

Todwick Meeting about driving on the new A57 bypass, Red Lion Roundabout and other concerns

Meeting held 20.00 Friday, 5 September 2014 in Todwick Village Hall

There are an increasing number of people from Todwick and from elsewhere who are concerned about driving on the new A57 bypass, using all the exits onto the Red Lion roundabout, also exiting from Goosecarr Lane and the speed of cars.

The objective of the meeting was a fact finding exercise to see if there are any other concerns. The following notes are the results of comments from the 5 September 2014 meeting and also comments that have been sent by people who live in the village or use the A57.

1. Exit from Goosecarr Lane onto the A57 to go to junction 31 roundabout

- the new exit Slip road is too short in length and should be treated as a giveaway – **A suggestion to help the situation is for a sign to be positioned on the A57 prior to the Goosecarr exit with warning signs on the A57 "Beware Traffic Merging from the Left and move over to outside lane" also suggest that the area here is reduce to 40mph or even 30mph**

- general agreement that the traffic coming down the A57 from Worksop/elsewhere is much faster than 50mph limit making it very difficult to get onto A57, especially during "rush hours".

Suggest that the area here is reduce to 40mph or even 30mph which would also help in preparation for the roundabout

- oncoming vehicles do not move over to outside lane even if it is clear for them to do so to make way for cars exiting from Goosecarr Lane.

- in the past, prior to the new road when it was a T junction at Goosecarr/A57 the oncoming traffic often slowed down to let Goosecarr motorists out onto the A57. General view is that this rarely happens now despite two available lanes.

Suggestions that this reverts back to a T junction

2. A57 from M1 Junction 31 to Red Lion roundabout

- **street lights** suddenly finish just before the Todwick Grange Estate entrance..... at night time this plunges drivers into darkness – particularly bad on very dark wet nights. The shortage of lights was questioned at the time of the construction – and according to a RMBC Senior Engineer this is "because it was in the plan"... assume that this was due to costs.

Could extra lights be installed – perhaps solar powered lights?

- **the kerb outside Todwick Grange** entrance is not visible during darkness. **A solution would be to put reflectors around it.**

- **a layby should be provided** on this stretch of road to help with breakdowns etc.

Also a comment from driver who saw some young drivers who had broken down pushing a car down the A57 towards the roundabout – nowhere to push cars onto a refuge because height of the kerb. Plenty of grassed verges in this area that could be used.

- **Lowering the speed limit**, from the current 50mph to 40mph, would slow down traffic approaching the roundabout. However, it appears that the original plan was for the speed limit to be even higher to ensure large volumes of traffic could quickly exit the M1 onto the A57 to prevent traffic jams on the motorway. So perhaps very unlikely that the authorities would consider a lowering of the speed limit as an option.

- **Speed cameras could help to control the situation**

- There are **problems accessing the Todwick right hand lane** when approaching the roundabout because of drivers speeding down the outside lane

3. Red Lion RoundaboutGeneral comments

- general view from Todwick people and also from outside the village that the roundabout is **“an accident waiting to happen”**

- **island itself is far too small**

- long queues at busy times especially **exiting** from Kiveton Lane and also Todwick Road for those coming from Dinnington. Before the roundabout and when there traffic lights, vehicles could be assured of getting out within a short time. Not so now.

- cited by a non Todwick resident that the shape of the roundabout is bordering on **“not fit for purpose.”** Whoever designed has obviously never driven round it. The outer lane is hardly used because it is almost unusable, especially by large vehicles, and there are a lot of them!

- **unbelievable speeds** especially from A57 Worksop towards M1 roundabout

- coming round the roundabout **to get into the Todwick Kiveton Lane entrance is very small** – some larger vehicles find it a challenge!

- traffic on the A57 from Worksop coming onto the island far too quickly and thus creating long waits for cars exiting especially from the Red Lion Hotel car park and also Todwick Kiveton Lane. This is also reinforced by the Red Lion Manager who says that his customers have complained that they cannot access the roundabout due to speeding drivers already on the roundabout. **Suggest that an unmarked police car be positioned on the slip road from the Red Lion to observe traffic behaviour. (A standard car with full markings would obviously be noticed by approaching traffic).**

- long waits from those using the **Todwick Kiveton Lane exit** as vehicles tailgating from Worksop Road onto roundabout at speeds and without indicator lights showing where they are going - so no chance of getting out for ages

- what are the chances of traffic lights at the roundabout? If not all the time but at busy times - see example is the M1 Junction 31 exit southbound

- any chance of average speed limit notices or cameras being installed similar to what we have on motorways....

- suggest that all the approach roads to the roundabout have arrows with directions painted on the roads showing left turn position, straight through the roundabout and right turns where appropriate. This should allow correct positions to be taken up before arriving at the roundabout. Would also be of value to those awaiting a gap in the traffic flow, because overall the use of correct lane is non-existent most of the time.

- when approaching the roundabout on the A57 from South Anston the views of the roundabout are probably too good – thus encouraging the drivers to race out without any indication of where they are going. **Someone said that fencing had been erected on the road sides before other roundabouts in an effort to slow down approaching traffic.**

- Other Comments received

“It's the worst traffic island I have ever driven round and the exits are too narrow”

- the problems are caused by **bad drivers, they do not know how to use a roundabout see also other comments below from Facebook**

- The **road markings** should state which lane to use

- but some people who want the Todwick exit take the right hand lane when approaching from Dinnington when they should use the left hand lane

- lorries/HGVs have problems **staying in the left hand lane** when entering from the M1 side. They mostly occupy two narrow lanes on the roundabout.

- **Suggestion - could an unmarked police car, parked outside the Red Lion Hotel, spend some time observing traffic on the roundabout**

4. Todwick Road going to Dinnington – lack of continuous footpath after the Grange Estate

This is currently being investigated as yet no proposals /results. It is understood that the gap in the footpath is temporary because there is a gas main underneath that needs to be surveyed before completion

5. Other Comments

From Facebook after the A57 fatal accident in June 2014

- It would help if people learned the correct **New lane markings** and stick to them!!
- Was an accident waiting to happen I'm very sorry to say.

- No one stays in the correct lanes on that roundabout.
- Hate that roundabout I'll be honest never know which lane to go in.

Also

- "it is an accident waiting to happen"
- "bad driving is the problem"
- the fatal accident was close to Greenscene Nursery
- for clarification, the speed limit on the A57 from the M1 all the way to South Anston boundary is 50mph. There is a 40mph limit as buildings start.

September 2014

Ref: 00 A57 meeting held 5 September 2014- results from the meeting and also comments sent in about driving on the new A57 bypass.doc

People who facilitated the meeting are:

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