

Public Document Pack



**Service Director – Legal, Governance and
Commissioning**

Julie Muscroft

The Democracy Service
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High Street
Huddersfield
HD1 2TG

Tel: 01484 221000

Please ask for: Jenny Bryce-Chan

Email: jenny.bryce-chan@kirklees.gov.uk

Monday 1 April 2019

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Leadership Meeting Room - 1st Floor, Civic Centre 3, Huddersfield, HD1 2TG** at **3.00 pm** on **Tuesday 9 April 2019**.

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

A handwritten signature in black ink, appearing to read 'Julie Muscroft', on a light-colored background.

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 - 6

To approve the minutes of the meeting held on 11 February 2019.

3: Interests

7 - 8

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

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: Member Question Time

To consider questions from Councillors.

**7: Objection to (Traffic Regulation) (No 4) Order 2018,
Proposed 7.5T Weight Restriction A637 Barnsley Road,
Flockton and various streets in Kirklees & Wakefield**

9 - 20

To consider objections to Kirklees (Traffic Regulation) (No 4) Order 2018 - Introduction of 7.5T Weight Restriction A637 Barnsley Road, Flockton and various streets in Kirklees & Wakefield.

Ward(s): Kirkburton (and Wards in Wakefield)

Contact(s): Joe Walker, Principal Engineer, Streetscene. Tel: 01484 221000

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Monday 11th February 2019

Present:

Councillor Peter McBride
Councillor Naheed Mather
Councillor Graham Turner

In attendance:

Elizabeth Twitchett, Operational Manager
Rashid Mahmood, Group Engineer
Andrew Perry, Senior Engineer
Karen North, Senior Technical Officer
Representatives Armitage Bridge Village Association
Cllr Lisa Holmes
Peter Knott, Objector
Richard McDonald, Objector
Deanna Norman, Objector

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.

RESOLVED - All members were present.

2 Minutes of Previous Meeting

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

RESOLVED - That the minutes of the meeting held on the 2 August were approved as a correct record.

3 Interests

No interests were declared.

4 Admission of the Public

All items were considered in public session.

5 Deputations/Petitions

The Committee received a deputation, from representatives of Armitage Bridge Village Association, which advised of the concerns of residents in relation to road safety issues, traffic congestion and an increasing volume of traffic in Armitage Bridge in respect of Agenda item 8.

Cabinet Committee - Local Issues - 11 February 2019

The Committee received representation from Cllr Lisa Holmes and local residents objecting 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 in respect of Agenda item 10.

6 Public Question Time

No questions were asked.

7 Member Question Time

No questions were asked.

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

The Committee considered a report which provided a response to the concerns raised by Armitage Bridge Village Association with regard to traffic issues through the village.

In attendance at the meeting, were representatives from the Armitage Bridge Village Association, who addressed the Committee and circulated a document which responded to the report compiled by council officers. The Committee was informed that the Association was concerned about the number of HGV's currently breaking the 7.5 tonne weight restriction and the amount of traffic using Armitage Bridge as a through route and that the solutions proposed by officers were not acceptable. The Committee was further informed that approximately 14,000 vehicles 150 of which are HGVs passed through the village and the combination of factors were causing problems in the area.

The association had proposed a number of solutions including erecting signs to deter HGVs from the village. Reference was made to a scheme introduced in Bristol where residents are able to have a say in how traffic should be managed in their area.

The Committee was informed that local ward councillors and residents were not consulted and asked the Committee to look again at the concerns in conjunction with local residents and ward councillors. Suggestions were made with regard to narrowing the road and that the association would contribute to the cost.

The Chair invited officers to respond to the points raised by the association. The Committee was advised that a meeting had taken place with the association where officers were presented with a comprehensive traffic analysis. The Committee was further advised that one of the biggest problems is drivers ignoring the signs that are in place in preference to following a Sat Nav.

Introducing some of the measures proposed by the association could present engineering difficulties for example, access for the council's refuse vehicles and that a measure limiting access to HGV over the 7.5 tonne limit was already in place.

Cabinet Committee - Local Issues - 11 February 2019

The average speed through the village from the speed data collected in 2010, showed the average speed as being 23 mph, in addition, there is a low incidence of personal injury in the area. The last incident was in 2013 and looking back 10 years there has only been four recorded incidents.

Cllr Mather, thanked the association for the time and investment they have put into looking at this and advised that she has walked through the village with officers and every suggestion that had put forward had been fully considered.

