



**Armitage Bridge
Village Association
TRAFFIC SURVEY
JULY 2018**

*Over 14,500 vehicles
pass through the village
every week.*

*At peak times, a vehicle
drives through every 12
seconds.*

This survey was conducted by the community in July 2018 in response to residents' concern over road safety and the increasing volume of traffic through Armitage Bridge. Apart from the serious congestion that often leads to gridlock, there's a growing number of incidents including damage to cars, walls, gateposts, kerbs, gas pipes, electrical wiring and satellite dishes along the narrow section of Armitage Road, the only route through our semi-rural village.

*On average, a large
vehicle blocks the road
entirely once an hour.*

*A single incident took
seven minutes
to clear.*



SUMMARY OF RESULTS

14,567 vehicles travelled through Armitage Bridge between 7am and 7pm over a week. This includes 170 lorries and buses between Monday and Friday which means 34 lorries and buses every weekday.

	Cars	Vans	Lorries/ Buses	Cycles M/cycles	Pedestrians	Standoffs	Total vehicles per day	Peak Frequency - time in seconds between vehicles
Monday	1774	322	22	35	156	176	2153	5-6 pm 13 secs
Tuesday	1979	355	51	43	174	159	2428	5-6 pm 12.5 secs
Wednesday	1898	279	48	59	166	136	2284	5-6 pm 14 secs
Thursday	1887	321	22	48	211	197	2278	8-9 am 14 secs
Friday	2077	360	27	57	287	119	2521	5-6 pm 13 secs
Saturday	1427	118	14	61	252	163	1620	12-1 pm 20 secs
Sunday	1146	89	4	44	229	202	1283	12-1 pm 22 secs

THE SURVEY

1. This survey was sponsored by the Armitage Bridge Village Association and was conducted by the community in July, 2018. In all, 19 volunteers generated the data in the tables.

2. It was conducted in response to residents' increasing alarm over a spectrum of road safety issues and corresponds with the increasing volume of traffic through the village in recent years. This in turn corresponds with an increase in the number of (thankfully mostly minor, so far) incidents including accidental damage to cars, walls, gateposts, kerbs, gas pipes, electrical and satellite dish along the narrow section of Armitage Road. See detailed description below.

3. The survey broke traffic throughput into five categories – cars, vans, lorries/buses, two-wheelers and pedestrians. Only those vehicles using Armitage Road were counted. The survey also noted the number of standoffs (see Definitions Of Terms Used below). Cars included SUVs, quad bikes, saloons, estates etc. Vans included four-wheeled commercial, load-carrying, trailed and high-sided vehicles. Lorries and buses included all vehicles with six wheels or more, low-loaders and articulated. Cycles included pushbikes, scooters and motorcycles. Pedestrians included adults and pushchair occupants, schoolchildren and horse-riders, but not dog-walkers' or horse-riders' animals.

4. The survey period was from 7am to 7pm and covers a typical week. The vast majority of the research was conducted from the vantage point on the B6110, Armitage Road, at 53.620219N, -1.802248E, known locally as 'Willow Tree Corner'. This spot, at the junction of Dean Brook Road and Armitage Road, affords a view of parked cars and traffic stand-offs along the length of the chicane (see Definition below) and of vehicles moving into and out of the village in both directions. The number of vehicles parked in the chicane varies between 14



and 3, and the number of 'incidents' and 'stand-offs' increases markedly the more vehicles are parked, as one would expect.

5. Perhaps the most significant findings were that more than 14,500 vehicles pass through the village every week; at peak times, a vehicle passes through every 12 seconds; and on average, a large vehicle blocks the road entirely once an hour and must reverse to let other traffic pass.

DEFINITIONS

6. ARMITAGE ROAD narrows from 7.15 metres outside No 26 to 4.52 metres next door, outside No 28. (grid reference 53.620219N, -1.802248E). The pavement here is 1.08 metres wide. This narrowing occurs immediately after the Armitage Road/ Dean Brook Road junction on an 80deg bend. In the middle of the chicane (for example, outside No 44) the road is 4.87 metres wide, and the pavement is 1.36 metres wide. At the end, outside No 71/Last Cottage, grid reference 53.619499N, -1.800773E) Armitage Road is 4.58 metres wide and the pavement is 1.27 metres wide. Immediately after that, the road suddenly widens to 9.20 metres on a 20deg bend, with a 1.9 metre wide footpath.



took seven minutes to clear. Thursday 9-10am, 42 incidents with 171 vehicles; Thursday 5-6pm, 46 incidents with 242 vehicles.) This means that at peak times, Armitage Road traffic comes to a standstill once every one minute and ten seconds!



8. 'CHICANE': The 280-metre section of Armitage Road from its junction with Dean Brook Road to 71 Armitage Road/ Last Cottage. As many as 14 vehicles park simultaneously on the north-west side, the paved section, and without exception all have two wheels on the pavement. During the survey the chicane was never completely free of parked vehicles.

THANKS

A huge thank-you to all our volunteers from Pip and myself. By initials only: CD, DS, SM, CO, JN, AT, ST, KS, AN, JS, GC, JD, AS, CW, KE, RB and HW.

