was challenged during public consultation by disability groups. At the originally proposed gradient speed cushions are also criticised by bus operators for damage to vehicles, residents for noise pollution as well as a maintenance issued for Local Authorities. As a result of the challenge received the gradient of speed cushions was reduced. In turn this redesign reduces the impact.</p>																								

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6	<p>Table 2 – Speed survey data on South East Road</p> <table border="1" data-bbox="469 241 1238 521"> <thead> <tr> <th rowspan="2">Year</th> <th colspan="3">% of driver's above the 30mph speed limit</th> </tr> <tr> <th>2014 (before cushions)</th> <th>2015</th> <th>2017</th> </tr> </thead> <tbody> <tr> <td>East of junction</td> <td>9</td> <td>3</td> <td>5</td> </tr> <tr> <td>West of junction</td> <td>14</td> <td>3</td> <td>8</td> </tr> </tbody> </table>	Year	% of driver's above the 30mph speed limit			2014 (before cushions)	2015	2017	East of junction	9	3	5	West of junction	14	3	8
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7	<p>Based on a trend in remaining injury accidents being contributed to by ‘a failure to give way’ from vehicles on Kathleen Road side arms, the focus of further measures is on the enhanced awareness of the need to give way. The measures recommended and supported by the majority of the residents we spoke to are:</p> <ul style="list-style-type: none"> • Build out footway on both Kathleen Road arms of the junction to narrow carriageway and highlight it as a side (minor) arm. This will also have pedestrian crossing benefits and give greater protection to houses immediately at the junction. • Junction to be resurfaced with black top as existing buff colour reduces visibility of white lining. Red surface markings around the centre line and give way markings will be added to further enhance visibility of surface markings; • Additional ‘Slow’ road surface markings on approaches to junction; • Double up Give-Way signage by installing new signs on opposite footway and also increase the size of existing signage with high visibility backing. • Reduce sign clutter on Kathleen Road approaches to junction where possible. (Extent of this still to be confirmed as part of Balfour’s design work). 															
8	<p>A further measure recommended was for additional speed cushions positioned immediately at the junction to further encourage lower / suitable driver speeds for approaching the junction. Residents did not support additional speed cushions on the basis that existing speed cushions have not had the significant long term impact in reducing higher speeds. Extending double yellow lines on South East Road was also discussed as this would improve visibility for drivers on side arms by preventing on-street parking. However parking on-street also has a positive speed calming impact which residents wanted to retain. Therefore additional speed cushions and extension of double yellow lines will not be included in measures to be delivered.</p>															
<p>RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:</p>																
9	<p>The budget to implement the works is contained within the 2017/18 safety improvement programme</p>															
<p>OPTIONS and TIMESCALES:</p>																
10	<p>Options have been discussed with residents to identify the best solution.</p>															

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	<p>As part of the residents meeting on the 24th of August a timescale for ‘next steps’ was agreed.</p> <ol style="list-style-type: none"> 1. Balfour Beatty to undertake detailed design of agreed measures in September – October; 2. Public information exercise via post to update residents on additional measures to be delivered. This will include an FAQ document outlining why other measures such as a roundabout and signals are not part of agreed works; 3. Balfour Beatty have programmed delivery of agreed measures for January 2018; 4. Southampton City Council to monitor Road Safety record of junction 6 months – 12 months after measures delivered. 	
Appendices/Supporting Information:		
	Drawing 1 – plan of changes proposed	
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Drawing 1 - Measures Discussed with Residents Group