The Committee did however, agree it would be beneficial to have up to date speed count information and asked that one be undertaken, as the last count was in 2010.

Questions were raised whether the Lockwood Bar Scheme would have an impact, and in response the advice was that at this stage it is not possible to determine if it will make a difference to traffic through the village.

It was agreed that this would be kept under review.

RESOLVED - That Armitage Bridge Village Association are:

- a) 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
- b) Informed that there are already measures in place to control HGV traffic through Armitage Bridge and that any physical restriction would be diluted due to access required for specific types of HGVs. This coupled with the fact that the primary function of traffic calming is to manage driver behaviour that leads to road traffic collisions, not to deter through traffic, it is recommended that the scheme is not to be progressed: as it would not deliver the outcome that the residents desire.
- c) 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.

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

The Committee considered a report which considered the findings of an investigation into issues raised following a deputation at Council, from Friends of Mill Lane parent's group, concerning speeding traffic.

The Friends of Mill Lane parent's group had raised concerns with regarding speeding traffic outside Mill Lane Primary School especially at school opening and closing times. To resolve these concerns the group have requested traffic calming measures in the form of a 20 mph speed limit, the introduction of a zebra crossing and pedestrian barriers at the sides of the road to improve road safety. Concerns were also raised about the long term absence of a school crossing patrol outside the school at the junction of Mill Lane and Wood lane.

Cabinet Committee - Local Issues - 11 February 2019

The Chair invited officers to respond and the Committee was advised that by way of an update the average speed has been recorded as 18 – 22.7 mph and at schools times it doesn't appear to be a major problem. The erection of guard rails would not be feasible, however an engineer will be undertaking an assessment. In addition, a school crossing patrol is currently being recruited.

RESOLVED - That Cabinet Committee Local Issues considered the contents of this report and in line with officer recommendations approve that petitioners be informed that:

- a) 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
- b) 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
- c) 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
- d) The Council will continue to work to recruit a School Crossing Patrol at this location

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

The Committee considered a report which outlined the 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.

The Chair invited Cllr Lisa Holmes and local residents to put forward their representation. The Committee was informed that in the past there had never been any complaints and at Roberttown and Little Taylor Hall Lane, things are becoming fraught.

Cllr Holmes questioned when the traffic count in the appended report was undertaken, as it is not a 9-5 community and therefore the count may not be truly representative of traffic movement in the area. There is also an elderly population and peak times have changed. In addition, the information does not show how many collisions there have been and Cabinet should have this information in order to make a decision based on correct information.

The Committee was informed that Cabinet should give consideration to the impact of Kirklees (TR) (No 11) Order 2018, in the context of a reduction in bus services and the changes that will be taking place at Cooper Bridge as these changes will affect communities more than can be imagined.

Cabinet Committee - Local Issues - 11 February 2019

Residents of Lumb Lane also made representation questioning the time of day that the traffic count was undertaken and that there is no accident data. Questions were also raised regarding access to the information on Kirklees website as the link to the meeting information would not work and therefore the meeting was not being advertised correctly.

The Chair invited officers to respond and in addition to the comprehensive response contained in the appended report the Committee was advised that a comprehensive traffic impact assessment was undertaken at the time of the planning application. This information is publicly available on the Planning Portal. There will be an advance scoot system which will enable the junctions to interact with each other. The traffic will always be kept under review and monitored very closely.

The Committee asked that the broken link to the information on the council's website be explored and rectified.

RESOLVED - 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.

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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.



Name of meeting: Cabinet Committee - Local Issues
Date: 9 April 2019

Title of report: Objection to (Traffic Regulation) (No 4) Order 2018,
 Proposed 7.5T Weight Restriction A637 Barnsley Road,
 Flockton and various streets in Kirklees & Wakefield

Purpose of report:

To consider objections to Kirklees (Traffic Regulation) (No 4) Order 2018 - Introduction of 7.5T Weight Restriction A637 Barnsley Road, Flockton and various streets in Kirklees & Wakefield.

Key Decision - 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
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports)?	No
The Decision - Is it eligible for "call in" by Scrutiny?	Yes
Date signed off by Strategic Director	Karl Battersby - 27.03.2019
Is it also signed off Service Director - Finance?	Eamonn Croston - 25.03.2019
Is it also signed off by the Service Director- Legal Governance and Commissioning?	Julie Muscroft - 27.03.2019
Cabinet member portfolio—	Communities and Environment Cllr Naheed Mather

Electoral wards affected: Kirkburton (and Wards in Wakefield)
Ward councillors consulted: Yes
Public or private: Public

Have you considered GDPR? There are no GDPR implications relating to this report.

