Public Document Pack

Service Director – Legal, Governance and Commissioning
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Friday 1 February 2019

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **12.30 pm** on **Monday 11 February 2019.**

The items which will be discussed are described in the agenda and there are reports attached which give more details.

Julie Muscroft
Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Cabinet Committee - Local Issues members are:-

Member

Councillor Peter McBride
Councillor Naheed Mather
Councillor Graham Turner

Agenda
Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

This is where councillors who are attending as substitutes will say for who they are attending.

All Cabinet Members are permitted to act as substitutes in the absence of a Member of the Committee.

2: Minutes of Previous Meeting

1 - 2

To approve the Minutes of the meeting held on 2 August 2018.

3: Interests

3 - 4

The Councillors will be asked to say if there are any items on the Agenda in which they have disclosable pecuniary interests, which would prevent them from participating in any discussion of the items or participating in any vote upon the items, or any other interests.

4: Admission of the Public

Most debates take place in public. This only changes when there is a need to consider certain issues, for instance, commercially sensitive information or details concerning an individual. You will be told at this point whether there are any items on the Agenda which are to be discussed in private

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5: Deputations/Petitions

The Committee will receive any petitions and hear any deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also hand in a petition at the meeting but that petition should relate to something on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10 (2), Members of the Public should provide at least 24 hours' notice of presenting a deputation.

6: Public Question Time

The Committee will hear any questions from the general public.

7: Member Question Time

To consider questions from Councillors.

8: Deputation to raise concerns of traffic issues - Armitage Road, Armitage Bridge

5 - 18

A report to present the findings of an investigation into issues raised following a deputation at Council, from Armitage Bridge Village Association, requesting action to deal with the traffic issues through the village

Contact: Andrew Perry, Senior Engineer Tel: 01484 221000

9: Deputation to raise concerns of traffic issues - Mill Lane Batley

19 - 30

A report to present the findings of an investigation into issues raised following a deputation at Council, from Friends of Mill Lane parent's group, concerning speeding traffic

Contact: Phillip Waddington, Group Engineer and Karen North, Senior Technical Officer Tel: (01484) 221000

10: Objection to Kirklees (TR) (No 11) Order 2018, proposed 'No Right Turn' from Huddersfield Road, Mirfield into Child Lane and 'No Left Turn' from Child Lane, Roberttown on to Huddersfield Road

31 - 104

A report To consider objections to Kirklees (TR) (No 11) Order 2018 received in response to the public advertisement for a proposed 'No Right Turn' from the A62 Huddersfield Road, into Child Lane, Roberttown, and a 'No Left Turn' from Child Lane into A62, Huddersfield Road, Mirfield.

Contact: Rashid Mahmood, Group Engineer, Tel: 01484 221000

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Thursday 2nd August 2018

Present: Councillor Peter McBride
Councillor Naheed Mather
Councillor Graham Turner

Attendees: Elizabeth Twitchett, Presenting Officer
Karen North, Presenting Officer
Richard Hobman, Observing
David Hoyle, Local Resident

1 Appointment of Chair
That Cllr Peter McBride be appointed Chair for the 2018/19 municipal year.

2 Membership of the Committee
There were no substitutions.

3 Minutes of Previous Meeting
That the Minutes of the meeting held on the 28 March 2018, be approved as a correct record.

4 Interests
No interests were declared.

5 Admission of the Public
That all agenda items be considered in public session.

6 Deputations/Petitions
Cabinet Committee Local Issues received a deputation from David Hoyle, local resident supporting the proposed scheme on Lydgate Road.

7 Public Question Time
No questions were asked.

8 Member Question Time
No questions were asked.

9 Traffic Regulation (No 12) Order 2017 - Proposed Waiting Restrictions, Lydgate and York Rd, Batley
The Committee was presented with a report which outlined objections received in response to the public advertisement of parking restrictions on two of the roads proposed in Kirklees (TR) (NO 12) Order 2017. The objections were with regard to obstructive parking and access issues at school opening and closing time on both York Road and Lydgate Road Batley.

Site visits highlighted that parking in these locations had resulted in access issues for drivers and road safety issues for both local residents and pedestrians.

Mr David Hoyle, local resident attended the meeting and made representation advising that local residents had got together to ask that measures be put in place to resolve the issues.

RESOLVED - That approval be given to the implementation of (TR) (No 12) Order 2017, in line with officer recommendations to alleviate congestion, maintain access and improve road safety on both York Road and Lydgate Road, Batley.

KIRKLEES COUNCIL			
COUNCIL/CABINET/COMMITTEE MEETINGS ETC DECLARATION OF INTERESTS			
Name of Councillor			
Item in which you have an interest	**Type of interest (eg a disclosable pecuniary interest or an "Other Interest")**	**Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]**	**Brief description of your interest**

Signed: …… **Dated: ……**

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
(a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Kirklees COUNCIL

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 **Is it signed off by the Service Director Finance?** **Is it signed off by the Service Director - Legal, Governance and Commissioning?**	**Karl Battersby - 29.01.2019** **Eamonn Croston - 31.01.2019** **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, signalising 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 pass 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 is 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

Contact Officer: Andrew Perry
andrew.perry@kirklees.gov.uk
(01484) 221000

9. Service Director responsible

Joanne Bartholomew
Service Director- Commercial, Regulatory and Operational
joanne.bartholomew@kirklees.gov.uk

(01484) 221000

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.

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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, trailered 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 pavemented 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

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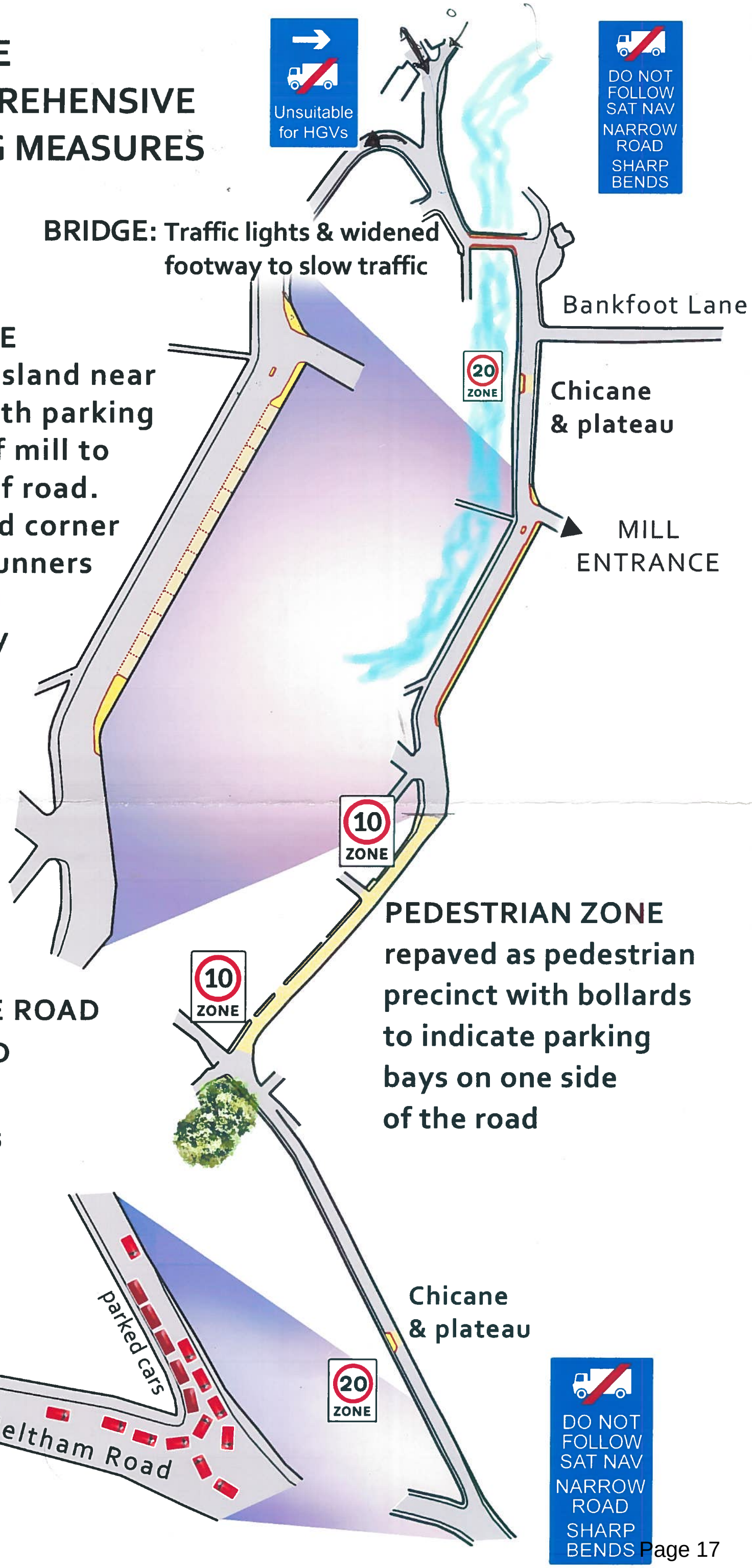
ARMITAGE BRIDGE
PROPOSED COMPREHENSIVE TRAFFIC CALMING MEASURES

BRIDGE: Traffic lights & widened footway to slow traffic

GATEWAY FEATURE
create pedestrian island near river footbridge with parking bays along front of mill to reduce the width of road. Extend kerb around corner to slow down rat runners with warning signs 'pedestrian priority zone ahead'



NORTH

PEDESTRIAN ZONE
repaved as pedestrian precinct with bollards to indicate parking bays on one side of the road

JUNCTION ARMITAGE ROAD AND MELTHAM ROAD
new signs to deter HGVs & warning signs 'pedestrian priority zone ahead'
Plus action to stop dangerous vehicle conflicts at junction

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Kirklees COUNCIL

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

Title of report: Deputation to raise concerns of traffic issues, Mill Lane, Batley

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 **Is it signed off by Service Director (Finance)?** **Is it signed off by the Service Director - Legal, Governance and Commissioning?**	**Karl Battersby - 21.01.19** **Eamonn Croston - 31.01.19** **Julie Muscroft - 18.01.2019**
Cabinet member portfolio	**Place (Investment and Housing)**

Electoral wards affected: Batley East
Ward councillors consulted: No

Public or private: Public

1. Purpose of report

A deputation was received at Council, from the Friends of Mill Lane parent's group, concerning a request to reduce the speed limit to 20 mph, install a zebra crossing and railings at the side of the pavement and the installation of a School Crossing Patrol outside Mill Lane Primary on Mill Lane, Batley. Councillor Mather committed officer to investigate the issues and report the finding to Cabinet Committee Local Issues for consideration.

2. Key points

The friends of Mill Lane parent's group raised concerns of speeding traffic outside Mill Lane Primary School especially at school opening and closing times. To resolve their concerns they have requested traffic calming measures in the form of a 20 mph speed limit with the introduction of a zebra crossing and pedestrian barriers at the sides of the road to improve road safety here. The deputation also raised concerns that the long term absence of a school crossing patrol outside the school at the junction of Mill Lane and Wood Lane, Batley was making it unsafe and dangerous for children to cross the road and

they have asked for the immediate employment of a School Crossing Patrol at this location.

In response -

- Highway Safety, would like to be as pro-active as possible to try to stop traffic collisions from occurring. However with limited resources, priority must be given to where personal traffic injury collisions have occurred. In the last 5 years (up to 31-08-2018) there are no recorded personal traffic injury accidents on the length of Mill Lane/High Street between Newgate Street and Bromley Road. The request for action to introduce a 20 mph zone at this location was scored using the approved matrix and a score of +2 was achieved. A score of +4 is needed to justify further action or investigation. So the introduction of a 20 mph zone cannot be justified at this location at this time. It is however accepted that there is no recent speed data available in this vicinity. So to try to help some speed counts are to be arranged and any patterns of speeding traffic will be passed to the police to ask if they can undertake some targeted enforcement as their resources permit
- Unfortunately the road layout at this location means that there is no feasible location here for a zebra crossing that meets the correct visibility requirements (set out in Ltn-2-95 pedestrian crossings) for a formal crossing.
- The site is be visited to assess the feasibility of guardrail near the school entrance. An initial officer assessment suggests that there may be some suitable locations but these will need to be assessed on whether installing the guardrail would impact on the positioning of the current crossing points where the school crossing patrol operates.
- The position of School Crossing Patrol, situated at the junction of Mill Lane and Wood Lane, is vacant and currently being advertised on the Kirklees website: https://jobs.kirklees.gov.uk/working-with-communities-economy-and-infrastructure-school-crossing-patrol-numerous-jobs/22733.job
  Mill Lane school have received a vacancy pack, including posters, to help publicise the vacancy and engage the local community.

3. Implications for the Council

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

4. Consultees and their opinions

None

5. Next steps

- To undertake speed counts on Mill Lane
- To undertake a site visit to assess the feasibility and delivery of guardrail at the junction of Mill Lane/Wood Lane
- To successfully fill the SCP vacancy at this location

6. Officer recommendations and reasons

That Cabinet Committee Local Issues consider the contents of this report and approve the petitioners be informed that:

- Speed Counts are to be arranged and any traffic patterns of speeding will be passed to the Police to ask if they can undertake targeted enforcement as resources permit.
- A zebra crossing cannot be provided, that will meet the needs and expectations of parents crossing to the school, as there is no safe location to install a formal pedestrian facility that meets current design guide standards.
- The feasibility of guardrail is to be assessed and, subject to no impact on the location the School Crossing Patrol site will be provided if found appropriate.
- The Council will continue to work to recruit a School Crossing Patrol at this location.

7. Cabinet portfolio holder recommendation

Portfolio Holder approves the next steps as highlighted in the report, and supports the officer's recommendations.

8. Contact officer and relevant papers

Contact Officer: Phillip Waddington and Karen North
Tel: (01484) 221000
phillipwaddington@kirklees.gov.uk or karen.north@kirklees.gov.uk

9. Service Director responsible

Joanne Bartholomew
Service Director - Commercial, Regulatory and Operational
(01484) 221000
joanne.bartholomew@kirklees.gov.uk

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PETITION SUBMITTED TO COUNCIL ON 10 OCTOBER

RE – TRAFFIC ISSUES AT MILL LANE SCHOOL, BATLEY

There has been no lollipop man for at least 6 months now. On more than one occasion I have seen near misses where a child has nearly been run over. It is only a matter of time before a fatality occurs.

As you can see by the number of signatures the parents feel strongly that the lollipop man should be replaced immediately.

