

	Road Safety Audit - Feedback Form	Reference: VFOR-NT-008
		Version: 2.2
	Document Owner: Casualty Reduction Manager, Safer Highways	Issue Date: 16-8-2021
		Review Date: 16-8-2024

Please complete Feedback Sheet and return:

	TO: SAFER HIGHWAYS (Trent Bridge House, Floor 9) email: simon.taylor@viaem.co.uk	
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Road Safety Audit - Feedback Form
<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 SA 2404B	
STAGE 1	SJT
Return Logged <input type="checkbox"/>	

LOCATION **By-pass Road / Kirk Hill / East Bridgford Road**

WORKS **Road widening through signals junction**

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
- FOR STAGE 1 ROAD SAFETY AUDITS ONLY - The report has been passed to an external designer for their consideration during detailed design

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

<p>3.1 Swept paths of large vehicles turning left off the A6097 onto Kirk Hill have been checked with the results that it won't be possible to pull the stop line closer to the junction. Full full inter visibility at the Stop line is achieved for the south west half of the junction. Full inter visibility is not achieved at the Stop line for the north east half of the junction (a departure from standards for the reduction in inter visibility at the stop lines will be sought as part of detailed design). Part of the vegetation along the A6097 and a few metres into the junction will be cut back to widen the existing footway to 2m, which will slightly improve intervisibility. However as vehicles move off from the Kirk Hill and East Bridgford stop lines full inter visibility is achieved in advance of the path of vehicles travelling straight ahead on the A6097.</p> <p>See Continuation sheet...</p>
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Please continue on a separate sheet if necessary

Signed:

Nigel Barlow

Date:

8th December 2021

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Continuation sheet (if necessary)

3.2 - Double height signals will not be installed at this junction - full stopping sight distance is achieved on the A6097 approaches within the design hence enhanced conspicuity is not required. Double height signals present a maintenance issue in that the high level signals cannot be safely accessed via a ladder and require a MEWP with TM to close lanes which in turn present additional hazards in setting up and breaking down the TM, so are to be avoided where possible. At this site there will be splitter islands between the A6097 offside ahead and right turn lanes (which are not there in the current layout). These islands will allow additional mounting locations for additional traffic signal heads for the A6097 (nearside and offside heads for both the ahead and right turn movements) without the need for the high level signals. HFS will be installed on the approaches and the speed limit will be reduced to 50mph as part of the design.

3.3 - The length of 2 lane exits proposed in the design are required to achieve the necessary capacity improvement and therefore cannot be shortened. Central refuges will be installed on each A6097 approach.

3.4 - The public footpath referred to is actually a bridlepath. There is no existing pedestrian crossing facility uncontrolled or otherwise at this location. There is no requirement for a pedestrian crossing provision here based on known pedestrian traffic and therefore no pedestrian crossing facility will be provided.