1. Summary

- 1.1 West Riding County Council introduced a 7.5 Ton (imperial) maximum gross weight limit for eastbound vehicles on various roads in the Flockton/Emley/Middlestown area in 1971. This effectively formed a 'gyratory' system, with eastbound vehicles travelling towards the M1 via the A642/Horbury Bridge/Netherton route, and westbound vehicles from the M1 via the A637 through Flockton.
- 1.2 To bring it into line with legislation, the 1971 Order was later metricated by Kirklees Council (ie from 'Tons' to 'Tonnes'), but all other wording of the Order remained unchanged.
- 1.3 The Police recently stated that the Order is, in their view, unenforceable, as they felt the text regarding access exemption, and the permitted direction of HGVs was ambiguous. On this basis, they were unable to enforce against the increasing numbers of HGV's travelling through Flockton Village, in direct contravention of the posted road signs.
- 1.4 In direct consultation with West Yorkshire Police wording for a new order has been drafted, that will ensure they are able to fully enforce the weight limit restriction east bound through the village.

The proposed exemptions written were as follows:

- (a) building, industrial or demolition operations;
- (b) the removal of any obstruction to traffic;
- (c) the maintenance, improvement or reconstruction of that length of road;
- (d) the laying, erection, alteration or repair in or on land adjacent to that length of road of any sewer or any main, pipe or apparatus for the supply of gas, water or electricity or any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984.
- (e) for fire and rescue service, police or ambulance purposes;
- (f) in the service of a local authority or water authority in pursuance of statutory powers or duties;
- (g) for the purposes of agriculture on any land adjacent to that length of road or for or in connection with the conveyance or haulage of timber felled upon such land;
- (h) for or in connection with the conveyance of goods to or from any premises on or adjacent to that length of road, or any other road accessible from and only from that length of road;

- (i) to proceed to or from any premises which are situated adjacent to that length of road and at which time the vehicle is to be, or has been, garaged, serviced or repaired.
- (j) to access to and egress from any premises which are situated adjacent to that length of road to proceed and to return from the said premises along the same route.

The order was been redrafted on this basis and advertised

2. Information required to take a decision

- 2.1 The original proposed Order was advertised from 14 September to 12 October 2018, and 9 objections were received.
- 2.2 All objectors were contacted by email or letter to explain the principles behind the proposal, and give them the option of withdrawing their objection.
- 2.3 A public meeting was also held at a resident's house with Police, Councillors and concerned residents, to discuss the issue in detail, and the Police stated they would be happy to take enforcement action. However, it was agreed that it would first be re-advertised as there was no exemption, in the previously advertised order, for local service buses. This was done between 18 January and 18 February 2019, and objectors were informed that their previous objections still stood unless they contacted the Council to confirm withdrawal. Only one chose to do so, but no new objections were received.
- 2.4 Objections to be considered are from 8 Flockton residents and there were 3 main reasons behind the objections:
 - 2.4.1 Residents felt that the proposed 'exemption for access' clauses would worsen the existing situation

In response

- The current order allows for exemptions, but the situation will improve insofar as the Police could, and will, take enforcement action with the new order. At their request, a new duplicate 7.5T roundel was recently erected on the A637 at the western limit of the restriction.
- 2.4.2 The objectors held similar views that there should be no exemption for access to premises within the restricted area, as this would reduce cases of drivers flouting the restriction by stating that they were allegedly accessing premises. However, there was consensus that service and emergency vehicles should still be exempt.

In response

- Imposing a total eastbound ban would create future issues for residents/businesses within the village. It is common for delivery

companies visiting several sites to use vehicles exceeding 7.5T (these can be much smaller than the 'classic' articulated vehicles which cause much concern).

- General highway experience shows that situations will arise where it is imperative that a vehicle approaches a site from a particular direction, and a total ban would then necessitate the resident / property holder to apply for a Temporary Traffic Regulation Order at cost to themselves.
- Drivers' general understanding of weight limits is that delivery access is permitted. Removing this clause would confuse drivers who were unaware of the situation. Additional signs could be considered to clarify this, but these would not comply with the Traffic Signs Regulations and General Directions 2016, which may then raise further enforcement issues. It would also require a complicated sign layout.
- Removing the exemption would require delivery vehicles to undertake a 9 mile diversion to reach premises within the village, which will also entail additional traffic through Netherton.