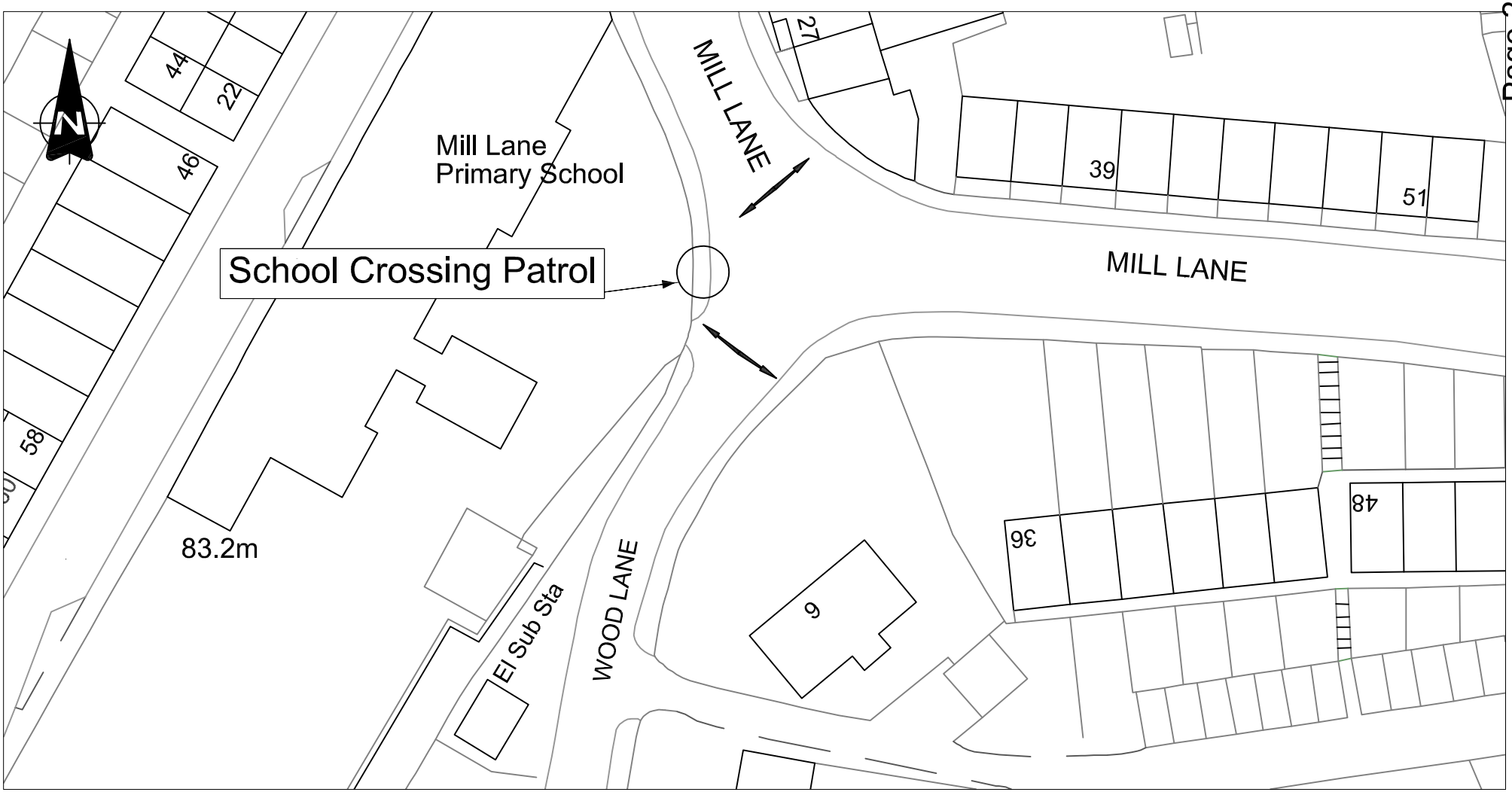
[redacted]

[redacted]

Dear Councellor Zaman,

[redacted]

As a representative of friends of Mill Lane I am hoping you will take note of the signatures I have collected to petition against the lack of patrol crossing at Mill Lane School.



Kirklees COUNCIL

Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

Project
MILL LANE
HANGING HEATON

Title
SCHOOL CROSSING PATROL LOCATION

Scale
1:500

Drawn
KN

Checked

Section
TRF

Date
DEC 2018

Drawing No.

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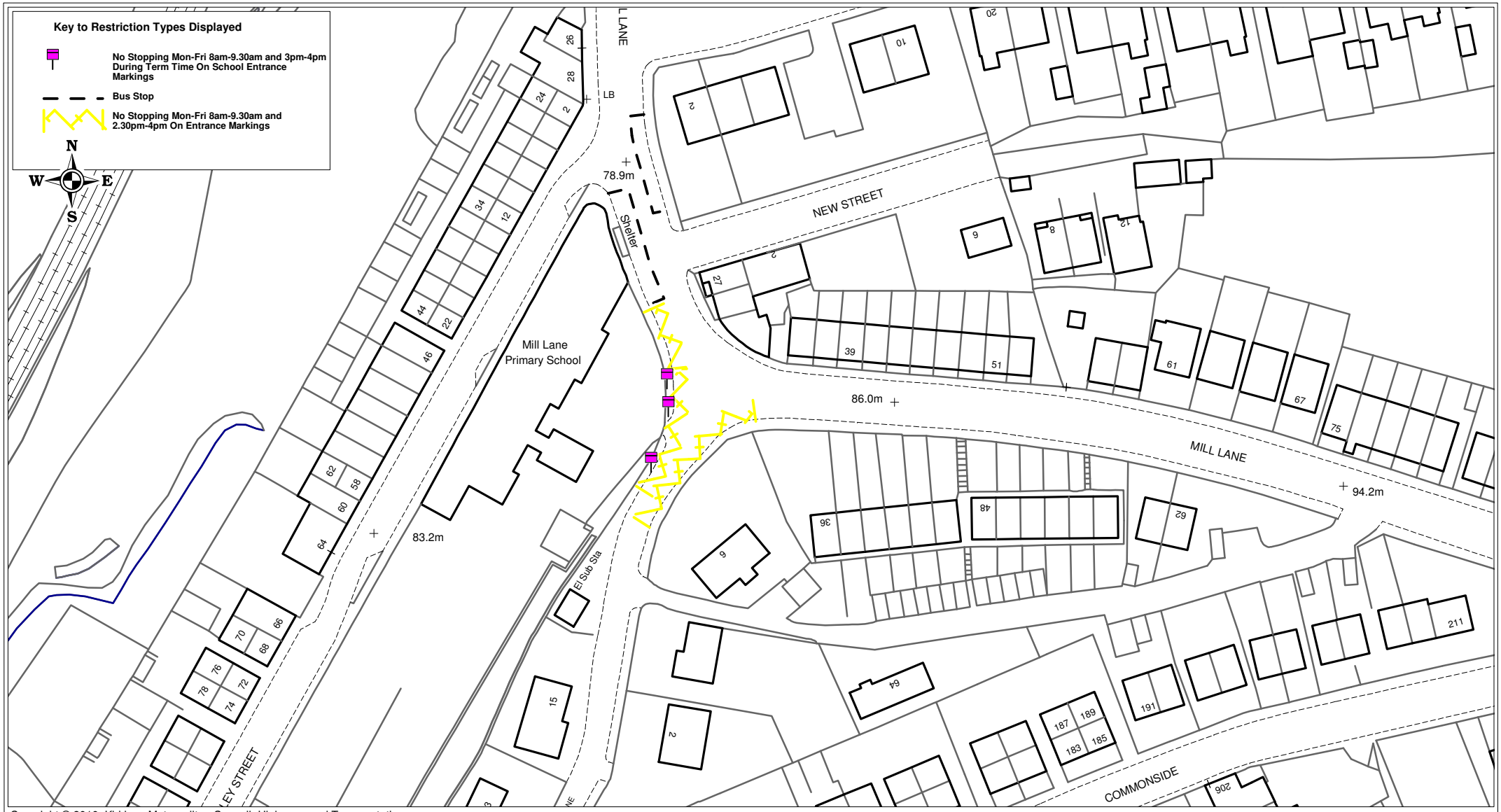

Kirklees COUNCIL

Highways and Transportation
Flint Street, Fartown
Huddersfield, HD1 6LG

Title

Mill Lane, Batley

Scale	1 : 1000	
Drawn		Checked
Section		Date 21/11/2018
Drawing No.		

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CRITERIA FOR ASSESSMENT SITE:- Mill Lane / High Street, Hanging Heaton

PROBLEM :- Traffic calming request
POSSIBLE SOLUTION: -

SCORE	-3	-2	-1	0	1	2	3	Total
Reducing Accidents		Quantifiable risk of accidents occurring as a result of change	Risk potential increased	No effect on safety	Risk potential reduced	Some accident savings possible (0 - 25%)	Significant accident savings likely (> 25%)	1
Sharing Roadspace	**ALL** of the following disbenefit: i) Pedestrians ii) Public transport iii) Cyclists	Some disbenefit to any **TWO** of the following: i) Pedestrians ii) Public Transport iii) Cyclists	Some disbenefit to Pedestrians **OR** Public Transport **OR** Cyclists	No change	Only **ONE** of the following benefit: i) Pedestrians ii) Public Transport iii) Cyclists	Any **TWO** of the following benefit: i) Pedestrians ii) Public Transport iii) Cyclists	All of the following **THREE** benefit: i) Pedestrians ii) Public Transport iii) Cyclists	0
Environmental Issues	A worsening of conditions in **ALL** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	A worsening of conditions in any **TWO** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	A worsening of conditions in **ONE** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	No change likely	An improvement in **ONE** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	An improvement in any **TWO** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	An improvement in all **THREE** of: i) Noise Pollution ii) Air Pollution iii) Visual Intrusion	-1
Traffic Impact on People	Problem is merely transferred **AND** new problems created locally **AND** elsewhere	New problems created locally **OR** elsewhere	Problem is merely transferred to a different location	10 properties or less benefiting (residential)	Whole street of up to 50 properties benefiting	Local neighbourhood of up to 200 properties benefiting	A whole town, village or district benefiting	1
Social Impact on People		Worsening of **ANY** of: i) Fear of crime/disorder ii) Nuisance		No change likely	Reduced Nuisance levels	Reduced fear of Crime & Disorder	Reduced fear of Crime & Disorder and Nuisance levels	0
Impact on Commerce and Industry	A worsening of conditions in **ALL** of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting	A worsening of conditions in any **TWO** of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting	A worsening of conditions in **ONE** of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting	No real impact but maybe a couple of properties benefiting at most (commercial/ industrial)	A parade of 15 shops or business properties benefiting	A small town or village benefiting	A major town centre benefiting	0
Public Interest				First request	Two independent requests in last 12 months	Regular complaint **OR** petition		2
Effect on Traffic Speeds	Measurable increase in vehicle speeds likely		Fear of speeding traffic likely to be increased	No change	Fear of speeding traffic likely to be reduced	Reduction in vehicle speeds of up to 5 mph likely	Vehicle speeds (85%ile) will be reduced to within speed limit	2
Implementation Costs	Any **TWO** of the following resource needs: i) Investigation (>15 person days) ii) Design (>15 person days) iii) Construction (>£10,000)	Any **ONE** of the following resource needs: i) Investigation (>5 and <15 person days) ii) Design (>5 and <15 person days) iii) Construction (>£5000 and <£10,000)	Any **ONE** of the following resource needs: i) Investigation (>1 and <5 person days) ii) Design (>1 and <5 person days) iii) Construction (>£1000 and <£5000)	Small scale scheme (<£1000) requiring little investigation and design work (<1 person day)				-3
							TOTAL SCORE	2

ASSESSED BY :- Phillip Waddington

DATE: 20.11.2018

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Kirklees COUNCIL

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

Title of report: Objection to Kirklees (TR) (No 11) Order 2018, proposed 'No Right Turn' from Huddersfield Road, Mirfield into Child Lane and 'No Left Turn' from Child Lane, Roberttown on to Huddersfield Road

Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	**Yes - Two Wards**
Is it in the Council's Forward Plan?	**Yes 10 January 2019**
Is it eligible for "call in" by Scrutiny?	**Yes**
Date signed off by Strategic Director & name **Is it signed off by the Service Director Finance?** **Is it signed off by the Service Director - Legal, Governance and Commissioning?**	**Karl Battersby - 1.02.2019** **Eamonn Croston - 31.01.2019** **Julie Muscroft - 31.01.2019**
Cabinet member portfolio	**Place (Investment and Housing)**

Electoral wards affected: Mirfield and Liversedge and Gomersal
Ward councillors consulted: **On the TRO Proposals - Yes**
On the content of this report - No

Public or private: Public

1. Purpose of report

To consider objections to Kirklees (TR) (No 11) Order 2018 received in response to the public advertisement for a proposed 'No Right Turn' from the A62 Huddersfield Road, into Child Lane, Roberttown, and a 'No Left Turn' from Child Lane into A62, Huddersfield Road, Mirfield. See Appendix 1 - Plan A.

2. Key points

This Traffic Regulation Order (TRO) has been proposed in connection with Planning Application Number 2014/60/90688/E - Mirfield Moor Development, A62 Huddersfield Road. Planning permission has been granted for the erection of commercial floor space and 166 residential properties.

The outline planning consent was granted in April 2015. The decision notice indicates which documents relate to the decision, these documents can be viewed online at the Planning Services website at www.kirklees.gov.uk/planning.

As part of the measures, intended to mitigate against the additional traffic generated by this development site, it is proposed to modify the junction of A62/Sunny Bank Road/Child Lane (Appendix 2 – Traffic Sign and Road Marking Detail) - to:

- Improve services for pedestrians here by adding pedestrian facilities to those arms of this signal controlled junction, where currently it is not possible to do;
- Improve the capacity by changing lane designations, and signal staging and timings to optimise the through flow of traffic;
- Remove the need for left turning traffic from A62, into Sunny Bank Road, to give way to right turning traffic from Leeds Road, thus improving the flow of traffic;
- Remove some of the other conflicting movements, which currently contribute to collisions at this location, thereby reducing / removing the risk.

To do this it will necessitate the imposition of the following turning bans;

- The right turn from the A62 Huddersfield Road into Child Lane.
- The left turn from Child Lane into the A62 Huddersfield Road.

The developer has committed, through a Section 278 Agreement, to implement these improvements work, prior to the development being occupied, to maximise the safety and capacity benefits this will bring, at this busy junction.

The TRO was publically advertised between 21 December 2018 and 21st January 2019, and during that period 47 objections have been received (See Appendix 3 – Objections).
The objections have been summarised, categorised by issues, and set out in the section below, but, in general, the objections relate, as a whole, to concerns of potential increased local traffic congestion and accidents. (See Appendix 4 – Objections summary).

Issue 1 from Objectors

The traffic assessment did not take into consideration of the new Sainsbury/Greggs (14 consultees raised concerns surrounding traffic analysis).

In response:

It is acknowledged that, although planning consent had been gained for the development which is currently a Sainsbury's Local when the assessment for this development (2014/60/90688/E – Mirfield, Moor development) was undertaken, it did not take into account the amount of traffic this may

generate. However, a comparison exercise was carried out in Dec 2018 using current traffic levels, counted using CCTV. The table below shows the number of left turning vehicles from Child Lane during those time periods and the subsequent (*not* additional) number of left turning vehicles into Fountain Court.

