



A614/Mickledale Lane, Bilsthorpe

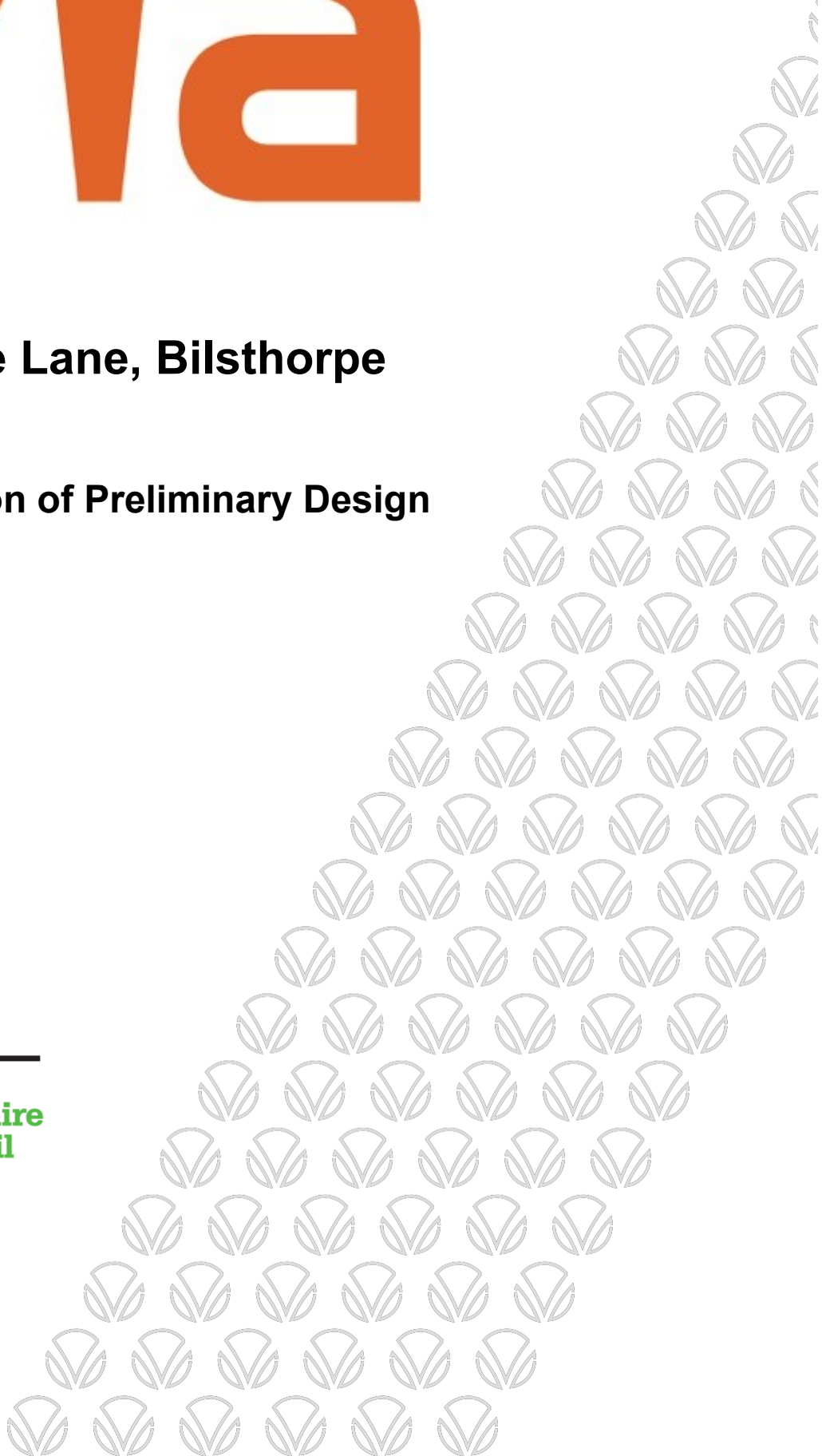
Road Safety Audit Stage 1 - Completion of Preliminary Design

in partnership with



**Nottinghamshire
County Council**

SA2501A
October 2021



A614/Mickledale Lane, Bilsthorpe

Stage 1 Road Safety Audit

Prepared for:

Danielle Deakin
Highway Design
Via East Midlands Ltd

Via East Midlands Ltd
Bilsthorpe Business Park, Eakring Road, Bilsthorpe, Nottinghamshire, NG22 8ST

Registered Office: Bilsthorpe Highways Depot, Bilsthorpe Business Park, Eakring Road, Bilsthorpe, Newark NG22 8ST