2.4.3 Several objectors were concerned that adding 'except for access' to existing signs lessened the impact of the signs.

In response:

- There is no proposal to do this.

3. Implications for the Council:

3.1 Early Intervention and Prevention (EIP)

Clarification of the order, as requested by the Police, will allow enforcement action to be taken to reduce the number of HGV's that are travelling through Flockton Village. As the roads and footways are narrow in places, this scheme will go some way to reducing/preventing road traffic collisions, vehicles over riding the footways etc.

3.2 Economic Resilience (ER)

None.

3.3 Improving Outcomes for Children

Many footways in Flockton are narrow. Enforcement will deter HGV drivers from using the route illegally, which will benefit all pedestrians in the village, in particular those children walking/scooting to the school which is in the centre of the village, access directly from the A637.

3.4 Reducing demand of Services

If objections are over-ruled it will allow the Order to be sealed and enforced, thereby reducing officers time dealing with concerns/reports from residents regarding the problematical issues of HGVs passing through the village.

3.5 Legal/Financial or Human Resources

Traffic Regulation Orders costs, and costs of installing the new and additional signs will come from existing highway revenue budgets

4. Consultees and their opinions

- 4.1 Ward members were consulted on the proposals prior to the formal advertising of the Order, and all attended the residents' meeting of 14 November 2018. They were supportive of the scheme.
- 4.2 Consultation was undertaken with our Statutory Consultees, prior to the formal advertising of this order, and no objections were received.
- 4.3 The Police have supported the proposed Order, and have stated they will enforce it as resources permit.

5. Officer recommendations and reasons

Officer recommendation: the objections to the proposed weight limit be overruled and the scheme implemented as advertised.

Reason: The Police are fully supportive of the proposals and are prepared to enforce the proposed Order. Removing the proposed exemptions would be impractical for the reasons stated above.

7. Cabinet portfolio holder recommendation

Cllr Mather supports the Officer recommendation as written.

8. Contact officer and relevant papers

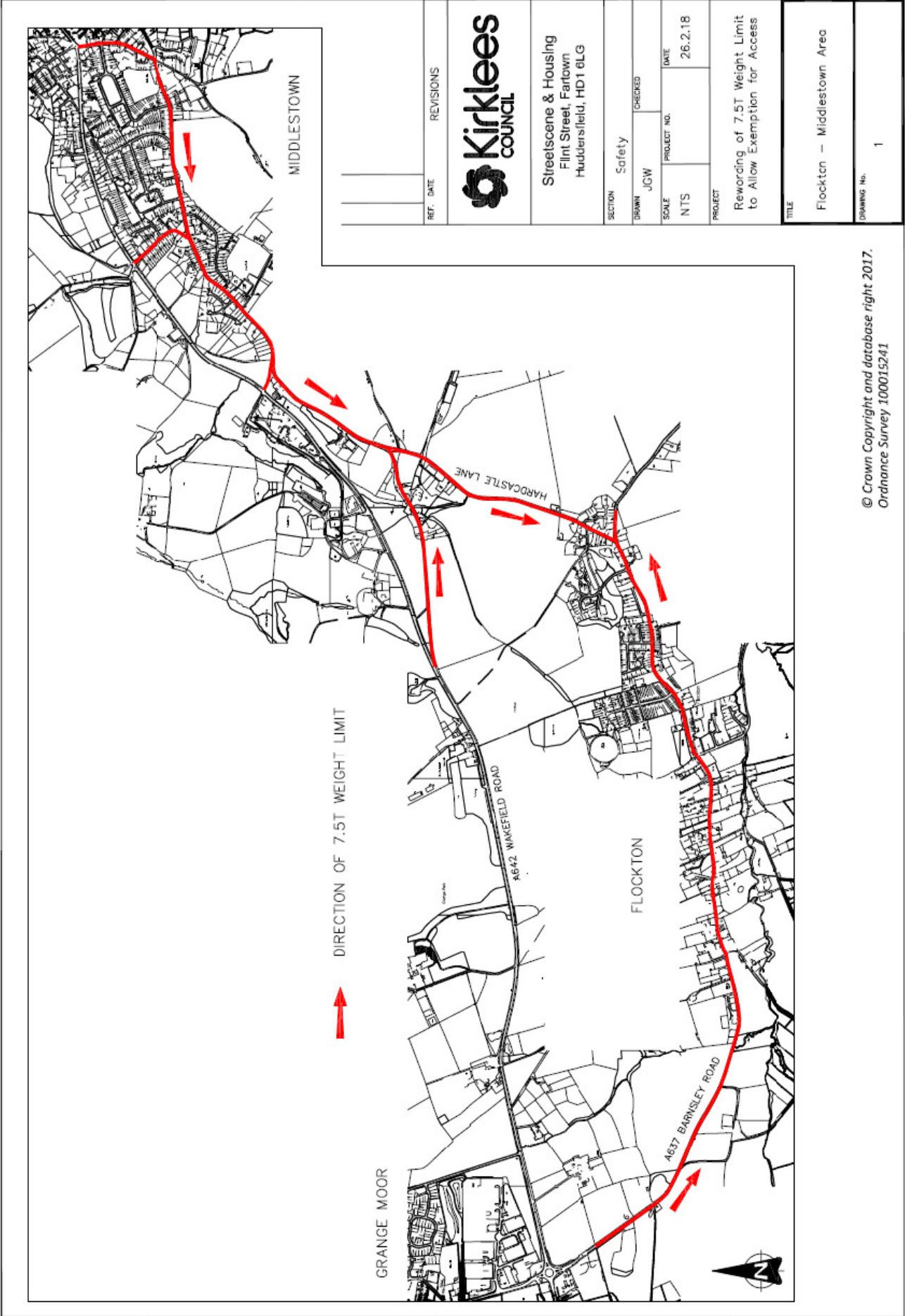
Joe Walker
Principal Engineer, Streetscene
Tel: 01484 222100
joe.walker@kirklees.gov.uk

