



# 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\\_foj\\_summaryreport.pdf](http://atag.99k.org/20120625_foj_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.

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**On Behalf of the ATAG Organising Committee, January 2013**

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

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ATAG OC - 20130111 - Extracted from the DfT Circular: *Setting Local Speed Limits*:

## DEPARTMENT FOR TRANSPORT

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DfT Circular 01/2006  
Department for Transport  
Great Minster House, 76 Marsham Street, London SW1P 4DR

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8 August 2006

## SETTING LOCAL SPEED LIMITS

### CONTENTS

[ ... ]

### SECTION 6:

### RURAL SPEED MANAGEMENT

This section provides specific guidance on the setting of local speed limits in rural areas.

[ ... ]

#### **Responsibility for local speed limits**

23. The Highways Agency is responsible for determining local speed limits on the trunk road and motorway network, and local traffic authorities are responsible for determining local speed limits on the local road network. In this Circular, the term 'traffic authority' is used to denote both the Highways Agency and local traffic authorities.

[ ... ]

115. In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police

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## MetroCount Traffic Executive

(via ATAG-KASpencer)

### SpeedStat-8 -- English (ENG)

#### Datasets:

**Site:** [A365 ATWORTH NR DENL] A365 ATWORTH NR DENLEY FARM (60MPH)  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 11:06 08 May 2012 => 07:49 22 May 2012  
**Zone:**  
**File:** A365 ATWORTH NR DENL22May2012.EC0 (Plus)  
**Identifier:** K6731JV7 MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default (v3.21 - 15275)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:07 08 May 2012 => 07:49 22 May 2012  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 6 - 99 mph.  
**Direction:** North, East, South, West (bound)  
**Separation:** Greater than 4.00 seconds. - (Headway)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (ARX)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 53399 / 81297 (65.68%)

### Speed Statistics

#### SpeedStat-8

**Site:** A365 ATWORTH NR DENL.0.0NS  
**Description:** A365 ATWORTH NR DENLEY FARM (60MPH)  
**Filter time:** 11:07 08 May 2012 => 07:49 22 May 2012  
**Scheme:** Vehicle classification (ARX)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(NESW) Sp(6,99) Headway(>4)

Vehicles = 53399  
Posted speed limit = 37 mph,  
Maximum = 99.3 mph,  
85% Speed = 59.3 mph,  
12 mph Pace = 45 - 57,  
Variance = 69.79,

Exceeding = 51924 (97.24%),  
Minimum = 6.2 mph,  
95% Speed = 65.8 mph,  
Number in Pace = 32522 (60.90%)  
Standard Deviation = 8.35 mph

Mean Exceeding = 52.24 mph  
Mean = 51.7 mph  
Median = 51.2 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.0%	0 0.0%	53399 100.0%	0.00	0.00	0.00
6 - 12	21 0.0%	21 0.0%	53378 100.0%	0.00	0.00	0.00
12 - 19	33 0.1%	54 0.1%	53345 99.9%	0.00	0.00	0.00
19 - 25	44 0.1%	98 0.2%	53301 99.8%	0.00	0.00	0.00
25 - 31	256 0.5%	354 0.7%	53045 99.3%	0.00	0.00	0.00
31 - 37	1229 2.3%	1583 3.0%	51816 97.0%	0.00	0.00	0.00
37 - 43	5750 10.8%	7333 13.7%	46066 86.3%	0.00	0.00	0.00
43 - 50	14805 27.7%	22138 41.5%	31261 58.5%	0.00	0.00	0.00
50 - 56	17080 32.0%	39218 73.4%	14181 26.6%	0.00	0.00	0.00
56 - 62	9306 17.4%	48524 90.9%	4875 9.1%	0.00	0.00	0.00
62 - 68	3065 5.7%	51589 96.6%	1810 3.4%	0.00	0.00	0.00
68 - 75	1140 2.1%	52729 98.7%	670 1.3%	0.00	0.00	0.00
75 - 81	422 0.8%	53151 99.5%	248 0.5%	0.00	0.00	0.00
81 - 87	141 0.3%	53292 99.8%	107 0.2%	0.00	0.00	0.00
87 - 93	68 0.1%	53360 99.9%	39 0.1%	0.00	0.00	0.00
93 - 99	39 0.1%	53399 100.0%	0 0.0%	0.00	0.00	0.00
99 - 106	0 0.0%	53399 100.0%	0 0.0%	0.00	0.00	0.00
106 - 112	0 0.0%	53399 100.0%	0 0.0%	0.00	0.00	0.00
112 - 118	0 0.0%	53399 100.0%	0 0.0%	0.00	0.00	0.00
118 - 124	0 0.0%	53399 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   37 (PSL)	1475 2.8%	51924 97.2%