

Summary

Accident Trend: downward - marked drop in last quarter (9 in Q1, 9 in Q2, 8 in Q3, 2 in Q4) Accident Rate: high - 244 pias/Bvkm (cf 72 on modern D2 roads with hard strips) Severity Index: low - 7% (cf 15% on modern D2 roads with hard strips)	
Key factors: 4 (14%) wet road low (cf 31% on non built-up roads). 10 (36%) darkness elevated (cf 28% on non built-up roads) 10 (36%) very high (8% on non built-up A-roads) motorcyclists	
Ksi casualties (Safe System considerations): 2 ksi casualties (serious) occurred in 2 accidents:- <ul style="list-style-type: none"> • both resulting from riding motorcycles (vehicle not Safe System compliant). 	
Accident distribution: 25 pias (89%) occurred at roundabout junctions; 3 (11%) non-junction mainline.	

1.0 Introduction

In September 2019, Norfolk County Council and WSP carried out a Stage 4 Safety Audit for the A1270 Broadland Northway. A Stage 4 Safety Audit is a standard procedure based on Department for Transport guidelines to monitor the safety performance of a new highways scheme 12 months after opening. The audit analyses only personal injury accident data recorded by Norfolk Constabulary. It does not include an analysis of damage only or 'near miss' incidents as these are not routinely recorded in sufficient detail. It does, however, review comments and feedback received by the general public and other stakeholders and relates this to the recorded personal injury accident data and site conditions.

It should be highlighted that regrettably there was a recent fatality on 14th August 2019, near the A140 junction. This has not been included within this report as the Coroner's investigation is still underway and falls outside the 12-month study period.

2.0 Findings

During the 12-month period (17/04/18 - 16/04/19) since full route opening a total of 28 personal injury accidents (2 serious, 26 slight) were recorded throughout the scheme. The accident rate is high for a modern dual carriageway when compared to national statistics. However, this is misleading as most dual carriageways do not have roundabout junctions as closely spaced as A1270 Broadland Northway. This is reflected in the accident locations with 89% occurring at roundabouts. The accident severity is low which also reflects that most accidents are occurring at roundabouts, where traffic speeds will be much lower than on the dual carriageway links. The number of accidents which occurred in dark conditions is slightly elevated. The proportion of accidents which involved motorcyclists is high, but there is no common accident type. Overall, the accident record is improving with only 2 recorded in the last quarter.

Although most accidents occurred at roundabouts, not all of the roundabouts have a significant accident record - 75% of total accidents occurred at only 4 roundabouts:

- Airport Roundabout – 5 accidents (3 northeast bound overshoot in the dark and 2 loss of control);
- North Walsham Road Roundabout – 5 accidents (mixed causation but all in daylight, only one accident since traffic signs and road markings improvements in November 2018);
- Wroxham Road Roundabout – 7 accidents (3 tail end collision, 2 lane change on exit, others mixed causes, 4 in the dark);
- Salhouse Road Roundabout – 6 accidents (3 southeast bound overshoot in the dark – but none since traffic signs and road markings changes in November 2018, 3 mixed causation).

3.0 Recommendations

Some targeted minor measures are recommended at three roundabouts with a significant accident record:

- Airport Roundabout – measures to reduce excessive approach visibility to reduce entry speed. This to be achieved by adjusting the spacing of existing ‘baffles’ in the central reserve. In addition, temporary screening is recommended on the central island to reduce excessive visibility across the roundabout until existing planting matures. The type of screening is to be explored but will be robust and not detract from Norfolk’s rural character;
- North Walsham Road Roundabout - the westbound mainline approach would benefit from an additional chevron sign to improve roundabout conspicuity;
- Wroxham Road Roundabout – To reduce excessive approach speed and potential headlight dazzle from oncoming traffic, temporary screening is recommended on the central island to reduce excessive visibility across the roundabout until existing planting matures. The type of screening is to be explored but will be robust and not detract from Norfolk’s rural character. An additional chevron sign is to be added on the westbound mainline approach to improve roundabout conspicuity.

4.0 Next Steps

The recommended works will now be progressed. In addition, the accident record of A1270 Broadland Northway will continue to be monitored and we will continue to work with our partners to promote the safe operation of the road network for Norfolk residents and businesses.