Appendix 1 - plans of proposed weight restriction
Appendix 2 - Emails/letters from 9 objectors

9. Strategic Director responsible

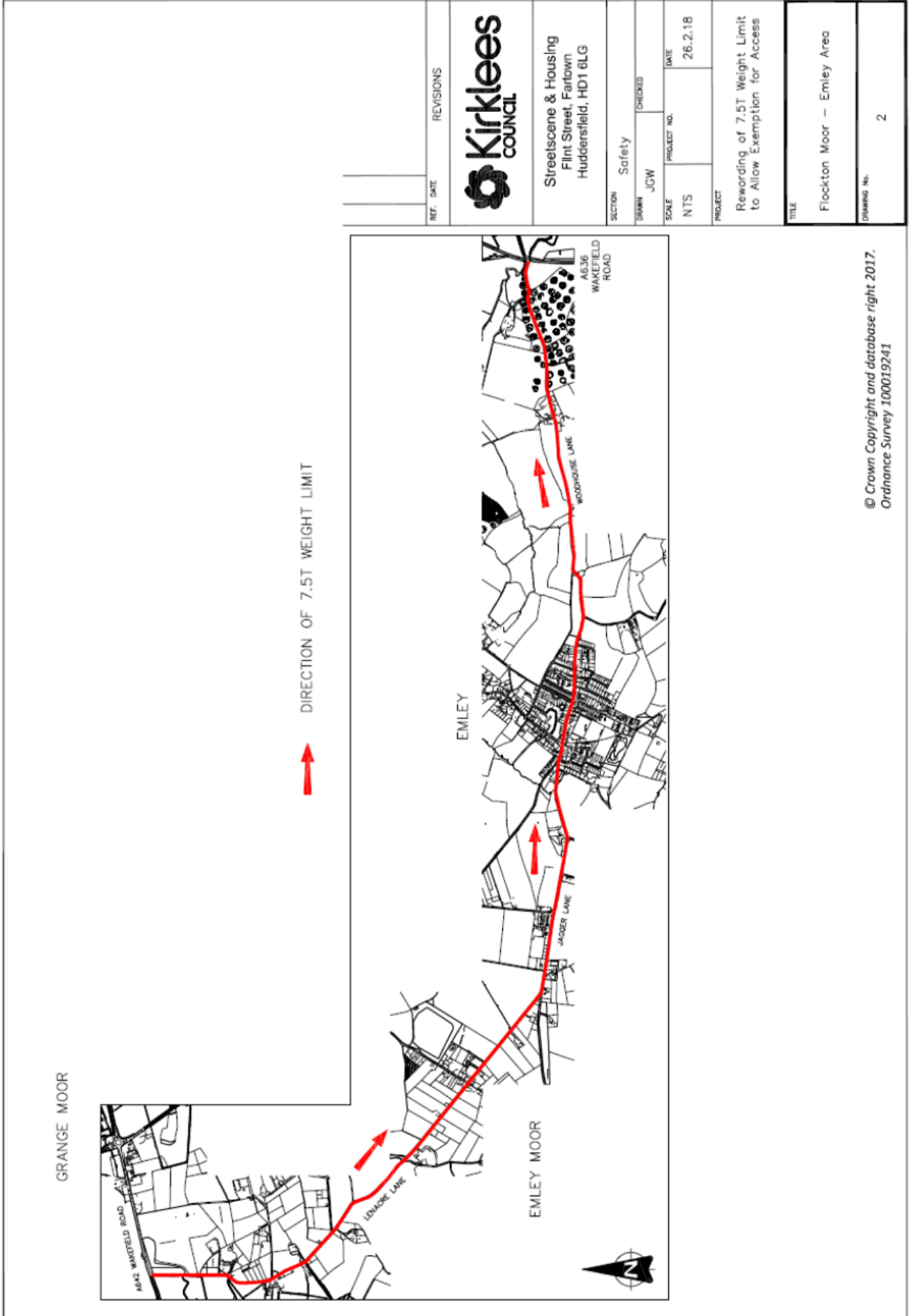
Karl Battersby
Strategic Director - Economy and Infrastructure
Tel: 01484 221000
karl.battersby@kirklees.gov.uk

