



Atworth Traffic Action Group (ATAG)

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Measurement of Dangerous Pavements in Atworth

A Report on the Unsatisfactory
Pavements along
the A365 in Atworth

Prepared using measurements taken by the
Organising Committee of ATAG in June 2013

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ATAG receives many complaints from residents about traffic conditions along the A365 (Bath Road), the C220 (Purlpit) and the C122 (Bradford Road). These complaints include speeding traffic, reckless overtaking, failure to stop for pedestrians (especially children and the elderly) at the crossing, and vehicles (especially heavy goods vehicles) travelling at speed close by Atworth's narrow pavements. All these examples of bad driving practice cause residents considerable annoyance and hazard as they go about their business in the village.

The entire route along these roads is used by mothers and fathers accompanying children along the school travel route at least twice each weekday, and at least once per week when a larger group takes part in a walking 'bus. It must surely be a good thing for children to walk to school rather than be driven but, when facing these hazards and dangers, made worse by diesel engined road vehicle emissions of particulates and nitrogen oxides, it is unsafe and unpleasant. ATAG is addressing all of these issues with the appropriate authorities, although gaining their co-operation is very difficult.

This report addresses just one of them: that of Atworth's narrow pavements. In June of 2013, ATAG's Organising Committee spent an evening walking along the A365 where each narrow point along the pavement was identified and measured. All points observed were on the south side pavement. In all, seven points were identified where the pavement was less than one metre, and one other point where it was only just a little more than one metre. There was also one point where no dropped kerb is provided for wheelchair and pushchair users.

These narrow points make it very difficult for a parent with a child in a pushchair and another toddler walking alongside to pass safely along the pavement. Reports of near misses by heavy goods traffic (often their wing mirrors or corner stalk lights) and other vehicles, have been received. We have a letter from a schoolgirl in the village from as long ago as 1998 making a plea to the parish council to do something about this.

The Department for Transport *recommend* a minimum width of 2m, and quote an *extreme minimum* of 1.3m in Part Five (Footway Design) of their Design Manual for Roads and Bridges. Plainly Atworth pavements fall short of these requirements to a very startling extent.

You will find overleaf, two maps showing the eight narrow points which ATAG considers to be critical. On page four, we have listed the locations of these points.

Although ATAG has taken care to ensure that the details presented are correct and reasonably accurate, we would naturally expect any authority to carry out confirmatory measurements for itself before committing to any action.

Kenneth Spencer, on behalf of the ATAG Organising Committee.

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The Narrowest Points Listed

The narrowest points along the A365 (Bath Road), south side are, from West to East:

1. By the pedestrian crossing 0.92 metre
2. By 59 Bath Road 0.82 metre
(note that there is a narrow region of pavement extending over several metre along this part of the pavement)
3. By 46 Bath Road 0.96 metre
and
4. just east of 46 Bath Road 0.96 metre
(at two points along a few metre of the pavement,
and in the vicinity of the hedge, 0.63 metre)
5. By 44 Bath Road 1.17 metre
and
6. just east of 44 Bath Road 0.89 metre
7. By 23 Bath Road 0.73 metre
and
8. just east of 23 Bath Road 0.95 metre

Absence of Dropped Kerb

It was noted that there is no dropped kerb for wheelchairs or pushchairs on the east side of the entrance to Chapel Rise off the Bath Road.



Kenneth Spencer, on behalf of the ATAG Organising Committee. August 2013.

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