1. Introduction

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the proposed new junction design on the A614/Mickledale Lane, Bilsthorpe.
- 1.2** The Road Safety Audit has been carried out following a request received from Danielle Deakin on 28th September 2021.
- 1.3** The Road Safety Audit Team membership approved by Kendrick Hourd, Service Manager (Safer Highways) at Via East Midlands, consisted of:

Donna Biondi - Audit Team Leader, Via East Midlands
Gareth Coles - Audit Team Member, Via East Midlands

- 1.4** The Audit Team Leader and Audit Team Member personally hold an internationally recognised Certificate of Competency in Road Safety Audit (Highways England Approved).
- 1.5** The Road Safety Audit comprised an examination of the following documents provided:

20949 GEN M003 00004 GA P01
- 1.6** The Road Safety Audit took place at private locations away from Trent Bridge House, the Via East Midlands Ltd offices in West Bridgford, Nottingham between the 5th and 19th of October 2021. The Audit Team visited the site of the proposed new junction on 5th October 2021 at approx. 1130hrs. During the site visit it was raining and the road surface was wet. Traffic conditions appeared normal and free flowing.
- 1.7** Site visits were undertaken in accordance with Via Highways Risk Assessment VRA-047 "Site Visits for Crash Site Investigations and Road Safety Audits".
- 1.8** The audit has been carried out in accordance with Nottinghamshire County Council's Road Safety Audit Policy, following the principles of DMRB GG 119. The audit has been carried out with the sole purpose of identifying features of the scheme which could, in our view, lead to road safety problems. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.9** Road Safety Audit is only concerned with road safety matters. It does not consider structural safety nor health and safety issues connected with construction, maintenance and operation. At Stage 3, Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.
- 1.10** All comments and recommendations are referenced to the design drawings and the locations are indicated on a plan within this report.

- 1.11** The recommendations made in this report should not be regarded as direct instructions to amend the scheme. However, the Designer should consider the recommendations and obtain agreement with the Client as necessary, with a view to amending the scheme to address the road safety problems identified.

2. Items raised in previous road safety audit(s)

- 2.1** The Audit Team is not aware of any other Road Safety Audits having been carried out on this proposal.

3. Items raised at this Stage 1 Audit

3.1 Problem

Location: 3.1 – A614/Mickledale Lane.

Summary: Vehicles colliding with closure.

Familiar drivers, who haven't travelled on the A614 for a while, may fail to notice that Mickledale Lane has been closed. There is a small risk of them attempting to turn into Mickledale Lane and colliding with the closure and a higher risk of them slowing and hesitating/being confused by the closure and being hit by a following vehicle. Vehicle occupants could be injured in these collisions.

Recommendation

Ensure the closure is obvious day & night. Remove any signing & road markings that may make drivers think there is still a road there. Erect some temporary signing warning of the closure.

3.2 Problem

Location: 3.2 – Mickledale Lane approach to the A614.

Summary: Vehicles colliding with closure.

There may be occasions where the gate on Mickledale Lane is left open and unauthorised users drive along Mickledale Lane. If they think they can still access the A614, or it is not obvious that it is closed, they may collide with the closure.

Recommendation

Ensure the closure is obvious day & night. Remove any signing & road markings that may make drivers think they can still access the A614.

3.3 Problem

Location: 3.3 – Proposed gate on Mickledale Lane

Summary: Vehicles colliding with gate on restricted access road.

Unauthorised users may exit the roundabout onto the restricted access section of Mickledale Lane. They may fail to notice the gate, particularly at night, and collide with it. Vehicle occupants could be injured.

Recommendation

Erect clear signing of the restriction and gate and ensure the gate is obvious day & night.

3.4 Problem

Location: 3.4 – Roundabout on Mickledale Lane.

Summary: Vehicles colliding on roundabout.

It is assumed that the gated access will be used infrequently. Drivers who regularly negotiate the roundabout will rarely have to give way to another vehicle, the junction will operate more as a bend. They may not anticipate another vehicle entering or exiting the gated access and may fail to give way to them. They may collide with them, resulting in injury to vehicle occupants.

Recommendation

The only real solution to this problem is to install an alternative type of junction.

3.5 Problem

Location: 3.5 – Roundabout on Mickledale Lane.

Summary: Pedestrians/cyclist injured in trips on kerb.

There is footway/cycleway proposed on each leg of the roundabout, but no provision for crossing the carriageway at the roundabout. Pedestrians may be injured if they trip on a kerb and cyclists may fall from their cycles and be injured trying to mount the kerb.

Recommendation

Provide dropped crossings on the footway and refuges, if it is a shared use footway/cycleway the refuges will need to be large enough to accommodate a cycle.