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REF. DATE	REVISIONS		Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG	SECTION	Safety
				DRAWN	JCW
				SCALE	NTS
				PROJECT NO.	26.2.18
				DATE	26.2.18
				PROJECT	Rewording of 7.5T Weight Limit to Allow Exemption for Access
TITLE					
Flockton - Middlestown Area					
DRAWING No. 1					

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 Ordnance Survey 100015241



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 Ordnance Survey 100019241

25.9.18

RECEIVED
27 SEP 2018Barnsley Road
FLOCKTON
WF4 4DH

Dear Ms Muscroft,

I quote reference DEV/JE/D116-1804, and wish to convey my concerns about the proposed TRO concerning the route along Barnsley Road in Flockton.

I feel strongly that the signs should adequately enforce the 'one way' system for HGVs - i.e. they should not be travelling eastwards through Flockton. If signs say 'except for access', I feel many drivers will abuse this, and claim they are delivering to a Flockton address.

At present there are large numbers of HGVs driving through from Grange Moor. I have followed a lot of these, and seen them heading for the M1 - despite the existing signs at Grange Moor.

If the new TRO states 'access only', it will need policing, and I don't believe there will be the man power to do this. Hopefully I am wrong!

Looking at the plan and map, I don't understand why the 'red line' route begins below Grange Moor roundabout, and steps '90 metres' after Hardcastle Lane junction??

Hoping these comments will be considered,
Kind regards,

APPENDIX 2 - OBJECTIONS

12 OCT 2018

[Redacted]
Barnsley Road
Flockton
Wakefield
West Yorkshire
WF4 4DW

Tuesday 9th October 2018

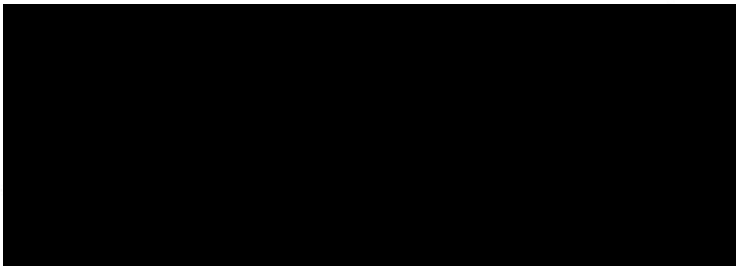
Legal Governance and Monitoring
Kirklees Council
2nd Floor
High Street Buildings
Huddersfield
HD1 2ND

Reference: DEV/JE/D116-1804.

