

**Your ref:**

**My ref:**

**Date:** 13 July 2016

Dear

### **Petition – A39 St Kew Highway Junction**

Thank you for your letter dated 16 June 2016 expressing St Kew Parish Council's concerns about the safety of the above junction.

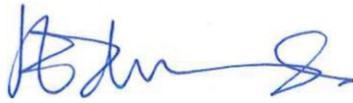
I have analysed the collision details over the last 10 years (1/1/06 to 31/12/15) specifically at the A39 St Kew Highway junction and during this time there have been 6 injury accidents; 1 fatal, 1 serious and 4 slight. The fatal collision occurred in November 2011 and involved an 80 year old female turning right into the path of a vehicle travelling north-east. The serious accident occurred in May 2007 and involved a 69 year old male making the same manoeuvre.

Over the last 3 years there has been 1 slight injury accident. The collision occurred in January 2015 and involved a driver turning right from the A39, towards St Kew Highway, into the path of a vehicle travelling north-eastbound. 4 of the 6 accidents involved drivers turning from the St Kew Highway junction, onto the A39, into NE-bound vehicles. Due to the low number of collisions the site does not feature on the Local Safety Scheme listing. This listing identifies some 200 collision sites throughout Cornwall and forms the basis of how we intervene on the highway network.

I have considered the RadarClass data which indicates that the national speed limit is largely being followed and although the Parish Council suggest that the speed readings are not representative of the speeds during the summer months it is unlikely to differ greatly from those collected in November. It could well be that the speeds reduce during the summer months due to increase traffic flows. Moreover, only one of the six accidents occurred during the summer months.

There is excellent visibility on approach to and from the junction and it is difficult to suggest what improvements can be made. The parish Council's suggestion to implement traffic calming features on a 60mph section of the A39 is not an option. Potentially there are some minor tweaks that could be made to the signs. A ghost island could be considered but this would be costly and would necessitate diverting funds from sites where there is a higher injury accident history.

Yours sincerely



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