

Name of meeting: Cabinet Committee - Local Issues
Date: 11 February 2019

Title of report: Deputation to raise concerns of traffic issues, Armitage Road, Armitage Bridge

Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Is it in the Council's Forward Plan ?	No
Is it eligible for "call in" by Scrutiny ?	Yes
Date signed off by Strategic Director & name	Karl Battersby - 29.01.2019
Is it signed off by the Service Director Finance?	Eamonn Croston - 31.01.2019
Is it signed off by the Service Director - Legal, Governance and Commissioning?	Julie Muscroft - 31.01.2019
Cabinet member portfolio	Place (Investment and Housing)

Electoral [wards](#) affected: Newsome

Ward councillors consulted: No

Public or private: Public

1. Purpose of report

A deputation was received at Council, from Armitage Bridge Village Association, requesting action to deal with the traffic issues through their village, and the Group presented a traffic survey they had undertaken as evidence. A subsequent meeting made a request for traffic calming with a 20 mph speed limit, install a pedestrian zone with 10mph speed limit, traffic signals on Armitage Bridge, a pedestrian refuge, parking bays with associated kerbing works, HGV signing, and measures to prevent vehicle conflicts at the junction of Armitage Road and B6108 Meltham Road. Councillor Mather committed officers to investigate the issues raised and present the findings to Cabinet Committee Local Issues, for consideration.

2. Key points

Armitage Bridge Village Association raised concerns over the number of HGVs currently breaking the 7.5 tonne weight restriction and the amount of traffic using Armitage Bridge as a through route. The combination of these two factors, and on street parking by residents in the village, who have nowhere else to park their vehicles off street, are leading to a number of conflicts where vehicles are forced to mount the footway to pass each other, or reverse to let another vehicle pass. To resolve their concerns they have requested that unsuitable for HGV signs are erected and a refuge is installed to deter HGV movements through Armitage Bridge.

Other requests include traffic calming, signalling of the bridge, a pedestrian zone and other minor measures such as kerbing works and parking bays in an effort to make the road through Armitage Bridge appear unattractive as a through route.

In response -

- Pedestrian Zone with 10mph speed limit – There is currently no legislation that allows the making of or enforcement of a 10mph speed limit. Pedestrian zones are design to create a space which is free of vehicle movements. To introduce such as zone in the centre of Armitage Bridge would require restriction on vehicle movements for both through traffic and residents to remove the issue of pedestrians conflicting with moving traffic.
- Traffic calming features with 20mph zone - There is little evidence to suggest that traffic calming reduces levels of through traffic especially if alternative routes are perceived to be more onerous. Information supplied by ABVA does not include any speed data so it is not possible to comment if there would be a marked reduction in vehicle speeds.
- Traffic signals and footway on bridge - There are no recorded injury traffic collisions involving vehicles turning from Stockwell Vale. During a visit to site it was noted that visibility could be improved by carrying out forestry works alongside the river on both banks.

The installation of signals to control traffic passing over the bridge would allow for shuttle working which would free up carriageway space to use as footway. However the construction of a footway on one side of the carriageway to the minimum standard of 1.2m and allowing 0.5m clearance of the bridge walls would reduce the available carriageway width to the point where refuse vehicle or similar size HGVs would have to mount the new footway to avoid striking the bridge parapet.

- Parking bays with associated kerbing - Any reduction in carriageway width can contribute to reduction in vehicle speeds. However without speed data it is not possible to determine how effective this would be as vehicle speeds maybe already be at the point where any measures would not give any further reductions. In addition introducing parking bays in this area would require discussion with the tenants of Brookes Mill as it appears that some of the units take access from this section of Armitage Road.

- Unsuitable for HGV signs - The road is subject to a 7.5t tonne weight limit backed up by a traffic regulation order which came in to force November 2015. The weight restriction is currently signed at each of the junctions mentioned above and also has advance signing on the approaches to these junctions also.
The unsuitable for HGV signs are purely advisory and carry no additional enforcement power and are designed for use where it is not appropriate or possible to introduce an enforceable restriction such as weight, width, length, or height.
- Pedestrian Refuge - The issue in using the refuge to prevent HGVs is that a minimum width needs to be retained to allow access for service vehicles (e.g. refuse lorry, construction traffic, removal vehicles, etc.) so only the largest HGVs would be stopped. However the issue of larger HGVs becoming trapped at the refuge with nowhere suitable to turn around will lead to them having to reverse a considerable distance along a live two way carriageway.
- Measure to prevent vehicle conflicts at the junction with B6108 Meltham Road - This issue appears to be caused by vehicles parking too close to the junction. Current guidance in the Highway Code states DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space.

If the above was adhered to vehicles would be able to turn into Armitage Road from B6108 Meltham Road unimpeded and have space available to wait should they be opposed by a vehicle travelling up Armitage Road past parked cars. The introduction of parking restrictions could be used to achieve this, however it would displace the parking to further down Armitage Road towards Armitage Bridge.

In this case if drivers did not use Armitage Bridge as a through route the length of journey increases from ½ mile to 2.2 miles and involves passing through the traffic signals at Lockwood.

Access still needs to be maintained to allow HGVs such as refuse vehicles, construction vehicles, and delivery vehicles. Therefore any measure implemented to control HGV access would have to take into account these larger vehicles.

Whilst parking remains in the narrower sections of Armitage Road there is still the potential for vehicle conflicts. Even if measures are successful in removing all lorries over 7.5 tonnes there are still commercial vehicles that fall below the weight but have a width approaching that of a HGV. Examples include the current Iveco Eurocargo Urban models used by companies such as TNT can have a gross weight of between 6 and 8 tonnes and wide bodied van derived 3.5 tonne vehicles such as those used by Ocado/Morrisons for home deliveries.

Officers recognise the commitment of the Armitage Bridge Village Association to the safety of residents in this local area, and commend them on the surveys they have undertaken and the time spent preparing details plans of what they would like to achieve, but within the constraints of the Councils budgets, considering the wider expectations for traffic movements and the current safety record at this location, Officers are unable to meet their expectations.

3. Implications for the Council

That road safety concerns of residents will remain if no further action is taken.

4. Consultees and their opinions

None

5. Next steps

- To request enforcement of the 7.5 tonne weight restriction by the police
- To audit the signing at the traffic signals at Lockwood to ensure HGVs are choosing the correct route.
- To contact the relevant bodies to allow the forestry work to be carried out near Stockwell Vale
- To consult on parking restriction at the junction of Armitage Road and B6108 Meltham Road.

6. Officer recommendations and reasons

That the Armitage Bridge Village Association are

- Commended for their commitment to their local area and thanked for the work they have undertaken to highlight the issues that occur in the area
- Informed that there are already measures in place to control HGV traffic through Armitage Bridge and that any physical restriction would be diluted due to access required for specific types of HGVs. This coupled with the fact that the primary function of traffic calming is to manage driver behaviour that leads to road traffic collisions, not to deter through traffic, it is recommended that the scheme is not to be progressed: as it would not deliver the outcome that the residents desire.
- Assured that the safety record through the village is good, and on that basis there is no justification for expenditure, over and above that which is highlighted above (next steps), from mainstream budgets. Officers will continue to monitor the situation and, should it change, the issues will be revisited.

7. Cabinet portfolio holder recommendation

Portfolio holder praised the work that had been done by the Village Association, confirmed approval of the approach being proposed by officers, the next steps and officer recommendations, as written in the report

8. Contact officer and relevant papers

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9. Service Director responsible

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