

MEETING OF ARMITAGE BRIDGE VILLAGE ASSOCIATION & KIRKLEES COUNCIL

Present: Cllr. Mather and Liz Twitchett Highways Operations Manager & civil engineer.

Village Association: Johnny Shaw, Margaret Winter, Brian Cross, Andrew Stead, Ann Thornton, John Lockwood.

Met at the Mill car park and walked through village up to Meltham Road discussing diagrammatic plan of potential actions that could be taken to deter through traffic.

Note of subjects discussed and *comments made by Highways Officer.*

Traffic lights at the Bridge It was explained that cars leaving Stockwell Vale cannot turn right safely as there is no sightline for traffic coming from Berry Brow. It would also allow a full width pavement for pedestrians to be created.

Pedestrian refuge in middle of road at mill entrance. It was explained this would slow vehicles down and if combined with HGV advance warning signs would provide a physical barrier to large HGVs deterring them from proceed further.

Parking bays on the front of the mill with pavement to improve sight lines.

10 mph speed limit. *This is not possible because there is no legislation that allows it.*

Pedestrian priority zone. *The cost would be high and there is no budget. The main problem is the safety of pedestrians caused by parked cars.* It was pointed out that if the cars are removed this would be counter productive. The rat run would be made much more attractive, it would increase car numbers and vehicles would still mount the pavement to get past each other because of the narrow road.

Meltham Road junction. *Yellow lines would improve junction safety and a further section with yellow lines lower down would aid movement up and down.*

HGV signage. It was pointed out that the 7.5 ton restriction does not work and is not enforced. *There is an issue with what the police will allow and the unsuitable for HGV sign (which was pioneered in Kirklees) is unenforceable. The satnav warning sign (from Google) is not something that has been used locally.*

Conclusion.

Q: What do you want to achieve?

1. A safe place to live and a reduction in the number of vehicles passing through the village.
2. The Council to accept that Armitage Road is unsuitable for HGVs.
3. We accept the Council has to work within existing regulations. However we believe that good design, using chicanes and signage, will be more effective than regulation signage which we all accept does not work. Good design could be used to deter HGV drivers from even attempting to pass through the village.
4. The creation of a pedestrian priority zone could be achieved with signage at short lengths of specially paved speed tables at Willow Tree Corner and at the other end of the straight narrow section of Armitage Road. The whole length would not require repaving and the cost would be low. It could be implemented quickly as an experimental first phase. If successful the paving could be extended, if and when, funding becomes available in future.
5. The Council to contact Ordnance Survey and satnav mapping companies to request the updating of their data bases to show that Armitage Road is unsuitable for HGV's due to sharp bends and inadequate width of carriageway.