

	<b>Road Safety Audit - Feedback Form</b>	Reference: VFOR-NT-008
		Version: 2.1
	Document Owner: Casualty Reduction Manager, Safer Highways	Issue Date: 30-10-2020
		Review Date: 30-10-2021

Please complete Feedback Sheet and return:

	<b>TO: SAFER HIGHWAYS (Trent Bridge House, Floor 9)</b> email: <a href="mailto:simon.taylor@viaem.co.uk">simon.taylor@viaem.co.uk</a>	
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<b>Road Safety Audit - Feedback Form</b>
<p><i>Feedback is requested in order to protect Via/NCC by demonstrating that the findings of Road Safety Audit have been properly considered. It is intended as a record of the decisions made regarding the recommendations in each audit. It is not the same as a "Design Response" as required by the DMRB process GG 119. Feedback should normally be provided by whoever requested the audit.</i></p>

SAFER HIGHWAYS USE ONLY <b>SA 2501A</b>
STAGE <b>1</b> DB
Return Logged <input type="checkbox"/>

LOCATION            **Old Rufford Road/Mickledale Lane, Bilsthorpe**

WORKS             **New Roundabout & Junction Alteration**

*Tick appropriate box*

**All recommendations from the Road Safety Audit Report are to be implemented**           

**One or more of the Road Safety Audit Report recommendations are not to be implemented**           

***Please list any Recommendations that will not be implemented, with reasons:***

After reading the stage 1 safety report the Major Projects and Improvements Team do accept the recommendations detailed in section 3.1, 3.2, 3.3 and 3.5 and any issues raised within these sections of the report will be addressed at our detailed design stage.  
 Two of the recommendations will not be implemented due to the reasons addressed on sheet 2.

Please continue on a separate sheet if necessary

Signed: 


Date: 
**17/11/2021**

Once downloaded this document is UNCONTROLLED. Please consult I:\HIGHWAYS\ISO Management System for current versions of all controlled documents.

Continuation sheet (if necessary)

### **3.4 – Roundabout on Mickledale Lane**

The only alternative would be to introduce a bend which would join the new link road to the existing Mickledale Lane. This would mean that the access to the gated section would be located on the outside of the bend. This would be cost prohibitive especially as it would require a lot more land and this land would be in the working area (including demolishing business buildings) of a large agricultural distribution business/plant. The mini roundabout has been designed to the National standards (DMRB CD116). Vehicle speeds will always be low when negotiating the roundabout because of the tight radii of the roundabout movements and the presence of kerbed splitter islands which will result in extremely low risk of any collisions and very unlikely to result in injury accidents. Due to the gated access leg of the roundabout accommodating two working field accesses this leg of the roundabout is likely to be used frequently particularly at harvest time therefore there will be an anticipation of turning movements from this leg.

### **3.6 – Eastern Footway of the New Road**

This section of footway has only been incorporated to keep the original length of footway that sits on the east side of the A614 which ends in “the middle of nowhere”. The reason for the existing footway at this location hasnt been established despite extensive research and the pedestrian use of the footway seems to be none existant with much of the surface covered in shrubbery. As this problem has been raised we will remove this section of footway completely.