	08:00 - 09:00		17:00 - 18:00	
Cycle	**Left turners**	**To Fountain Court**	**Left turners**	**To Fountain Court**
Total	23	14	17	10

Actual Flows 2018 (single day count)

In the Transport Assessment submitted by WSP for the development (dated 06/02/2014), the 2013 traffic counts, growthed up to 2018, predicted 6 vehicles turning left in the AM peak and 17 in the PM peak.

The counts above show that in the PM peak the Sainsburys development appears to have had no material impact on the left turning vehicles from Child Lane as the counted figure is the same as the growth figure from the original 2013 assessment. In the AM peak the number of left turning vehicles has increased by 17, from the original assessment, but it is not felt that this level of diverted traffic will cause serious difficulties at adjacent junctions, particularly when traffic flows better, and there is less congestion on the A62 as a result of the improvements.

Issue 2 from Objectors

There will be additional traffic on A62/Lumb Lane Junction (turning right onto A62 Huddersfield Road or going straight ahead into Norristhorpe) which already can't cope and is not safe (34 consultees raised concerns surrounding the A62/Lumb Lane Jct)

In response:

It is acknowledged that at present it can be difficult to turn right from Lumb Lane due to the queuing traffic from the A62 Huddersfield Road / Sunny Bank Road/Child Lane junction blocking back through the junction. However as a result of the improvement works at that junction the queues will be reduced.

The worst case scenario for additional traffic at the Lumb Lane junction would be that the current traffic left-turning from Child Lane all wishes to access somewhere between the two junctions, and so they will all, in the future, have to turn right. Whilst this is highly unlikely, 23 additional vehicles in the am peak and 17 in the PM peak, has been modelled and with the improvements at Child Lane it does not give cause for concern. Added to that, on completion of the improvement works, the two junctions

will also be put under SCOOT control (computerised coordination of signal controlled junctions) which will optimise the green time across both the A62 Huddersfield Road/Sunny Bank Road/Child Lane and A62 Leeds Road/ Norristhorpe Lane/Lumb Lane junctions. This will assist in managing any queues between the two junctions.

Issue 3 from Objectors

It will make the A62/Sunny Bank Rd junction worse. There are long queues on the A62. There isn't any problem with the existing movements so why ban them. The left turn is used to access the new retail park. (26 consultees raised concerns surrounding the A62/Sunny Bank Rd Jct).

In response:

Under the current layout, left turning traffic from Huddersfield Rd into Sunny Bank Rd has, once it has a green signal, then must give way to right turning traffic from Huddersfield Rd, into Sunny Bank Rd. Under the revised layout the left turning traffic will be unopposed, which will allow for a much higher rate of discharge, hence reducing the queues. This will help to minimise the impact of traffic queuing back through the A62 Huddersfield Road/Lumb Lane junction and hindering other turning traffic at that junction.

There will also be an increase in green time for the left turning, and "ahead", traffic travelling towards Huddersfield, and it will be queued in two lanes for approximately 60m. This will also allows a greater discharge of traffic as currently left turning (which is queued) hinders the straight ahead movement. This can also cause conflict as some drivers choose to use the current right turning lane, and cut in front of the queue at the last minute to go straight ahead – this risk will be removed.

Signal controlled pedestrian facilities will also be included on all arms of the junction. The new pedestrian crossing on the A62 Leeds Road inbound will operate, when demanded, at the same time as Child Lane runs. If the left turn from Child Lane was still to be allowed then an 'all red' stage would be required, to service this pedestrian crossing demand, as it would always be in conflict with traffic. This would have a detrimental impact on the capacity of the junction and also operation of the network.

Issue 4 from Objectors

Will increase high speed rat-running traffic through Roberttown which is already concern outside Spen Valley High School/Nursery. Increasing traffic issues and accidents. Can we have speed humps on local roads? (28 consultees raised general concerns within Roberttown).

In response:

As part of the development planning obligation a number of wider highway improvements have been agreed to. These include:

A £35, 000.00 contribution is to be made by the development for traffic management/calming improvements in Roberttown.

A further £25, 000.00 contribution towards the provision of traffic calming and management measures on Church Lane, Mirfield.

These funds can be used to help to mitigate the wide concerns that exist within Roberttown and on Church Lane.

Issue 5:

There will be an increase in rat-running traffic along Little Taylor Hall Lane (1 number).

In response:

The Transport Assessment does not suggest the proposed changes at Sunny Bank Road Junction will cause vehicles to use Taylor Hall Lane, but the impacts will be monitored and any issues dealt with as they arise.

3. Implications for the Council

The proposed works were considered necessary at planning application stage and which was approved by the Planning Committee. These proposals are to mitigate the impact of the development on the highway network.

If the TRO is not implemented, as advertised, the works to the signal controlled junction at Huddersfield Rd / Sunny Bank Rd / Child Lane will have to be re-designed, and the benefits to the travelling public, by reducing current queuing levels, and improved safety, that we anticipate these works will have, will not be realised.

Other (eg Legal/Financial or Human Resources)

The proposed highway works, and the associated TRO, which this Cabinet report refers to, are being wholly funded by the development - Planning Application Number 2014/60/90688/E, and its subsequent amendments.

4. Consultees and their opinions

Local Ward Cllrs for both Liversedge and Gomersal, and Mirfield Wards were all consulted on the Traffic Regulation Order, prior to the public advertisement being undertaken

In response to the consultation:

- Councillor Martyn Bolt believes that the current road layout cannot be changed without using significant additional land and the scheme will compromise safety. He has asked to see the safety audits for the proposals, a current air quality assessment along with details of the junctions' current queuing times and projected timings of the scheme.

In response:

This scheme has been designed, modelled, and safety audited, prior to approval being given to the design. Cllr Bolt has been sent the link to the

Transport Impact Assessment undertaken for this scheme, along with the Safety Audit.

- Councillor David Hall and Councillor Lisa Holmes are concerned about the 'No Left Turn' movement from Child Lane onto the A62, Huddersfield Road. They believe the traffic analysis for the current proposals were completed prior to the opening of the retail park on the A62. Their concerns are that if the proposals are approved this will lead to an increase in the volume of traffic turning right out of Lumb Lane onto the A62, Huddersfield Road. They believe this is a near-impossible manoeuvre at peak times and will result in traffic being prevented from doing this turn completely.

In response:

These concerns have been addressed in the body of the report

- Councillor Vivien Lees-Hamilton agrees with all the above comments and is certain some drivers will ignore the turning bans and has requested an impact analysis of the surrounding roads.

In response

Cllr Lees Hamilton has been sent the link to the Transport Impact Assessment undertaken for this scheme.
With regards to the concerns of drivers who choose to ignore the banned movements proposed in this TRO – this will be a matter for West Yorkshire Police, as with all other moving traffic offence – they are aware of these proposals

All our Statutory Consultees, including West Yorkshire Police, West Yorkshire Fire and Rescue, and West Yorkshire Ambulance Service have been consulted on these proposals, and no objections have been received.

5. Next steps

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period for this TRO, and the information contained in this report, and reach a decision on whether or not the TRO is to be implemented as advertised

6. Officer recommendations and reasons

That the objections be overruled and the TRO proposals are implemented as advertised to allow the approved planning conditions to be discharged as originally designed.

Reasons:

Officers believe that, whilst the development of Fountain Court (Sainsburys) and general traffic growth does appear to have increased the

number of left turning vehicles from Child Lane, in the AM peak hour, greater than that originally anticipated in the Traffic Impact assessment, (17 vehicles), the numbers are relatively low, and can be absorbed onto the network by the additional capacity gained from the proposed changes.

The benefits for the thousands of drivers who use this stretch of the A62 on a daily basis will be significant due to the reworking of the traffic signals allowing for separately signalled right and left turns into Sunny Bank Road.

The provision of pedestrian facilities on each arm of the junction will have benefits for the pedestrians around the junction and will improve the safety for the most vulnerable road users.

7. Cabinet portfolio holder recommendation

Portfolio Holder supports the Officers recommendations, for the reasons given in the report.

8. Contact officer and relevant papers

Contact Officer: Rashid Mahmood
(01484) 221000
rashid.mahmood@kirklees.gov.uk

9. Service Director responsible

Joanne Bartholomew - Service Director
Commercial, Regulatory and Operational

(01484) 221000

joanne.bartholomew@kirklees.gov.uk

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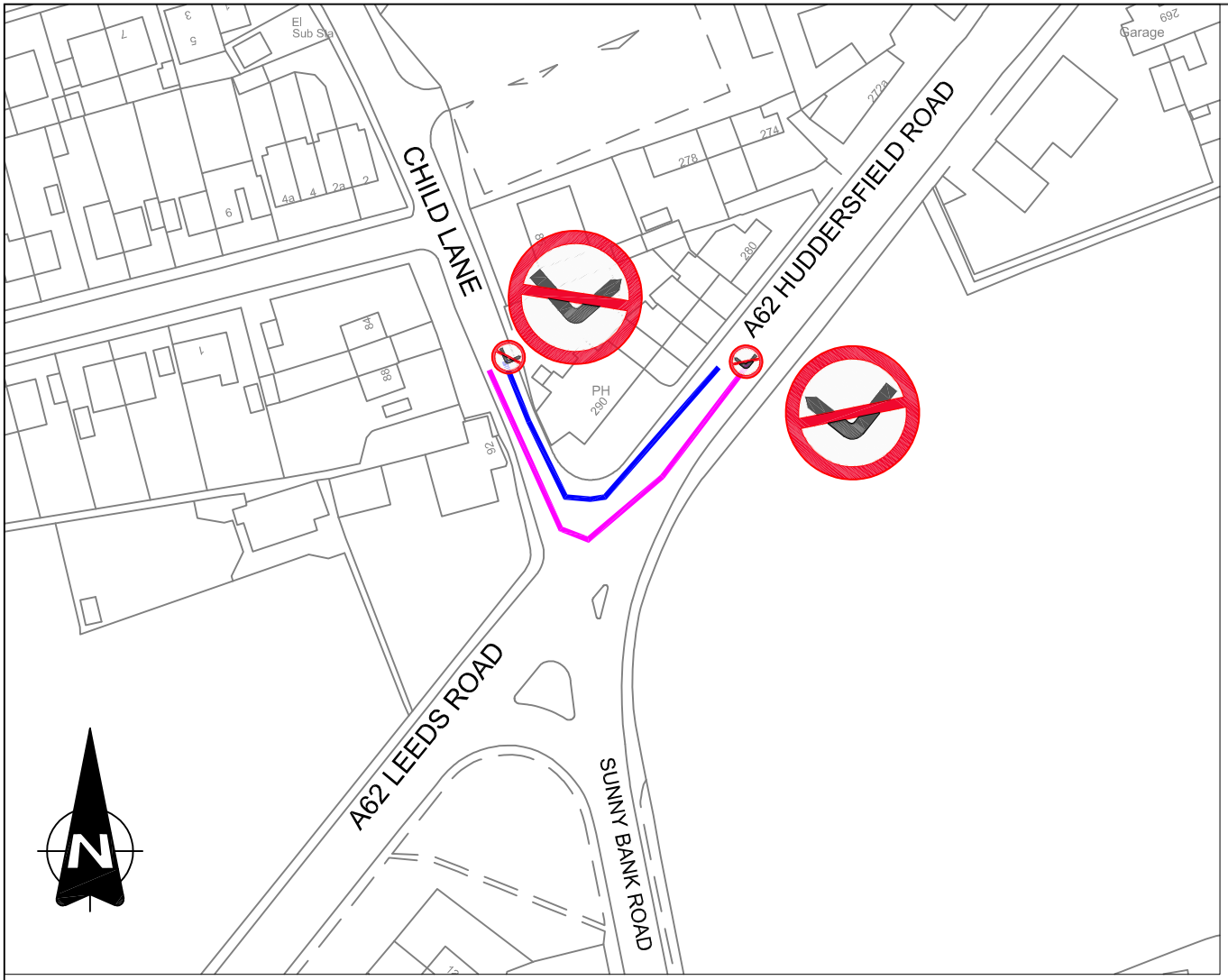

No right turn into Child Lane from A62 Huddersfield Road

No left turn into A62 Huddersfield Road from Child Lane

Kirklees COUNCIL

Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

Project
A62 Leeds Road, Huddersfield Road
Sunnybank Road and Child Lane Junction
Mirfield

Title
Proposed 'right turn' and 'left turn' bans

Scale: NTS

Drawn: PW

Checked:

Section: Safety

Date: Nov 18

Drawing No. Plan A

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DO NOT SCALE

NOTES

1. DRAWING TO BE READ IN CONJUNCTION WITH WSP DRAWING REFERENCES 70045809-S278-SO-001.
2. JUNCTION IMPROVEMENTS DESIGNED TO TOPOGRAPHICAL SURVEY BY SUBSCAN (SUB SITE SURVEYS LTD) DATED 2012, RECEIVED OCT 2012.
3. INFORMATION TO BE PROVIDED TO RESIDENTS OF NO. 92 CHILD LANE TO ADVISE OF NEW JUNCTION LAYOUT ARRANGEMENTS.

DIRECTION SIGNS TO BE PROVIDED AT LUMB LANE/CHILD LANE JUNCTION TO ADVISE DRIVERS OF ROUTE TO 'LEEDS (A62)' VIA LUMB LANE (SEE INSET PLAN). EXISTING SIGNAGE AT LUMB LANE/HUDDERSFIELD ROAD JUNCTION ADVISING DRIVERS OF ACCESS TOWARDS CHILD LANE (ROBERTTOWN) CONSIDERED ADEQUATE.

