



Atworth Traffic Action Group (ATAG)

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ATAG Response to Atworth Parish Council Request for views on Village Gateway Project

On 22nd November 2012 a request was received from the Parish Council for ATAG's comments on the Options Papers for the proposed Village Gates. This is ATAG Organising Committee's (OC) response. The ATAG OC has discussed the options at two of its meetings, and has also had discussions with members and officials at the January Community Area Transport Group (CATG).

In the context of the Village Gates ATAG takes its brief from its three Public and Residents meetings. The relevant issues arising from these meetings are:

- the speed of traffic approaching and leaving the village, especially on the western outskirts;
- the very high incidence of reckless and dangerous overtaking between the region of the Clock Tower and the bends approaching the Keeper's Cottage, where visibility is poor anyway;
- fast moving vehicles within the village cause serious distress and hazards to mothers with children on Atworth's narrow pavements, especially during school travel times.

Some details of various past minor and serious incidents on the western A365 are available at: http://atag.99k.org/20120625_foi_summaryreport.pdf. The most recent injury was on 6th November 2012.

1. Gate Design Option

ATAG favours Gate Design Option 2, because it provides the clearest signal to drivers entering the village.

2. Position of the Gates

ATAG is of the opinion that placing the gates in the indicated position does not make the best possible use of their impact. The Metrocount study at Denley Farm Cottage, just yards from the 30mph limit, showed that 15% of vehicles exceeded 59.3mph. We consider therefore that the DfT Circular "*Setting Local Speed Limits*" offers applicable guidance in the provision of an additional 40mph limit to aid the transition to a speed of 30mph on approach to the village. The best use of the Gates would then be achieved if the Gates were to be placed beyond the Farm Shop entrance, and the 30mph limit moved accordingly.

3 The Associated Road Markings

On 8th December, four ATAG OC members used a trundle wheel & measuring stick to check the vertical visibility along the western A365 against the DfT *Road Signing Manual*, chapter 5, which advises on double-white lines. We found that the vertical visibility does not meet even the minimum requirements, and that excludes the impact of the Metrocount study quoted above. Furthermore, road marking along the A365 to Box Fiveways is exceedingly worn and due for renewal.

We believe that it would be foolish to miss the opportunity to implement proper road marking at this time - in short "*let's do the job properly*". The proposed hatching should be replaced by double-white lines so as to discourage reckless drivers. ATAG is convinced that all costs of a necessary survey, and of the work, would be recouped within five years even if the rate of accidents and incidents is reduced only by 50%.

4. Finally

ATAG would respectfully like to ask the Parish Council to recall their decisions of July 2012 when they supported unanimously the four proposals which ATAG placed before them, and which were endorsed accordingly. These proposals included the re-organisation of the speed limits, the provision of double-white lines and steps to reduce the hazards to mothers with children and the elderly walking along Atworth's narrow pavements, especially during school travel times.

On Behalf of the ATAG Organising Committee, January 2013

*The Atworth Traffic Action Group is a community association formed by residents of Atworth.
It's aim is to protect Atworth from the effects of traffic through the village.*