Dropped crossings will also be necessary to cross the side roads off the new road, if there is footway both sides.

3.6 Problem

Location: 3.6 – Eastern footway of new road.

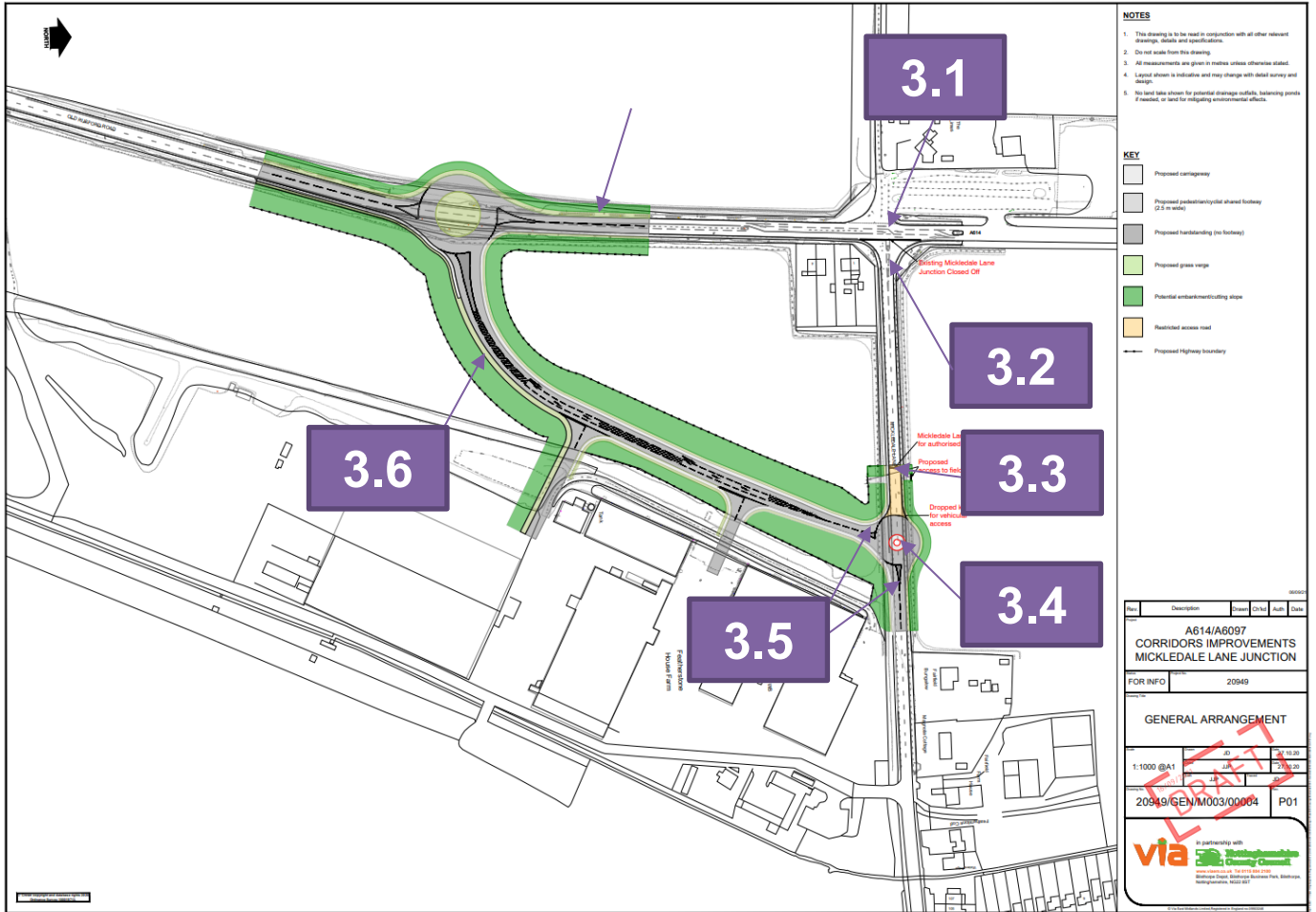
Summary: Vehicles colliding with pedestrians or cyclists.

There is a missing section of footway/cycleway, between the roundabout and the new access closest to the roundabout. Any pedestrians/cyclists wanting to travel on this section would have to do so on the verge, where they may slip, or in the carriageway where they are vulnerable to being hit by a vehicle. Pedestrians and cyclists could be injured in these collisions.

Recommendation

Provide footway/cycleway on this section.

4. Reference Locations



5. Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with Nottinghamshire County Council policy.

Road Safety Audit Team Leader



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