4. SEE ACCOMPANYING SCHEDULE FOR SIGNAGE DETAILS.

KEY

(S50) SIGN REFERENCE. REFER TO ACCOMPANYING SIGNAGE SCHEDULE (150727 LEEDS ROAD SECTION 278 WORKS SIGNAGE TEMPLATE AND SCHEDULE)

PROPOSED SIGNAGE LOCATION

FOR CONTINUATION SEE INSET A

EXISTING ADVANCE DIRECTION SIGN ON CHILD LANE APPROACH TO JUNCTION TO BE REVISED. SIGN LOCATED 78 METRES FROM STOP LINE (S08)

TEMPORARY SIGNAGE 'NEW ROAD LAYOUT AHEAD' TO BE PROVIDED ON CHILD LANE APPROACH TO JUNCTION (S04)

NEW ROAD LAYOUT AHEAD

LIMIT OF S278 WORKS

PROPOSED ROAD MARKINGS TO TIE INTO EXISTING MARKINGS

TEMPORARY SIGNAGE 'NEW ROAD LAYOUT AHEAD' TO BE PROVIDED HUDDERSFIELD ROAD APPROACH TO JUNCTION (S05)

NEW ROAD LAYOUT AHEAD

TWO LANE ALLOCATION SIGN FOR 'AHEAD ONLY' & 'TURN LEFT'. (S12)

EXISTING ADVANCED DIRECTION SIGN ON HUDDERSFIELD ROAD APPROACH TO JUNCTION TO BE AMENDED TO REMOVE REFERENCE TO 'ROBERTTOWN' AND ASSOCIATED DIRECTION ARROW (S10)

TWO LANE ALLOCATION SIGN FOR 'AHEAD ONLY' & 'TURN LEFT'. (S13)

SIGNAGE FOR 'NO LEFT TURN' TO BE PROVIDED TO DFT DIAG. 613 – CAN BE POSITIONED ON PRIMARY/SECONDRY SIGNAL HEAD FOR CHILD LANE APPROACH (S03)

PROPOSED ROAD MARKINGS

STAINLESS STEEL ROAD STUDS 102mm SQUARE (REFER TO KIRKLEES COUNCIL DRAWING HD-SD-03)

BOLLARD WITH BLANK FACE – SEE SPECIFICATION FOR SOLABOLL TRAFFIC BOLLARD OR SIMILAR (S01)

SIGNAGE FOR 'NO RIGHT TURN' TO BE PROVIDED TO DFT DIAG. 612 (S02)

STAINLESS STEEL ROAD STUDS 102mm SQUARE (REFER TO KIRKLEES COUNCIL DRAWING HD-SD-03)

EXISTING DIRECTION SIGN DIRECTING TRAFFIC FROM CHILD LANE LEFT ONTO A62 TO BE REVISED TO REMOVE REFERENCE TO 'LEEDS A62' AND MOTORWAYS (S09)

STAINLESS STEEL ROAD STUDS 102mm SQUARE (REFER TO KIRKLEES COUNCIL DRAWING HD-SD-03)

BOLLARD WITH BLANK FACE – SEE SPECIFICATION FOR SOLABOLL TRAFFIC BOLLARD OR SIMILAR (S11)

LIMIT OF S278 WORKS

SUNNY BANK ROAD

HUDDERSFIELD ROAD

CHILD LANE

LEEDS ROAD

NO ENTRY

SLOW

AHEAD ONLY

LEFT ONLY

1038S/R4 (4m)

1038 (6m)

1038L6 (6m)

1038R4 (4m)

1057 (2.7m)

D1 128.057

D3 128.470

D5 126.646

3.3m 3.2m 3.3m 2.1m

3.4m 3.3m

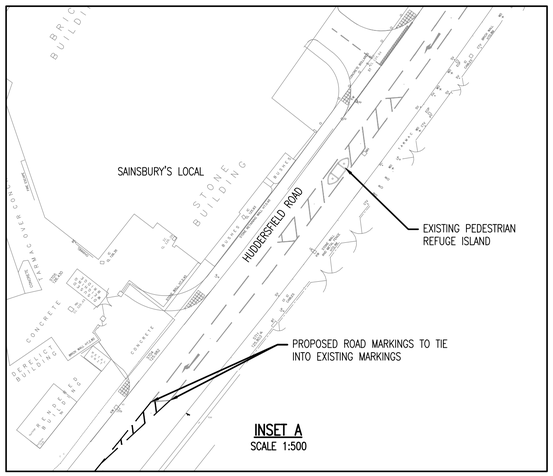
4.1m

R1.0m

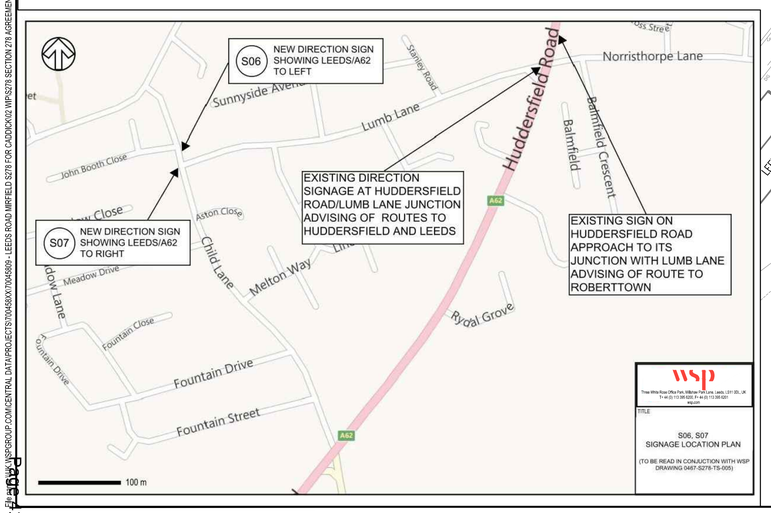
4.8m

2.7m

1004 1001 1040



INSET A
SCALE 1:500



S06, S07 SIGNAGE LOCATION PLAN

(TO BE READ IN CONJUCTION WITH WSP DRAWING 0497-S278-TS-005)

LINE TYPE	WIDTH OF LINES (mm)	LENGTH OF MARKINGS (mm)	LENGTH OF GAP (mm)	APP. QUANTITY OF MARKING (lin.m)
1001	200	CONTINUOUS	–	13
1004	100	4000	2000	224
1040	150	CONTINUOUS	–	30

SYMBOL	LENGTH (mm)	DESCRIPTION	QUANTITY
1038	6000	6m ARROW ROAD MARKING TO DIAG. 1038	3
1038L4	6000	6m ARROW ROAD MARKING TO DIAG. 1038	3
1038R4	4000	4m ARROW ROAD MARKING TO DIAG. 1038	1
1038S/R4	4000	4m ARROW ROAD MARKING TO DIAG. 1038	1
1057	2700	2.7m CYCLE SYMBOL TO DIAG 1057	1

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	27/11/2018	GW	ROAD MARKINGS UPDATED AS PER KMC COMMENTS	PP	CC
P03	15/11/18	GW	ROAD MARKINGS AMENDED TO TIE INTO EXISTING MARKINGS ON HUDDERSFIELD ROAD	PP	CC
P02	26/06/18	GW	BOLLARD REF S11 ADDED	PP	CC
P01	04/05/18	GW	FIRST ISSUE	PP	CC

DRAWING STATUS: S3 - FOR REVIEW

wsp
Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL, UK
T+ 44 (0) 113 395 6200, F+ 44 (0) 113 395 6201
wsp.com

CLIENT: CADDICK DEVELOPMENTS

ARCHITECT:

SITE/PROJECT: LEEDS ROAD, MIRFIELD

TITLE: LEEDS ROAD/SUNNY BANK JUNCTION TRAFFIC SIGN & ROAD MARKING DETAILS

SCALE @ A1:	CHECKED:	APPROVED:
1:250	DB	CC

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70045809		GW	November 18

DRAWING No: 70045809-S278-TS-001 REV: P04

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Subject: FW: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

From:
Sent: 30 November 2018 17:36
To:

Subject: RE: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

Oops, and further where are the remaining changes which formed part of the planning for the developments and which have to be implemented before the imminent works?

The changes to lane markings, phasing of lights etc

Don't they form part of the same 278 agreement,

From
Sent: 30 November 2018 17:37
To:

Subject: RE: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

Thanks for this I will comment in detail once it is open to the public and I have consulted with residents

However as a senior Kirklees officer is on file saying that the layout couldn't be changed without significant additional land or it would compromise safety I must take that view

I am not aware of any change to highways safety design standards and would like to see the safety audits for this scheme

As Air quality is a key priority for the Leader of the Council I would like to see an assessment of the current air quality and that projected after the alterations, for all roads affected by the changes

As capacity is also another aspects said to be positively affected what is the current queue time on all legs at peaks and what is the projected future timings?

Is this project being considered in the light of the resurgence of the M1M62 link road, which the cabinet speak frequently about

Thanks

Ps no illuminated direction sign as yet on St Pauls Road as previously requested yet a short one way stretch in Huddersfield has at least 3, When is this being resolved as the TRO there is some years old now

Subject: FW: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

From:
Sent: 10 December 2018 11:52
To: .gov.uk>
Cc:

Subject: RE: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

– thank you for the email.

I am concerned about the banning of left-turners out of Child Lane onto the A62.

Crucially, the traffic movement analysis was carried out before the Sainsbury's opened a couple of years ago. Prior to then, there was not much cause for anyone to access that stretch of the A62 unless they lived on it! Therefore there were limited left turners out of Child Lane, or right-turners out of Lumb Lane onto the A62.

There are now many more vehicles turning left out of Child Lane to go to the Sainsbury's store.

By banning that movement, we will force people to turn right out of Lumb Lane, which is a near-impossible manoeuvre at peak times as the traffic is so heavy there, and it will block the rest of the traffic out of Lumb Lane completely.

I would strongly urge a re-think about this particular part of the scheme: residents are really concerned.

Best wishes

Please note that the Councillor Privacy Notice which explains how I process personal information in responding to constituents requests and their privacy rights can be found here: http://www.kirklees.gov.uk/beta/information-and-data/pdf/privacy-notice-councillors.pdf

Subject: FW: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

From:
Sent: 10 December 2018 17:38
To:
Cc:
Subject: Re: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

I support everything has said.

Many Roberttown residents have been expressing their grave concerns about this both by message, email and on Facebook.

We really don't want to be coming back to Highways saying we told you so, but if this scheme goes ahead then I'm certain we will be. This is an incredibly unpopular scheme and I'm certain there will be lots of complaints and definitely some accidents.

Kind Regards

Mobile Number -

Please note that the Councillor Privacy Notice which explains how I process personal information in responding to constituents requests and their privacy rights can be found here: http://www.kirklees.gov.uk/beta/information-and-data/pdf/privacy-notice-councillors.pdf

Subject: FW: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

From:
Sent: 11 December 2018 17:45
To:
Subject: RE: Proposed changes to traffic movements, Leeds Road/Sunnybank Road

Hi

I have to agree with all my colleagues comments, including my Liversedge and gomersal colleagues. This junction is dangerous as it is and I am sure that certain drivers will ignore the restrictions, whats the impact on surrounding roads such as Lumb lane?

Regards

Please note that the Councillor Privacy Notice which explains how I process personal information in responding to constituents requests and their privacy rights can be found here: http://www.kirklees.gov.uk/beta/information-and-data/pdf/privacy-notice-councillors.pdf

From: J...
Sent: 21 January 2019 10:07
To:
Cc:
Subject: RE: Proposed TRO [No.11] Order 2018 Ref. D116-1811

Dear

I acknowledge receipt of your email dated 19 January 2019 addressed to Julie Muscroft.

I have copied into this email the officer who is dealing with this matter and they will respond to you directly.

Regards

...

Legal, Governance & Commissioning (Monitoring Officer)
Civic Centre III
1st Floor South
Huddersfield HD1 2EY

Tel: 01484 221000 (automated service please ask for Helen Coldwell)
Lync:
Email: uk

From: aol.com]
Sent: 19 January 2019 13:03
To: highways.ross@kirklees.gov.org
Subject: Proposed TRO [No.11] Order 2018 Ref. D116-1811

I have recently heard about plans to make changes to the junction at Child Lane/A62. I believe that these changes will adversely affect Roberttown residents, visitors & businesses alike.

I wish to strongly object to these proposals.

I am also concerned that Kirklees has done little in the way of publicising these plans, and when I tried to find information on your website it wasn't readily accessible.
I would like you to provide details as to how your proposal will achieve your reasons for this order, which are quoted as "to benefit safety & improve capacity at the junction".

With regard to any incidents/collisions at the junction has there been an analysis to show that your actions will improve the situation, if so could you send me details of such analysis. Similarliy how the changes will impact on traffic flow & capacity through Roberttown & the junctions of Lumb Lane/A62, Roberttown Lane/A62.

In taking this action I believe you have a duty of care to residents to show you have considered the consequences of your actions & I would like you to send me your risk assessment for the diversion of traffic caused by this action. Furthermore, how will your actions impact on capacity, congestion & air quality in & around Roberttown as a result of this action?

I am forwarding a copy to my MP & hope she will acquaint herself with the situation & let me know her views. As a former resident of Hartshead I am sure she will be familiar with the locations.

Regards I

From:
Sent: 23 January 2019 08:49
To:
Cc:
Subject: RE: A62 planned changes

Dear

I acknowledge receipt of your email dated 22 January 2019 addressed to

I have copied into this email the officer who is dealing with this matter.

Regards

Legal, Governance & Commissioning (Monitoring Officer)
Civic Centre III
1st Floor South
Huddersfield HD1 2EY

Tel: 01484 221000 (automated service please ask for Helen Coldwell)
Lync:
Email:

From:
Sent: 22 January 2019 17:03
To:
Subject: A62 planned changes

Dear .
Ref: DEV/JE/D116-1811

As a resident of Roberttown please see below my objections to the proposal. Roberttown is used as a rat run, I know this as they pass my front door to access the A62, if traffic is no longer allowed to turn left at the fountain traffic lights then it means going onto Lumb lane and turning right instead causing more traffic cutting through the village.

I object to this order on the following grounds:

Both turn bans mean drivers instead choosing to use: (a) Roberttown Lane (NE of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, nursery children and their parents

The traffic at Spen Valley High School is already critical as the road is severely narrowed and punctuated by parked cars, due to parents dropping off and picking up children. The no-parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. A greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic usage at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown Lane School when walking to and from School.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely

Resident

D116-1811

Legal Governance Monitor

Kirklees Council,

2nd Floor,

High Street Buildings,

Huddersfield.

HD1 2ND

17th January 2019

Dear Sirs,

I refer to the above Traffic Regulation Order.

I wish to object to this order on the following several grounds. This order restricts our choice of movement and freedom to choose our route in our local area.

I am a resident of Lincoln Avenue and feeling very strongly about the ridiculous order you wish to impose on the residents of Roberttown.

I often visit our local stores for supplies on the site on A62 (Sainsbury's etc), this is both convenient and popular with residents. The left turn is totally necessary for access to the A62. If we were to use Lumb Lane to gain access this would cause lots of problems, turning right is very difficult as you block traffic trying to go to Norristhorpe or down to Heckmondwike, this is an extremely busy junction and not suitable for this manoeuvre.

You may argue that residents could walk to the site and indeed I could walk but unfortunately I suffer from osteo arthritis so am unable to carry shopping. Surely making shopping difficult for the impaired is not acceptable in any way.

The junction at the end of Child Lane is very busy and also an accident black spot. I feel you should concentrate on the reasons for this. The amount of cars travelling far above the speed limit is common, going through red lights a regular occurrence. If you were to make this road safer by controlling these law breakers accidents would be reduced. Cameras on the lights and enforcement of the 40 mph speed limit is absolutely necessary. Also parking outside the cottages after the left turn at Child Lane should not be allowed, they park on the pavement and cause an obstruction on the road it baffles me why people with cars would choose to live with no parking space. Why should we be punished for this!!!

I understand your concern about this additional traffic due to the new builds taking place on Mirfield Moor, which is quite laughable, this is exactly the arguments we put forward to block the planning permission request, we said the road is far too busy to support further traffic but you would not listen and now want to punish us for this ill advised decision. We were very concerned about the whole infrastructures ability to cope with this increase on all levels, schools, doctors and roads. Perhaps it might make more sense to exit traffic from the new estate down Taylor Hall Lane to Saville Arms than making us suffer on this already traffic saturated Road!!

The rise in mental health is startling and very worrying, experts advise us to take 'green time' how important it is to walk in the country side. Yet you persist in tearing up green belt land, taking our country side without any thought of the consequences.