John Avison
Chairman
Armitage Bridge Village Association

7. 'STANDOFF': A standoff we defined as an occasion when two or more vehicles meet on Armitage Road, and one must mount the pavement to let the other(s) pass. The observation point allows the full length of the chicane (see definition above) to be monitored. The number of vehicles halting to allow others through, but not mounting the kerb, is not something we felt we should count, since it applies on far too many occasions. However, Surveyor 'SM' chose on three occasions to record every incident in which vehicles were obliged to stop along the chicane to let another pass, whether or not a vehicle mounted the pavement. This inclusion on average doubled the number of 'incidents' On one 5-6pm survey, one in three vehicles stopped (44 incidents, 249 vehicles; at least two vehicles involved in each incident); one incident



MONDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	90	17	2	1	(nr)	4
8-9am	188	30	2	0	(nr)	10
9-10am	132	28	1	0	13	7
10-11am	113	23	4	3	30	7
11-12noon	107	37	1	3	10	6
12-1pm	144	33	2	4	16	5
1-2pm	116	29	2	4	21	3
2-3pm	120	25	1	5	8	20
3-4pm	170	25	1	4	9	15
4-5pm	177	41	2	4	19	28
5-6pm	254	22	1	4	14	57(*)
6-7pm	163	12	3	3	16	14

(* SM's 'all disruptive incidents' log)

TUESDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	151	31	4	6	17	34
8-9am	238	23	3	3	21	10
9-10am	125	32	12	5	12	1
10-11am	95	24	7	3	13	11
11-12noon	125	23	6	0	11	15
12-1pm	120	19	5	4	17	6
1-2pm	145	28	4	5	15	(nr)
2-3pm	159	38	2	4	11	9
3-4pm	187	32	3	2	14	18
4-5pm	218	46	1	4	12	18
5-6pm	243	36	1	7	19	15
6-7pm	173	23	3	0	12	22

WEDNESDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	148	27	1	4	13	18
8-9am	219	21	5	6	22	9
9-10am	145	28	3	1	22	4
10-11am	116	23	6	8	4	5
11-12noon	130	27	4	8	17	7
12-1pm	120	16	7	3	9	11
1-2pm	149	20	0	4	13	(nr)
2-3pm	134	29	6	3	10	1 (bins)
3-4pm	164	30	3	9	18	6
4-5pm	190	28	9	5	16	14
5-6pm	228	20	1	8	10	44(*)
6-7pm	155	10	3	0	12	17

(* SM's 'all disruptive incidents' log)

THURSDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	165	32	3	7	22	15
8-9am	227	29	0	4	12	12
9-10am	135	24	4	5	7	(42) -bins
10-11am	97	23	3	2	16	8
11-12noon	123	27	2	0	21	7
12-1pm	127	17	3	3	8	9
1-2pm	142	22	3	6	23	8
2-3pm	127	36	0	3	3	24
3-4pm	181	42	1	7	16	4
4-5pm	178	37	3 (2 buses)	3	12	(nr)
5-6pm	220	18	0	4	17	46(*)
6-7pm	165	14	0	4	54(**)	22

(* SM's 'all disruptive incidents' log)

(** included 40 John Smith Stadium runners)

FRIDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	163	35	1	7	20	24
8-9am	202	23	3	3	35	(1)
9-10am	152	40	2	4	26	8
10-11am	152	25	0	0	29	9
11-12noon	153	31	1	4	16	13
12-1pm	112	22	3	6	26	14
1-2pm	142	40	7	2	7	22
2-3pm	177	31	2	9	13	(nr)
3-4pm	219	28	3	8	18	(nr)
4-5pm	189	34	2	3	11	17
5-6pm	225	36	3	7	41	(nr)
6-7pm	191	15	0	4	45 (cricket match)	11

SATURDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	40	11	2	1	12	1
8-9am	73	4	1	0	10	4
9-10am	120	18	1	9 (4 horses)	22	9
10-11am	144	25	2	24 (*)	29	21
11-12noon	163	5	2	4	16	19
12-1pm	162	15	1 (crane)	2	29	16
1-2pm	121	4	2	2	23	16
2-3pm	108	4	0	2	19	20
3-4pm	115	14	0	5	27	(nr)
4-5pm	111	11	1 (bus)	1	23	20
5-6pm	134	4	2	8	12	14
6-7pm	136	3	0	3	30	23 (11 pcs)

* cycling club (12 members)

SUNDAY

TIME	CARS	VANS	LORRIES/BUSES	2-WHEELERS	PEDESTRIANS	STANDOFFS
7-8am	21	1	0	0	9	1
8-9am	43	6	0	6	11	3
9-10am	85	8	0	3	8	12
10-11am	125	13	2	4	32	20
11-12noon	133	6	1	3	16	27
12-1pm	151	6	0	10	19	37
1-2pm	136	10	0	5	33	32
2-3pm	72	10	0	5	17	14
3-4pm	100	13	0	1	27	9
4-5pm	115	6	0	1	29	15
5-6pm	89	8	1	4	15	17
6-7pm	76	2	0	2	13	15