I implore you to consider the people who live here, please do not restrict our access why change something that works so well and used by so many.

Yours faithfully

Liversedge

17th January 2019

Director – Legal, Governance and Monitoring
Kirklees Council
Legal Services
2nd Floor
High Street Buildings
High Street
Huddersfield
HD1 2NF

Dear Sir/Madam,

Your Ref: DEV/JE/D116-1811

I am writing to object to the proposed Order.

I do not agree with implementing a left turn ban from Child Lane into A62 Huddersfield Road. This will not improve traffic flow along either the A62 or improve the traffic exiting Child Lane. It will, at peak times, create additional chaos at the already busy Lumb Lane/Norristhorpe lane Traffic Lights junction. This is due to the traffic that would have turned left onto the A62 from Child lane now turning right onto the A62 from Lumb Lane instead. This is primarily a result of the success of the Sainsbury's Local situated between these two traffic light junctions.

I agree with implementing a right turn ban from the A62 Huddersfield Road into Child lane. This will definitely ease up the congestion as it will free up a lane of traffic to flow along the A62 towards Huddersfield.

Yours faithfully,

RECEIVED
21 JAN 2019

Subject: FW: DEV/JE/D116-1811

From:
Sent: 15 January 2019 19:11
To:
Subject:

Dear
Ref: DEV/JE/D116-1811

I object to this order on the following grounds:

Both turn bans mean drivers instead choosing to use: (a) Roberttown Lane (NE of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, nursery children and their parents

The traffic at Spen Valley High School is already critical as the road is severely narrowed and punctuated by parked cars, due to parents dropping off and picking up children. The no-parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. A greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic usage at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown Lane School when walking to and from School.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely,

Director,
1, Governance & Monitoring

Robertown,
Liverredge.

ef No. DEV/SE/0116-1811
Traffic Reg. No 11

8/1/19.

ear Sir,

I write to object most strongly about the proposed cancelling of the left turn from Child Lane, Robertown into the A62.

Since Sainsbury's branch opened, many people in Robertown have used that turning. There is no other reasonable route. The right turn from Cumb Lane is unsafe and the only other alternative means a longer journey.

I can see that the cancelling of the right turn from the A62 into Child Lane could benefit traffic flow, but as a frequent user of the left turn out, I can see no reason for it at all. At no time does this route hinder traffic flow.

Yours Faithfully.

Roberttown

11/1/19

Ref DEV/SE/0116-1811

Dear

I object to this order on the following grounds

Both turn bans mean drivers instead choosing to use (A) Roberttown Lane (NE of the village) both directions (B) Lumb Lane both directions.

This would lead directly to A increase in traffic & use in the number of traffic accidents with a high risk of involvement of vulnerable School, nursery children and parents. The traffic at Spen Valley High School is already busy with children been picked up and dropped off. A greater level of traffic at these times would increase an already dangerous situation.

In addition both Roberttown Lane and Lumb Lane are routes used by School children. Since Kirklees Council holds a duty of care to protect its vulnerable people I believe the implementations of these traffic bans would constitute to severe neglect of its duty to a Council. My final objection is when did the Council carry out road surveys since the retail park opened?

yours Sincerely

Roberttown

11/1/19

Ref DEV/JE/D116-1811

Dear [illegible], I object to this order on the following grounds

Both turn bans mean drivers instead choosing to use (A) Roberttown Lane (NE of the village) both directions (B) Lumb Lane both directions

This would lead directly to A increase in traffic & rise in the number of traffic accidents with a high risk of involvement of vulnerable School, nursery children and parents

The traffic at Spen Valley High School is already busy with children been picked up and dropped off. A greater level of traffic at these times would increase an already dangerous situation

In addition both Roberttown Lane and Lumb Lane are routes used by School Children Since Kirklees Council holds a duty of care to protect its vulnerable people I believe the implementation of these traffic bans would constitute to Severe neglect of its duty to a Council My final objection is when did the Council carry out road surveys Since the retail park opened? more people from Roberttown use this road to go there many are elderly people

yours Sincerely

RECEIVED
17 JAN 2019

Roberttown

11/1/19

Ref DEV/SE/0116-1811

Dear ..... I object to this order on the following grounds.

Both turn bans mean drivers instead choosing to use (A) Roberttown Lane (NE of the village) both directions (B) Lumb Lane both directions.

This would lead directly to A increase in traffic & use in the number of traffic accidents with a high risk of involvement of vulnerable School, nursery children and parents.

The traffic at Spen valley High School is already busy with children been picked up and dropped off. A greater level of traffic at these times would increase an already dangerous situation.

In addition both Roberttown Lane and Lumb Lane are routes used by School children. Since Kirklees Council holds a duty of care to protect its vulnerable people I believe the implementation of these traffic bans would constitute to severe neglect of its duty to a Council My final objection is when did the council carry out road surveys since the retail park opened?

yours sincerely

Subject: FW: DEV/JE/D116-1811 - Traffic Regulation Order No. 11 2018 - Child Lane

From:
Sent: 17 January 2019 13:58
To:
Subject: DEV/JE/D116-1811 - Objection

Good Afternoon.

Please accept this email as my objection to the above traffic regulation order to remove the ability to turn right from Huddersfield Road Mirfield into Child Lane Roberttown, and also removal of the ability to turn left from Child Lane Roberttown onto A62 Huddersfield Road Mirfield.

I am a resident in Roberttown, and have lived here for 6 and a half years now. I travel to Birstall to work every day, a journey which is only 4 miles but often takes me 30 minutes during rush hour traffic. To drive out of Roberttown to access the A62 I use Lumb Lane at the junction with Norristhorpe. If the left turn from Child Lane onto the A62 is removed, I believe there will be a significant increase in traffic on Lumb Lane will disrupt traffic leaving Roberttown towards Norristhorpe and Heckmondwike, and will also put more risk of accidents at the Lumb Lane junction. There are multiple pedestrian crossings at the Lumb Lane junction, plus a children's nursery/day centre on the Norristhorpe side of the junction. An increased amount of traffic here will potentially put children's lives at risk as parents attempt to cross the road with their children.

Local residents of Roberttown will only be able to access the nearby Sainsbury's store by turning right out of Lumb lane onto the A62. This is not a viable solution. Due to the pedestrian crossings and how the road is laid out, if the car in front of you as you come out of Lumb Lane is turning right, there is not enough space to drive around them while they wait to turn for you to be able to go straight ahead or turn left onto the A62 towards Heckmondwike. This will mean the traffic on Lumb Lane will back up as if the driver at the front of the queue wishes to turn right to go towards Sainsburys they will be the only car getting through at the lights. Sainsburys is meant to be a local convenience store but you will be taking away this being a convenience to the people in our village! The only alternative solution to this would to be to make sure that the traffic lights at the Lumb Lane side of the junction change separately to the lights on the Norristhorpe side, but I don't believe you will agree with that option because that will mean the lights taking longer to change to green for the drivers on the A62.

You could potentially argue that I could instead travel down Roberttown Lane to access the A62 towards Heckmondwike, however this would involve me having to drive past a busy school, with many cars parked at the side of the road and children attempting to cross the road, so again to direct more traffic down this road is endangering children's lives. We have already had enough issues with this road with speeding drivers etc. with Roberttown Lane and I'm sure other residents would agree that this would not be the solution.

I urge you to reconsider these changes and not go ahead with this order. My belief is that the residents of Roberttown will be heavily affected by this change, and lives will also be endangered. Your traffic order states the reason as "To benefit safety and improve capacity at this busy junction" but by making this change you will reduce safety and capacity at the next junction down.

Many Thanks,

Roberttown

Liversedge

2.01.2019

Dear Sir/Madam

Ref: DEV/JE/D116-1811

Re: changes to road turning priorities at Fountain crossroads/Child Lane, A62

I have several concerns about the proposed changes at the above crossroads.

* People living at the Roberttown side of the crossroads will not have easy access to Sainsburys which is the main shop in the area and widely used by the community.

*It will be more difficult to access houses on the Balmfield/Balmfield Crescent/Rydal Grove side of the A62 from Roberttown.

* Returning from Balmfield Crescent/Rydal Grove to Roberttown across the traffic of the A62 to get to Lumb Lane would be almost impossible at any time of the day but impossible at peak times. Therefore restricting movement of the public between two communities.

* Increased traffic down Lumb Lane would cause congestion.

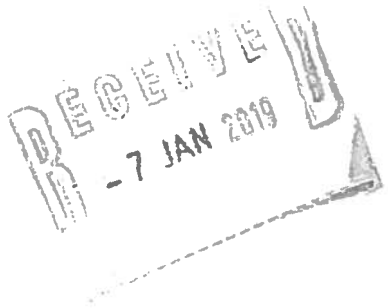
* Turning right at the bottom of Lumb Lane to access houses between Lumb Lane and Child Lane, including Sainsburys would be impossible at peak times. Traffic queues at the busy crossroads of Lumb Lane/Norristhorpe Lane would grid lock the whole area.

* Buses needing to travel down Norristhorpe Lane from Roberttown would not be able to pass cars waiting to turn right up the A62 as the road is not wide enough.

Considerable congestion would result, not just up Lumb Lane but back up onto Child Lane and into the Village of Roberttown and down Roberttown Lane. Already a problem for about two hours every weekday between 16.00 and 18.00 hours.

Please reconsider you proposals to avoid further potential congestion and serious risk of accidents. Our local area is already heavily overloaded with traffic. Unfortunately one which will only become worse as planning permission is given to build more and more houses in the area but with little major road construction.

Yours sincerely



Roberttown

Liversedge

2.01.2019

Dear Sir/Madam

Ref: DEV/JE/D116-1811

Re: changes to road turning priorities at Fountain crossroads/Child Lane, A62

I have several concerns about the proposed changes at the above crossroads.

* People living at the Roberttown side of the crossroads will not have easy access to Sainsburys which is the main shop in the area and widely used by the community.

*It will be more difficult to access houses on the Balmfield/Balmfield Crescent/Rydal Grove side of the A62 from Roberttown.

* Returning from Balmfield Crescent/Rydal Grove to Roberttown across the traffic of the A62 to get to Lumb Lane would be almost impossible at any time of the day but impossible at peak times. Therefore restricting movement of the public between two communities.

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* Buses needing to travel down Norristhorpe Lane from Roberttown would not be able to pass cars waiting to turn right up the A62 as the road is not wide enough.

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Please reconsider you proposals to avoid further potential congestion and serious risk of accidents. Our local area is already heavily overloaded with traffic. Unfortunately one which will only become worse as planning permission is given to build more and more houses in the area but with little major road construction.

A further suggestion could be the purchase of a strip of land from the field running above the van retail sales to the top of the Fountain crossroads therefore making a turn off lane to

Mirfield.

Yours sincerely

Subject: FW: Ref DEV / JE / D116-1811

From:
Sent: 07 January 2019 19:10
To: June
Subject: Ref DEV / JE / D116-1811

Traffic Regulation Order
A62 Huddersfield Road / Child Lane

Dear
I wish to object to the proposed changes to the junction of Child Lane with Huddersfield Road.
Travelling this route every single day I believe such changes would cause further disruption than already exists.
The traffic at rush hour on an evening in particular along child lane is bad. However a lot of traffic use this road as it is much safer than the proposed change of using Lumb Lane.
Trying to turn right out of lumb lane to reach my home at rush hour is dangerous. Any oncoming traffic from Norristhorpe turning left onto the A62 do not make any room or leave any gaps for right turners out of lumb lane. In my opinion the proposed changes would mean just moving the problem to a junction that is already much much worse than the one at Child Lane. In rush hour during term time it takes me 20 to 30minutes to go the short distance of the A62 between the turn off to Roberttown Lane and my street Balmfield Crescent. Also at 4pm and 5.20pm on a Tuesday during term time the time it takes to go from Kip Mcgrath centre in Heckmondwike up Norristhorpe Lane to Balmfield Crescent can vary greatly between 5 minutes and 25minutes depending on other traffic issues in the area. More traffic directed to the lumb lane junction would only make this worse.
In summary I object to the proposed changes that would provide no benefit to local residents at all
Yours sincerely

Balmfield Crescent
Liversedge
West Yorkshire

Meadow Drive

Roberttown

Liversedge

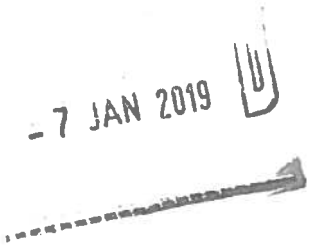
Kirklees Council Legal Services

2nd Floor, High Street Buildings,

High Street,

Huddersfield,

HD1 2NF



Dear sir

Reference: DEV/JE/D116-1811

Regarding the above-mentioned plans to restrict access to and from Child Lane, Roberttown at The Fountain junction: as I understand it the proposals were suggested before Sainsburys and Greggs etc moved into the A62 site, and no further research has been carried out into current traffic flow. I hereby object to both proposals for the following reasons:

No left turn from Child Lane into A62:

Since the introduction of Sainsburys and Greggs, anyone from Roberttown wishing to visit will do so via the Fountain junction.

There is no reason why traffic turning left at the Fountain junction will affect the flow of the A62 in either direction.

The alternative of turning right from Lumb Lane is ridiculous as this junction is busy most of the time and especially for traffic turning right. The introduction of a right filter at the bottom of Lumb Lane will alleviate the problem but will still not outweigh the benefits of turning left at the Fountain junction.

No right turn from A62 into Child Lane:

This will cause a massive inconvenience for residents of the houses and streets off the A62 trying to get into Roberttown, as they will have to negotiate a right turn into the busy A62 in order to turn left into Lumb Lane. This is very dangerous, even at quiet times

If local traffic decides that the right turn into A62 is too dangerous, they will stop using the shops and facilities in Roberttown and this will be disastrous for the local businesses, who are already suffering due to the volume of 'rat run' traffic at rush hour.

Yours faithfully

Concerned Roberttown Resident

Meadow Drive

Roberttown

Liversedge

Kirklees Council Legal Services

2nd Floor, High Street Buildings,

High Street,

Huddersfield,

HD1 2NF

Dear sir

Reference: DEV/JE/D116-1811

Regarding the above-mentioned plans to restrict access to and from Child Lane, Roberttown at The Fountain junction, I hereby object to both proposals for the following reasons:

No right turn from A62 into Child Lane:

This will cause a massive inconvenience for residents of the houses and streets off the A62 trying to get into Roberttown, as they will have to negotiate a right turn into the busy A62 in order to turn left into Lumb Lane. This is very dangerous, even at quiet times

If local traffic decides that the right turn into A62 is too dangerous, they will stop using the shops and facilities in Roberttown and this will be disastrous for the local businesses, who are already suffering due to the volume of 'rat run' traffic at rush hour.

No left turn from Child Lane into A62:

Since the introduction of Sainsburys and Greggs, anyone from Roberttown wishing to visit will do so via the Fountain junction.

There is no reason why traffic turning left at the Fountain junction will affect the flow of the A62 in either direction.

The alternative of turning right from Lumb Lane is ridiculous as this junction is busy most of the time and especially for traffic turning right. The introduction of a right filter at the bottom of Lumb Lane will alleviate the problem but will still not outweigh the benefits of turning left at the Fountain junction.

As I understand it, the proposals were suggested before Sainsburys and Greggs etc moved into the A62 site, and no further research has been carried out into current traffic flow.

Yours faithfully

Meadow Drive

Roberttown

Liversedge

Kirklees Council Legal Services

2nd Floor, High Street Buildings,

High Street,

Huddersfield,

HD1 2NF

Dear sir

Reference: DEV/JE/D116-1811

Regarding the above-mentioned plans to restrict access to and from Child Lane, Roberttown at The Fountain junction: as I understand it the proposals were suggested before Sainsburys and Greggs etc moved into the A62 site, and no further research has been carried out into current traffic flow. I hereby object to both proposals for the following reasons:

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This will cause a massive inconvenience for residents of the houses and streets off the A62 trying to get into Roberttown, as they will have to negotiate a right turn into the busy A62 in order to turn left into Lumb Lane. This is very dangerous, even at quiet times

If local traffic decides that the right turn into A62 is too dangerous, they will stop using the shops and facilities in Roberttown and this will be disastrous for the local businesses, who are already suffering due to the volume of 'rat run' traffic at rush hour.

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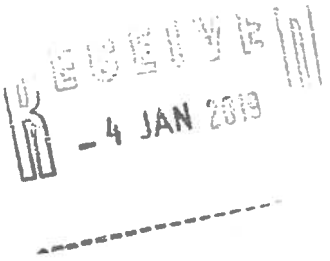
Yours faithfully

Meadow Drive

Roberttown

Liversedge



Kirklees Council Legal Services

2nd Floor, High Street Buildings,

High Street,

Huddersfield,

HD1 2NF

Dear sir

Reference: DEV/JE/D116-1811

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No right turn from A62 into Child Lane:

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If local traffic decides that the right turn into A62 is too dangerous, they will stop using the shops and facilities in Roberttown and this will be disastrous for the local businesses, who are already suffering due to the volume of 'rat run' traffic at rush hour.

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Since the introduction of Sainsburys and Greggs, anyone from Roberttown wishing to visit will do so via the Fountain junction.

There is no reason why traffic turning left at the Fountain junction will affect the flow of the A62 in either direction.

The alternative of turning right from Lumb Lane is ridiculous as this junction is busy most of the time and especially for traffic turning right. The introduction of a right filter at the bottom of Lumb Lane will alleviate the problem but will still not outweigh the benefits of turning left at the Fountain junction.

As I understand it, the proposals were suggested before Sainsburys and Greggs etc moved into the A62 site, and no further research has been carried out into current traffic flow.

Yours faithfully

Subject: FW: REF DEV/JE D116-1811 Child Lane

From
Sent: 03 January 2019 10:51
To: J
Subject: REF DEV/JE D116-1811 Child Lane

Morning

I'm emailing with our objection to the left and right future non turning into and from child lane, Roberttown. We live on nd have a child who goes to Nursery which is located at the bottom of Lumb Lane. We have two way's in which we can get there, one of which is turning left from Child lane onto Huddersfield Road or the other down Lumb Lane and turning right at the lights which is a very bad and dangerous junction - especially with children in the car.
Also when leaving the Nursery to turn right you have to cross 3 lanes of traffic which can we very hard and again very dangerous, so often you have to turn left back onto Huddersfield Road and then right onto Child Lane at the lights to get home or get our other child to Roberttown School.
This change would affect us considerably but more to the point we don't understand what this would achieve.

Regards

RECEIVED
- 2 JAN 2019

, Fountain St.
Robertown
Hirersedge

Re Traffic Reg No 11-2018
Ref DEV/JE/D116+811

27-12-2018

To the Director - Legal Governance and Motoring.

The proposal for No left turn from Child Lane into the A62 and No Right turn from the A62 into Child Lane, reason given safety at this Jcn. one can see why? There has been at least three motors parked half on the pavement and on the A62 in this location for weeks, causing problems for right turn off the A62 into Child Lane and people with prams, pushchairs and wheelchair users on this pavement going to local shops etc and after

many complaints to Highways and Police no interest.

Also how is it expected that residents of Fountain Street, Fountain Drive and the Meadow Estate wishing to go in a heads direction and return home should go.

Robertsown have passed Liversedge school is a nightmare at school times with parents taking and collecting children without any thought for others The route via Humb Lane and A62 is also difficult with no right turn Fillér and a bus stop just near the jcn - with increased traffic flow down Humb Lane this will also cause problems.

You are just moving one slight problem Jcn to two others

Stop a few illegaly ponked motors of residents near the Jcn of the A62 and Child Lane and there would be a less of a safty hazard

Yours ..."

reference D116-1811 to:

Dear Sir / Madam.

It was brought to my attention threw social media that you plan to stop so turnings at the end of child lane in Roberttown onto the A62 towards Leeds. As a resident of the area for a number of years its a crazy idea that serves no purpose at all. The area of Roberttown that causes problems is traffic attempting to turn Right at the bottom of Lumb Lane onto the A62 as traffic that has come from Heckmondwike up Norristhorpe lane block the junction. I have seen some stupid ideas over the years but this plan serves NO PURPOSE at all and any local residents wanting to make a trip to local shops such as the Salisbury's Local would need to go down Lumb Lane and attempt to turn Right up the A62 which then blocks all other traffic coming down Lunb Ln. May I suggest the council looks at where the issues are in the area in future and gets traffic reports during rush hour to see where the real issues are. I would be interested in finding out what the councils reason for this proposal is as the reason given in the planning application makes zero sense and will bottle neck the rest of the village more than we suffer right now.

Many Thanks

Subject:

From
Sent: 24 December 2018 20:06
To
Subject: ref DEV/JE/D116-1811

Dear
Ref: DEV/JE/D116-1811

I object to this order on the following grounds:

Both turn bans mean drivers instead choosing to use: (a) Roberttown Lane (NE of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, nursery children and their parents

The traffic at Spen Valley High School is already critical as the road is severely narrowed and punctuated by parked cars, due to parents dropping off and picking up children. The no-parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. A greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic usage at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown Lane School when walking to and from School.

Banning traffic turning right off the main Huddersfield road could also force heavy goods vehicles or delivery vehicles destined for Newsmiths on Child Lane to go up Roberttown lane or Lumb lane, exacerbating the issues mentioned above.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely,

Church Park
Roberttown

Sent from Yahoo Mail for iPhone

Subject: FW:

From:
Sent: 23 December 2018 08:34
To:
Subject: Objection to traffic regulations order

Dear

Ref: DEV/JE/D116-1811

I object to this order on the following grounds:

Both turn bans at the fountain lights mean drivers will have to instead choose to use: (a) Roberttown Lane (NE of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, nursery children and their parents

The traffic at Spen Valley High School is already critical as the road is severely narrowed and punctuated by parked cars, due to parents dropping off and picking up children. The no-parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. A greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic usage at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown School when walking to and from School.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely,

(Resident with 2 young children Roberttown)

Subject: FW:

From
Sent: 22 December 2018 11:14
To: Ju!
Subject: Re: Objection to DEV/JE/D116-1811

Dea
Ref: DEV/JE/D116-1811

I object to this order on the following grounds:

Both turn bans mean drivers instead choosing to use: (a) Roberttown Lane (west of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, Nursery children and their parents

The traffic at Spen Valley High School at school is already critical as the road is severely narrowed and punctuated by parked cars due to parents dropping off and picking up children. The no parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. An greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic use at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown Lane School when walking to and from School.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely,

Sent from my iPhone

-----Original Message-----
From:
Sent: 20 December 2018 11:35
To
Subject: Objection to DEV/JE/D116-1811

Please see below my formal objection to this order.

Traffic Regulation Order
A62 Huddersfield Road / Child Lane

I believe this would be a huge mistake. If this goes ahead then I expect Kirklees Highways to be trying to explain a rise in accidents and increased local traffic issues as a result.

We live on Fountain Street , and need the current system to stay as it is. Almost more than twice a day we make those turns in various ways especially to Sainsbury's and Greggs down the road.

If this change goes ahead it would be detrimental to Roberttown and our residents.

Regards,

Sent from my iPhone

Website | News | Email Updates | Facebook | Twitter

Subject: FW

-----Original Message-----
From
Sent: 22 December 2018 11:11
To:
Subject: Traffic Regulation Order Objection DEV/JE/D116-1811

Dear
Ref: DEV/JE/D116-1811

I object to this order on the following grounds:

Both turn bans mean drivers instead choosing to use: (a) Roberttown Lane (west of the Village) both directions; (b) Lumb Lane both directions.

This would lead directly to (i) increase in traffic (ii) rise in the number of traffic accidents with a high risk of involvement of vulnerable school, Nursery children and their parents

The traffic at Spen Valley High School at school is already critical as the road is severely narrowed and punctuated by parked cars due to parents dropping off and picking up children. The no parking zig-zag lines are rarely observed and this is not policed by the local traffic constabulary or the council, ever. An greater level of traffic at these times would be increasing an already dangerous situation.

There is also the presence and high traffic use at My Little Barn Owls Nursery. Where there is a high volume of parents with toddlers and babies coming in and out of its two entrances by foot and by car.

In addition, both Roberttown Lane and Lumb Lane are routes frequented by School children and parents from Spen Valley High and Roberttown Lane School when walking to and from School.

Since Kirklees Council holds a duty of care to protect its vulnerable people. I believe the implementation of these traffic bans would constitute a severe neglect of its duty as a council.

Yours sincerely,

Sent from my iPhone

Subject: FW:

From:
Sent: 21 December 2018 21:12
To
Subject: DEV/JE/D116-1811

Dear Julie,
I am writing to object to the proposed changes to the junction at Child Lane, Roberttown, and the A62. This is on safety grounds, with congestion and environmental concern, and I believe data was gathered before the opening of Sainsbury's and Greggs.
Many thanks,

Fountain Street

Sent from Samsung Mobile on O2

Subject: FW

-----Original Message-----
From:
Sent: 20 December 2018 12:57
To:
Cc:
Subject: DEV/JE/D116-1812

Traffic Regulation Order
A62 Huddersfield Road / Child Lane
Increasing traffic requiring to turn right out of Lumb Lane at busy times is asking for accidents. As a Norristhorpe resident and using the junction regularly my objection is based on that the only way to turn right out of lumb lane at busy times is to block the Huddesfield road until traffic heading towards cooper bridge moves on and a gap appears or go through at red. Traffic coming up Norristhorpe lane at busy times has to queue around the corner on to Huddersfield road so cars from Lumb Lane cant get across, total chaos here we come.

Spring Bank Drive

Subject:

-----Original Message-----
From:
Sent: 20 December 2018 11:35
To:
Subject: Objection to DEV/JE/D116-1811

Please see below my formal objection to this order.

Traffic Regulation Order
A62 Huddersfield Road / Child Lane

I believe this would be a huge mistake. If this goes ahead then I expect Kirklees Highways to be trying to explain a rise in accidents and increased local traffic issues as a result.

We live on Fountain Street and need the current system to stay as it is. Almost more than twice a day we make those turns in various ways especially to Sainsbury's and Greggs down the road.

If this change goes ahead it would be detrimental to Roberttown and our residents.

Regards,

Sent from my iPhone

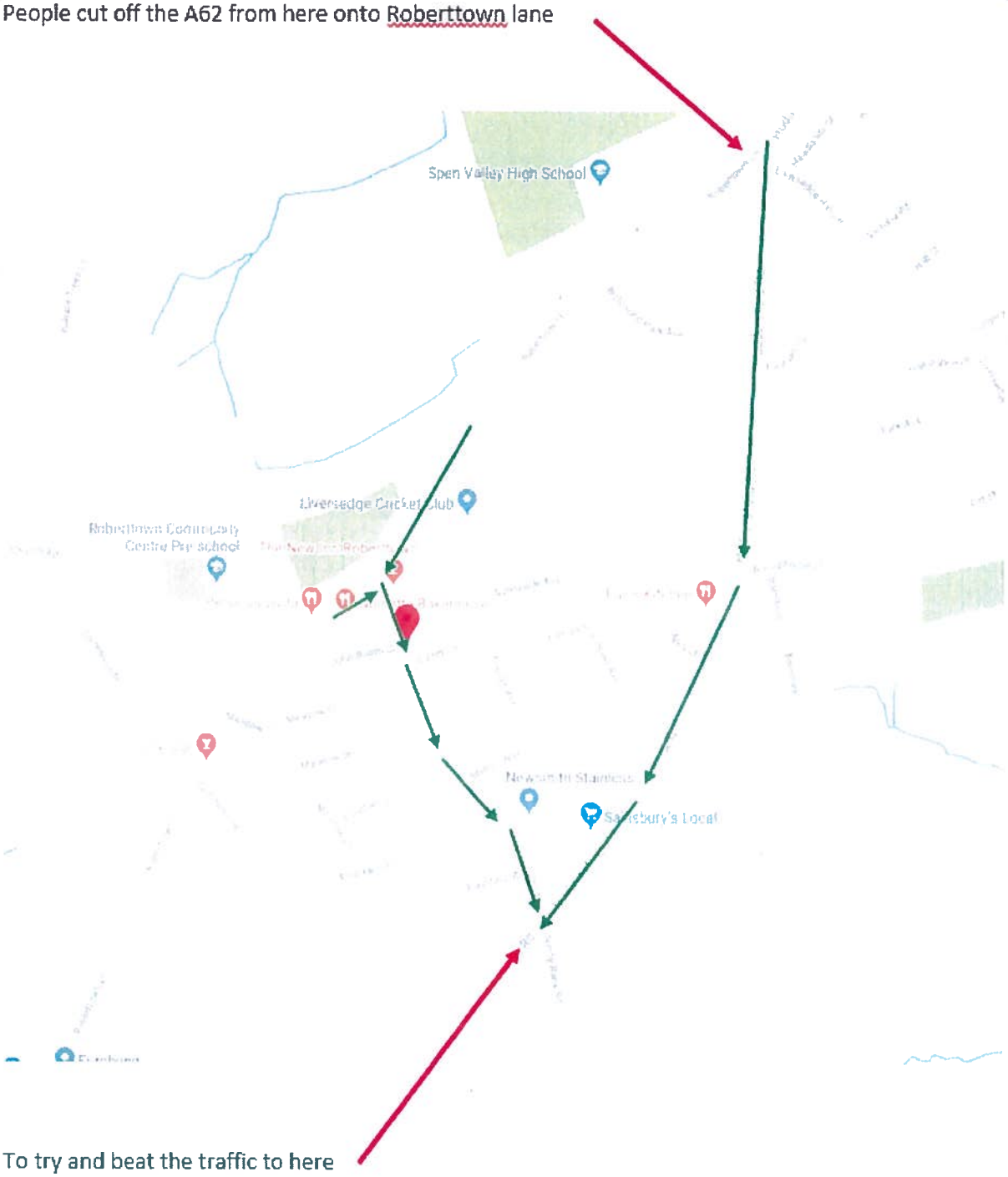
Subject: FW

From:
Sent: 20 December 2018 04:29
To: Jt
Subject: Ref DEV/JED116-1811

Quote Ref DEV/JED116-1811

I'm writing to object against the proposal of the TRO, as a resident of the village I just don't get or understand how this will benefit or make anything safer, if anything it will make matters much worse for the local residents, if anything you should be looking into how to stop people using Roberttown village as a rat run, between the hours of 08.00 – 09.10 and from 16.30 through to 18.15 the peak times the village becomes grid locked due to non residents trying to beat the traffic on the A62, Perhaps making the right turn from the A62 onto Roberttown lane for resident permit holders only. Has any traffic survey been carried around the village at these peak times monitoring who's going where ???

People cut off the A62 from here onto Roberttown lane



To try and beat the traffic to here

The green arrows show where the traffic backs up through the village at peak times

Nufarm UK Limited

Wyke Lane, Wyke, Bradford

E-mail :

Subject: FW
DEV/JE/D116-1811

From:
Sent: 19 December 2018 23:05
To:
Subject: OBJECTION TO TRAFFIC REGULATION ORDER DEV/JE/D116-1811

Dear
I would like to lodge an objection the the following traffic regulation order:

Ref: DEV/JE/D116-1811

The proposed changes involved in this order will have a catastrophic effect on the village of Roberttown, to both residents and businesses.

The order to not allow traffic to turn left out of Child Lane onto Huddersfield Road, which many of the residents of the village do to gain access to Sainsburys/Greggs, will result in all traffic out of the village wanting to go to Sainsburys/Greggs making the journey down Lumb Lane. The traffic lights at the junction of Lumb Lane and A62 Huddersfield Road are not adequate to take the increase in traffic this change would result in. To turn right out this junction already holds up all traffic behind the turning vehicle as there is not enough road space to allow a vehicle to pass on the left of the turning vehicle. The majority of instances when a vehicle wants to turn right results in no other traffic being able to cross the junction in the same traffic light opportunity. Traffic turning left out of Child Lane has no impact on the number of vehicles passing through the junction in each light opportunity so what is the reasoning behind this part of the order?

The order to not allow traffic to turn right into Child Lane from A62 Huddersfield Road, which is not very many as far as I understand also seems totally ludicrous as all traffic wanting to go into the village would then have to turn right into Lumb Lane, again there is currently no filter arrow for right turning traffic at this junction and more often than not right turning traffic at this junction is stranded in the middle of the junction when the traffic lights have changed back to red and are faced with the still oncoming traffic because there is a filter arrow for traffic turning right into Norristhorpe Lane. Or traffic would turn right up Roberttown Lane and have to travel past the school, which is already a very busy road especially at the beginning and end of the school day.

With the build up of traffic that would be going down Lumb Lane to turn right combined with additional "rat runners" coming up Roberttown Lane would result in the village being turned into a carpark at certain times of the day, especially at the start and finish of the school day and also between 4.30pm and 6.30pm when there is much more traffic on Roberttown Lane due to drivers using the village as a "ratrun" to avoid queuing on the A62.

In addition to the chaos this order will have on the village, where are the people who live in the houses between the "Fountain" and Sainsburys supposed to park their vehicles if double yellow lines are installed. What about when they return from shopping with bags of groceries or larger items of shopping?

I also understand this order has been put together on out of date traffic monitoring, ie. before the Sainsburys/Greggs development was built and no doubt by someone who has never experienced trying to

get home when there has been an accident on the M62 and all the traffic from the motorway decides to "ratrun" through the village.

Consider that you live on Fountain Street in Roberttown and you need to pick up your elderly mother who lives on Rydal Grove ... you would have to turn left out of Fountain Street onto Child Lane, turn right onto Lumb Lane, turn right at the traffic lights at the bottom of Lumb Lane, queue in traffic all the way up A62 to Rydal Grove and finally get there, when at the moment you can turn right out Fountain Street, turn left out of Child Lane onto A62 and 100 yards down the road you are there !!!!!!!!!!!!!!!!!!!!1

Please confirm receipt of this objection.

Subject: re Ref DEV/JE/D116-1811

-----Original Message-----
From:
Sent: 19 December 2018 13:50
To:
Cc:
Subject: Ref DEV/JE/D116-1811

Objection .
Good afternoon .
I have just seen a post from regarding the turning left and right out of child Lane.
We live down little Taylor Hall Lane we have in the morning and at teatime between 100 / 150 vehicles coming down the lane and abusing us and the residents and have had nearly dragged out of her car because we cannot get out of our driveway . This has been a massive problem for years as a rat run my family have lived around here for generations and we have never once seen a problem of turning left or right into or out of that lane this is going to cause major congestion in the local village and create an even bigger rat run down our lane and once the new estate opposite is built with over 200 houses it is going to get worse. Lumb Lane is that narrow at the bottom you cannot turn right safely and is an accident waiting to happen not been able to come out of the lane. To propose to block the turning in and out is going to make the residents of the village constantly barricaded in there driveways because they cannot get out. now every night traffic backs up in all directions this seems to me to be a completely ridiculous idea with No thought to the residents round this area. little Taylor Hall Lane for the last two years we have been sending data in weekly to the council with none taxed and MOT uninsured vehicles coming down our lane abusing the residents racially abusing the residents threatening to beat up which we reported to the police we managed to get new signs put up with no access on the police still can't do anything because they're not happy with the signs and have no resources to monitor the lane . The police tried sending letters into the council and ringing nobody from the council ever gets back to us or the police or nas done a site visit and been in touch with the council regarding little Taylor Hall Lane still nothing done does somebody have to be beaten up stabbed or killed before the council actually do something about this problem it seems to me there is no continuity with the councils and it comes down to peoples opinion rather than facts and common sense at the council there is enough room on that junction and lots of spare land to be able to do a proper junction with proper filter lanes even a large roundabout offset as there is enough room to build for houses on the grass verge. This would also help the new 200 houses getting built 700 yards further down the road most evenings I come up the road and average waiting time is 35 to 45 minutes from the bottom of the hill to little Taylor Hall Lane .
Hope the information I have set out in this email helps you with this ridiculous decision from the council Thanks and look forward to your response

Many thanks

Subject: ;e reference DEV/JE/D116-1811

From:
Sent: 19 December 2018 13:36
To:
Subject: reference DEV/JE/D116-1811

Dear

I am writing to you regarding the above proposal, as a very concerned resident of Roberttown.

As someone that lives just off Child Lane and frequently commutes in and out of the area, I am dismayed to see the planned proposal to make a left turn into or out of Child Lane prohibited.

The traffic through the village (Child Lane in particular) at peak times already causes a massive grid lock through the entire village and also causes a huge amount of heavy, and often fat moving traffic up and down our residential road (Meadow Drive) and it is becoming increasingly difficult to get anywhere between the hours of 4 and 6.30pm most evenings and also quite dangerous for my children to be able to walk around our village and also play out with their friends – which saddens me greatly.

Prohibiting the left turn off Child Lane is going to exacerbate an already horrendous problem by adding to the queuing traffic onto Huddersfield Road and Sunny Bank Road. The traffic charging though night after night already uses Roberttown as a cut through and brings it to a standstill each night, and this will only make matters worse.

Furthermore it causes issues for those of us who live of Child Lane and use the Fountain to turn left onto Huddersfield Road to visit our local shop – Sainsbury's – which is also the only place within at least 1.5mile where we have access to a cash machine. This change will force all traffic to go down to Lumb Lane and then cross against the Huddersfield Road traffic – which is already a ridiculously busy junction – and with NO right turn filter. There have been numerous accidents at those lights as cars constantly jump the lights and it's almost impossible to turn right there in peak traffic times as the traffic is permanently backed up on Huddersfield Road.

Likewise, but prohibiting a right turn into Child Lane – you are again forcing even more traffic to join the nightmarish Huddersfield Road traffic, and as people become aware of this you will be pushing even more traffic to use our small village (which has very narrow roads) to use Roberttown as another rat-run and cut-through to try and by-pass any delays (which are daily) on Huddersfield Road.

We constantly have traffic blocking the zebra crossing it in the village, the roundabout at Buckles butchers and the roundabout at the New Inn with the shear about of traffic being unable to pass through the village. It makes it so hard for us residents to get in and out of our village at night, it's nigh-on impossible and buses are also getting delayed regularly as the main village road is too narrow for the amount of traffic.

I urge you to please come and visit our village to see in peak evening times, to see just how bad the situation really is for yourself.

I cannot oppose this proposal in any stronger terms. I think it would be an absolute disaster not only for Roberttown village and its residents, but also for commuters travelling on Huddersfield Road. I cannot fathom on any level, any benefits at all that this proposal would bring to anyone.

I plead with you to please reconsider this proposal and perhaps consultant with local residents to try and come up with a suitable alternative.

Subject: re DEV/JE/D116-1811

From:
Sent: 19 December 2018 13:22
To:
Subject: DEV/JE/D116-1811

Hi .

This proposal shows a distinct lack of working knowledge of this area and the impact it will have, Roberttown will become a car park

The removal of these turns will actually put more pressure on the junction, its the worst possible change you could make.

Regards,

Subject: F : re Ref DEV/JE/D116-1811

From:
Sent: 19 December 2018 13:21
To:
Subject: Ref DEV/JE/D116-1811

Good afternoon

I am emailing to object to the above proposal for traffic changes at the Fountain Junction, Robertown.

This proposal will not benefit anyone or make anything any safer than what it is now. In fact the surrounding roads will become busier and more gridlocked because of this.

Robertown Lane has a school situated on it in case you were not aware. At school times this road is very busy and you are proposing to send traffic down and up Robertown Lane and Lumb Lane instead, making it more of a death trap for the children in the area. Where an earth has this idea come from ? The junction at Fountain Street is only busy at rush hour any other time its local traffic so how is this proposal going to benefit anyone ? Not being able to turn left at the Fountain Junction will mean local traffic having to go further down to get onto the main road and to the shops. This does not make sense. The no right turn into Child Lane from the A62 at the junction will then divert all the traffic up Robertown Lane.

Again its a proposal that will not work. Listen to local residents for once and use the money for speed humps etc along these local roads making them safer for all.

Thank you

Kirklees Council need to focus their efforts on looking at ways to reduce the congestion around Cooper Bridge so that the main road traffic is free flowing, all that you are doing is making a small village struggle with increased traffic, whilst you may think you are solving a problem on Child Lane all that you are doing is moving the problem onto Lumb Lane.

Regards

Subject: DEV/JE/D116-1811

From:
Sent: 19 December 2018 14:14
To:
Subject: Fwd: DEV/JE/D116-1811

Dear

I would like to put in writing my objection to the following traffic regulation order:

NO RIGHT TURN

A62 HUDDERSFIELD ROAD MIRFIELD/CHILD LANE, ROBERTTOWN

NO LEFT TURN

CHILD LANE ROBERTTOWN/A62 HUDDERSFIELD ROAD MIRFIELD

Living in Roberttown for over ten years, the build up of traffic on the main Huddersfield Road and the roads through Roberttown are already to their limits, if there is an incident on the motorway, this has a knock on effect with the main road backing up from Cooper Bridge, motorist are then using Roberttown as an alternative route.

you imposed this traffic regulation order, all that will happen is you will force motorists to use Lumb Lane, I live on Lumb Lane and this road is already busy enough without taking up the additional traffic.

This will have an impact on the number of road traffic incidents and people taking short cuts could have a detrimental effect on the children who play out in these areas, causing crossing the roads near on impossible.

Subject: DEV/JE/D116-1811 objection

From:
Sent: 19 December 2018 16:35
To:
Subject: DEV/JE/D116-1811 objection

DEV/JE/D116-1811

Dear Sir or Madam

I am a resident on Lumb Lane Roberttown. There are regular times at present when Roberttown is gridlocked. The traffic traveling up past the whitegates garden centre cannot get into the town. Traffic queuing on Lumb Lane to pass through the lights onto Huddersfield road A62 is backed up beyond my house. No 35. This is bound to be much much worse and cause lots more traffic problems. Robrrttown Lane also has conjestion problems and these will also be sdversely affected.Traffic travelling towards the village centre from the A62 travel at speeds exceeding the speed limit. I am surprised there has been no major accident already. These changes will only make it more probable in the future.

Yours

Get Outlook for Android

Subject: DEV/JE/D116-1811

From:
Sent: 19 December 2018 16:15
To:
Subject: DEV/JE/D116-1811

Good afternoon Julie,

With regard to the above notice I wish to object to this proposal,as a resident of Roberttown I have seen a massive increase in conjestion during the last few years and I am convinced that this will only compound the situation even more.
The only route by car to the new Sainsburys store on Huddersfield Road would mean turning right at the Lumb Lane / A62 traffic lights which without a filter already prevents more than one or two cars through at a time.
I cannot see any advantage at all of these proposals to anyone living local and would ask you to look very carefully at the potential resulting gridlock in the village.
I would strongly recommend a site visit during the evening busy period to see the current levels of conjestion before any decisions are made.
I would be also very obliged if you would keep me informed of proceedings.

Kind regards

Sent from Yahoo Mail on Android

Subject: e Objection to DEV/JE/D116-1811

Importance: High

From:
Sent: 19 December 2018 15:58
To:
Subject: Objection to DEV/JE/D116-1811
Importance: High

Good Afternoon

I am writing to object to the application ref; **DEV/JE/D116-1811** for the alterations to the Junction of **A62 Huddersfield Road/Child Lane**

My objection is on the Grounds that I currently live at Huddersfield Road and the changes would result in me having to turn right at the bottom of Lumb lane to access my property if coming from Roberttown which I do daily!

The congestion at this junction when turning right from Lumb Lane onto the A62 is atrocious and regularly dangerous with traffic coming through the red light from Norristhorpe which regularly leaves me stranded in the middle of the road

Could you please provide further details of the proposal as the website link on your notice doesn't actually work

I look forward to hearing from you

Kind Regards,

Building Technical Officer
Planned Projects Team
Estate Services
University of Leeds

Subject: Objection DEV/JE/D116-1811

From:
Sent: 19 December 2018 15:32
To:
Subject: Objection DEV/JE/D116-1811

I am emailing to object to the proposed order. DEV/JE/D116-1811

I believe this would be a huge mistake. If this goes ahead then I expect Kirklees Highways to be trying to explain a rise in accidents and increased local traffic issues as a result.

Thank

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Subject: V/JE/D116-1811

-----Original Message-----
From:
Sent: 19 December 2018 15:21
To:
Subject: DEV/JE/D116-1811

I wish to object to the above proposal on the following grounds:-

This will cause more traffic disruption to the Lumb Lane junction which is already a dangerous intersection.

As someone who lives on Balmfield Crescent we use the Child Lane junction on a regular basis.

The cars parked on the roadside down from the old Fountain pub already make it a single lane on Huddersfield rd, which at peak times is a nightmare and the plan will not help this.

People living in this area have had no say in this or asked what they thought.

This is a waste of money when it will only cause more traffic build up and disruption.

This will make Roberttown more of a rat run than it already is.

Please listen to what the local people want and not what some planner thinks is a good idea.

Regards

Balmfield Crescent
Liversedge

Sent from my iPad

Subject: - DEV/JE/D116-1811

-----Original Message-----
From:
Sent: 19 December 2018 16:55
To:
Subject: DEV/JE/D116-1811

Dear
I am writing to lodge my protest of the planned changes to the junction of A62 and Child Lane, Roberttown. As a resident of Roberttown I believe the plan to be short sighted and not in the best interests of the residents or the village itself. The changes will force traffic onto the other junctions increasing the tail backs that already exist at peak times. The traffic by the Spen Valley School junction is already bad during rush hour / school start and end. The other junction has long queues and this will only get worse. It will also increase the volume of traffic that goes through the centre of the village, a road which is already at capacity and increase the risk of accidents in the village and in particular to pedestrians in the village. All you are doing is moving the problem from one place to another which is clearly unacceptable.
The idea is badly thought through and has clearly been done by someone who does not know the village.
I cannot express enough how wrong this plan is.
Regards

Resident of Roberttown

Subject: DEV/JE/D116-1811 A62 Huddersfield Road/Child Lane

-----Original Message-----
From:
Sent: 19 December 2018 16:58
To:
Subject: Fw: DEV/JE/D116-1811 A62 Huddersfield Road/Child Lane

Dear

I would like to object to the above
traffic regulation. I travel regularly to and from Roberttown.

I feel this would impact horrendously
on the already busy Roberttown Lane and Lumb Lane.

I struggle to turn right on to Lumb
Lane from Huddersfield Road because of the timing of the traffic lights as it is. Do you have plans to put a filter lights for turning right both in and out of Lumb Lane on to Huddersfield Road?

I await your reply
Thank you

Liversedge
>
>
>

Rashid Mahmood

Subject: DEV/JE/D116-1811 - objection

From:
Sent: 19 December 2018 20:24
To:
Subject: DEV/JE/D116-1811 - objection

Hello,

I am writing to object the below traffic management plan:

Traffic Regulation Order
A62 Huddersfield Road / Child Lane

I am very strongly opposing these changes requested. I live in the cul de sac off Huddersfield road and have lived there for a number of years therefore have a good understanding of the traffic around the area at a range of times. I feel it would be catastrophic to change the route and have non turning lanes as the traffic build up on the adjoining roads to Huddersfield road and surrounding roads are already clogged up with traffic at busy time therefore this would create more queuing on your planned diverted routes which would have monumental effects on people like myself and the hundreds of people driving through our area.

I also feel this is a very selfish request considering that this is to accommodate the new housing developments when this would create extreme difficulties for travel for existing home owners in the area.

reference DEV/JE/D116-1811

Please do not hesitate to get in touch if you require any further information.

Thank you and kind regards

Get Outlook for Android

Subject: Ref DEV/JE/D1167811

From:
Sent: 19 December 2018 21:26
To:
Subject: Ref DEV/JE/D1167811

To whom it may concern,

I wish to raise my objection to the proposed changes at the junction of the A62 Huddersfield Road / Child Lane Roberttown Reference DEV/JE/D1167811.
I am a householder residing on Lumb Lane Roberttown. The traffic along Lumb Lane and Roberttown Lane has increased greatly over recent years and I believe that the proposed changes would have an even greater impact on the amount of traffic on both Lumb Lane and Roberttown Lane. Roberttown Lane is already busy due to vehicles parking at the school. I also believe it would create more problems at what is already a busy crossroads at the bottom of Lumb Lane leading on to Norristhorpe Lane and the A62 Huddersfield Road.

Yours sincerely

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APPENDIX 4

Sunny Bank Road Junction - TRO BAN MOVEMENT (CHILD LANE LEFT OUT AND RIGHT IN)

Name	Address	Reasons for objection	Where addressed in the Cabinet Report				
			Issue 1	**Issue 2**	**Issues 3**	**Issues 4**	**Issues 5**
1	Little Taylor Hall Lane (Roberttown)	Hasn't see any problems with the left or right into or out of Child Lane			x		
		Between 100-150 vehicles in morning and at tea time using Litte Taylor Hall Lane as a rat run					x
		Lumb Lane is narrow and cannot turn right out safely.		x			
2	Meadow Drive (Roberttown)	Banning the left in/out of Child Lane will make queuing traffic worse on Huddersfield Rd/Sunny Bank Road			x		
		Ban movements will increase the already existing speading rat-running through the village				x	
		Residents using Sainsbury will need to go down Lumb Lane which is a busy and dangerous junction. You cant turn		x			
		because of the existing queuing on the A62 Huddersfield Road.		x			
		Ban right turn will send more traffic through Roberttown.Traffic congestion in Roberttown blocking the zebra crossing.				x	
3	No Address	Banning these movements will pure more pressure on the junction.			x		
	No address	The proposals will not make it safer because surounding roads will become busier/gridlocked.				x	
4		It will icnrease traffic movements along Roberttown Lane and Lumb Lane.Recommends speed humps on local roads.				x	
	Lumb Lane (Roberttown)	Significant congsestion on A62 Leeds Road,			x		
5		More traffic on Lumb Lane as a result and this will increase road safety concerns (incidents)		x			
		Rat-running through Roberttown.				x	
	Lumb Lane (Roberttown)	Roberttown is gridlocked. There are speeding vehicles.				x	
6		Banning movements will increase traffic quering on Lumb Lane, queues back to No. 35.		x			
7	Resident of Roberttown	Will send more traffic onto Lumb Lane, already a problem with no righ turn filter at Lumb Lane/A62 Jct.		x			
	Huddersfield Road	Uses the left turn out on Child Lane to get home. Now would need to use Lumb Lane is which is congested		x			
8		and doesn't let much traffic through.					
9	No address	It will increase accidents and local traffic issues (not specific details).				x	
	Balmfield Crescent, (Norristhorpe)	Will increase more traffic disruuption at Lumb Lane.		x			
10		Parking on Huddersfield Road make it a single lane, the ban turns won't help this.Increasee rat-running through Roberttown.				x	
	Resident of Roberttown	Increase traffic congestion at other already queuing junctions (none specified).		x			
11		Increase traffic through Roberttown.				x	
	Headlands Close (Norristhorpe)	Increase traffic in Roberttown Lane and Lumb Lane.				x	
12		Difficult to turn right in or out of Lumb Lane.		x			
13	Off Huddersfield Road	Ban turns will increase traffic/queuing on adjointing network.		x			
14	Lumb Lane (Roberttown)	Will increase traffic on Roberttown Lane (busy with school traffic) and on Lumb Lane.				x	
	No address	Left ban out of Child Lane to Sainsbury/Greggs will send traffic down Lumb Lane.		x			
		Lumb Lane/A62 Jct not adequate to take extra traffic. Righ out of Lumb Lane prevents straight ahead because of limited width.		x			
		Right turn ban will send more traffic to Lumb Lane which struggle bcs there is no filter so sending it to Roberttown Lane (school site).		x			
		Explain the justification for the left turn ban out of Child Lane?			x		
		Increase in traffic/congestion in Roberttown				x	
15		Traffic counts used are before the Sainsbury was built.	x				
16	Resident of Roberttown	Ban turns will make it unsafe (no reasons given). Excessive queues on A62 is causing rat running.			x		
		Consider options of stopping rat running through Roberttown				x	
	Fountain Street (Roberttown)	Will increase accidents and local traffic issues.				x	
17		Regular use the left out and in off Child Lane.			x		

18	Spring Bank Drive (Norristhorpe)	Increase traffic on Lumb Lane and right turn out will cause accidents			x				
	Fountain Street (Roberttown)	Traffic data used before Sainsbury/Greggs opened.		x					
19		Will cause safety, congestion, environment concerns.						x	
20	No address	Will increaes traffic and number of traffic accidents (no reasons given).Increase traffic outside Spen Valley School.						x	
21	No address	Objection is exactly the same as Sara Wood.						x	
22	Lumb Lane (Roberttown)	Ojection is exactlyt the same as Sara Wood						x	
23	Church Park (Roberttown)	Ojbection similar to Sara Wood (HGV use increase on Roberttown Lane)						x	
	Fountain Street (Roberttown)	Vehicles parked on footway on the A62 make the right turn difficutl into Child Lane.						x	
		Parked vehicles causing issues for prams/wheelchair users.						x	
		Residents of Fountain St/Drive and Meados Esates can't go left out to Leeds. Right back home.					x		
24		Turners on the Lumb Lane/A62 Jct is a problem with no filters. Increasing traffic here will be a problem.			x				
25	Resident of Roberttow	Increase traffic on Lumb Lane who already can't turn right out onto A62.			x				
		Use Child Lane to go left to Meadows Nursery.					x		
26		Will have to use Lumb Lane which is a dangerous junction.			x				
	Mirfield	Request for Air Quality Assessment before and after road changes							
		Capacity concerns - current queue times and future queues on Sunny Bank Jct. Request for Safey Audits for scheme		Issue to note					
27		Request for road markings, UTC phasing and other proposed changes.					x		
				Not relevant to TRO proposal, but can be provided					
	Liversedge and Gomersal	Objecting to the ban left turn out of Child Lane, will send traffic to Lumb Lane which is already difficult			x				
		Right turners out of Lumb Lane block the vehicles going straight into Norristhrope							
28		Traffic Assessment was done before Sainsbury development.		x					
	Liversedge and Gomersal	Agreed with Cllr Hall							
		Not a popular scheme which will cause accidents.						x	
		Objecting to the ban left turn out of Child Lane, will send traffic to Lumb Lane which is already difficult			x				
		Right turners out of Lumb Lane block the vehicles going straight into Norristhrope			x				
29		Traffic Assessment was done before Sainsbury development.		x					
	Mirfield	Agree with Cllr comments Cllr Hall and Cllr Bolt.		see all issues					
		What is the impact on Lumb Lane?							
		Traffic Assessment was done before Sainsbury development.		x					
		Objecting to the ban left turn out of Child Lane, will send traffic to Lumb Lane which is already difficult			x				
		Right turners out of Lumb Lane block the vehicles going straight into Norristhrope							
		Capacith concerns - current queue times and future queues on Sunny Bank Jct					x		
30		Request for road markings, UTC phasing and other proposed changes.					x		
	Meadow Drive (Roberttown)	Objecting to the ban right turn - too dangerous to do a right onto A62 and then left Lumb Lane					x		
		Objecting to the ban left turn - can't get to Sainsbury/Greggs					x		
		The right turn on Lumb Lane is very busy and dangerous. A right turn filter will help.			x				
31		Traffic Assessment was done before Sainsbury development.		x					
	Meadow Driver (Roberttown)	Objecting to the ban right turn - too dangerous to do a right onto A62 and then left Lumb Lane					x		
		Objecting to the ban left turn - can't get to Sainsbury/Greggs					x		
		The right turn on Lumb Lane is very busy and dangerous. A right turn filter will help.			x				
32		Traffic Assessment was done before Sainsbury development.		x					
	Meadow Driver (Roberttown)	Objecting to the ban right turn - too dangerous to do a right onto A62 and then left Lumb Lane					x		
		Objecting to the ban left turn - can't get to Sainsbury/Greggs					x		
		The right turn on Lumb Lane is very busy and dangerous. A right turn filter will help.			x				
33		Traffic Assessment was done before Sainsbury development.		x					

		Meadow Driver (Roberttown)	Objecting to the ban right turn - too dangerous to do a right onto A62 and then left Lumb Lane				x		
			Objecting to the ban left turn - can't get to Sainsbury/Greggs				x		
			The right turn on Lumb Lane is very busy and dangerous. A right turn filter will help.			x			
34			Traffic Assessment was done before Sainsbury development.		x				
		Balmfield Crescent (Liversedge)	Banning these movements will cause further disruption				x		
			The right turn on Lumb Lane is dangerous. Too many left turners out of Norristhorpe Lane and give way.			x			
35			Any additional traffic on Lumb Lane would make matters worse.						
		Fountain Drive (Liversedge)	Sunny Bank Junction - left turn is required to access Sainsbury				x		
			Roberttown area - will cuase accidents and local traffic issues and access to Balmfield/Rydal Grove					x	
			Lumb Lane Jct - right turn is impossible and cars can't pass.			x			
36			Purchase the land opposite the Fountain Pub and create and extra lane to S&B Motors (Van shop)		Not relevant to TRO proposal				
		John Booth Close (Roberttown)	Sunny Bank Junction - left turn is required to access Sainsbury				x		
			Roberttown area - will cuase accidents and local traffic issues and access to Balmfield/Rydal Grove					x	
37			Lumb Lane Jct - right turn is impossible and cars can't pass.			x			
		Resident of Roberttown	Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Right turners out of Lumb Lane block the straight ahead to Norristhorpe and Left out						
			Can we phase the right turn from Lumb Lane separately from vehicle leaving Norristhorpe Lane						
38			Additional traffic on Roberttown Lane will make the already situation worse (speeding drivers).					x	
		Fountain St (Roberttown)	Ban turns at Sunny Bank will make it unsafe for the public/vulnerable/school children.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Additional traffic on Roberttown Lane will make the already situation worse					x	
39			Traffic Assessment done after the Sainsbury development.		x				
		Fountain St (Roberttown)	Ban turns at Sunny Bank will make it unsafe for the public/vulnerable/school children.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Additional traffic on Roberttown Lane will make the already situation worse					x	
40			Traffic Assessment done after the Sainsbury development.		x				
		Fountain St (Roberttown)	Ban turns at Sunny Bank will make it unsafe for the public/vulnerable/school children.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Additional traffic on Roberttown Lane will make the already situation worse					x	
41			Traffic Assessment done after the Sainsbury development.		x				
		Church Rd (Roberttown)	Ban left turn onto A62 is much needed, no alternative route.				x		
42			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
		(No address)	Ban turns at Sunny Bank will make it unsafe for the public/vulnerable/school children.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Additional traffic on Roberttown Lane will make the already situation worse					x	
43			Traffic Assessment done after the Sainsbury development.		x				
		Richard Park Av (Liversedge)	Agrees to the right turn ban but not the lef turn ban.				x		
44			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
		Lincoln Av (Roberttown)	Sunny Bank Junction - left turn is required to access Sainsbury				x		
			Parking outside the cottages on A62 should be banned.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
			Roberttown Area - speeding issues, use cameras and enformcement					x	
45			Health issues prevent walking and planning issues concerns were raised		Not relevant to TRO proposal				
		Roberttown Lane (Roberttown)	Ban turns at Sunny Bank will make it unsafe for the public/vulnerable/school children.				x		
			Lumb Lane junction can't take the extra traffic flow and will make it more dangerous			x			
46			Additional traffic on Roberttown Lane will make the already situation worse					x	
		(No address)	Reasons required to how the scheme will improve safety/capacity		**x**				

				(submit risk assessment, accident data, traffic analysis)						
	47			General issues regarding planning matters (e.g. air quality, transport assessment)		Not relevant to TRO proposal				