I would like to register my objection to elements of the Traffic Regulation Order affecting various roads in Flockton Moor, Emley, Middlestown and Overton you have proposed. I believe that the redrafting of the order to permit access to weight restricted vehicles to Flockton village in an eastbound direction for "access" will have the effect of making it more difficult to enforce the 'gyratory' system for HGVs as originally set out in the 1971 regulations. Any restricted vehicles going through the village in the eastbound direction will have to be followed through the village by enforcement officers to prove they are not undertaking one of the exceptions you have included in the order. I have specific objection to the clauses below as restricted vehicles can use the 'gyratory' route through Netherton as a mean of accessing the village from the east. The same applies for vehicles requiring access to Emley. I do, however, concede that agricultural vehicles should be include in the exemption as these are rural communities and they should be treated as local traffic.

- 4 (a) i building, industrial or demolition operations;
- 4 (e) for or in connection with the conveyance of goods to or from any premises on or adjacent to that length of road, or any other road accessible from and only from that length of road;
- 4 (f) to proceed to or from any premises which are situated adjacent to that length of road and at which time the vehicle is to be, or has been, garaged, serviced or repaired.
- 4 (g) to access to and egress from any premises which are situated adjacent to that length of road to proceed and to return from the said premises along the same route

Please can you include these concerns and objections in your drafting of the traffic order.



APPENDIX 2 - OBJECTIONS

 Barnsley Road, Flockton, Wakefield, WF4 4AL

Julie Muscroft
Streetscene & Housing Service,
Flint Street, Fartown,
Huddersfield,
HD1 6LG

Your ref: DEV/JE/D116-1804

1 October 2018

Hi Julie,

TRO notice for Flockton, ref: DEV/JE/D116-1804 (Traffic Regulation (No.4) Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

I'd like to respond to the TRO notice for Flockton, ref: DEV/JE/D116-1804 (Traffic Regulation (No.4) Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

As a Flockton resident of about 15 years, I have seen how the heavy traffic has continued to grow, with HGVs - often articulated and many with foreign plates - passing through the village in both directions, despite signage at the Grange Moor end stating that no access is permitted to vehicles over 7.5T. After the digital display signs were introduced, traffic through the village actually increased, rather than decreased... something of a mystery to me.

My main objection about changes to the TRO concern the additional written notice to be applied to the weight limit. I believe that it needs to be very clear, that no vehicles over 7.5T should enter Flockton from Grange Moor, regardless of purpose, i.e. not even if making deliveries, or accessing anyone, private or business. However, this, in my opinion, is really aimed at the massive articulated commercial vehicles. Exceptions should be in place for buses, farm vehicles and emergency vehicles - or Council vehicles involved in essential maintenance.

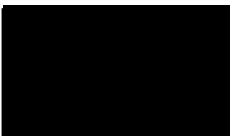
There is what I can only describe as 'a gentleman's agreement' between Kirklees and Wakefield authorities, that HGVs should only travel through Flockton in a one-way gyratory system - HGVs may enter the village from The Bretton (west) side and travel through to the Grange Moor side. HGVs **MUST NOT** travel (east) from the Grange Moor side and travel towards the Bretton side.

Some have suggested an 'except for access' sign with the weight limit sign at Grange Moor, but I would suggest this is too vague and open to abuse. There must be 'no access for HGVs', period. However, the vehicles permitted, as mentioned above, should perhaps be listed.

The villages realise they are not going to stop legitimate traffic, but they are determined that no commercial HGVs should pass through in the wrong direction. Legitimate deliveries can be made by following the appropriate one-way allocated route.

Thank you.

Yours sincerely,



APPENDIX 2 - OBJECTIONS

OBJECTIONS RECEIVED VIA EMAIL

Hi Julie,

I writing to object to the planned TRO for Flockton.

I'm in agreement with other local residents that the new sign(s) should properly enforce the 'agreed with Wakefield' gyratory system, whereby HGVs over the stated weight limit, should only enter Flockton from the east side (Midgley side), towards Grange Moor, and not from Grange Moor, travelling eastwards through the village. Using a sign that says 'Except for access' could possibly be abused by HGV drivers, who pretend that they are making deliveries.

To avoid any confusion, or excuses, HGVs should be made to enter and leave the village in only one direction – regardless of whether they are actually delivering, or not. This is to prevent the through traffic of articulated lorries/HGVs over 7.5Tonnes in both directions through the village.

There are serious safety concerns in the village and the larger vehicles are a major contributor to this, making the school run a nervous and anxious experience. Please don't make it any worse!

Regards,

Hello Julie,

Re the TRO notice for Flockton,

Ref: DEV/JE/D116-1804 (Traffic Regulation(No.4)Order 2018 - Flockton, Flockton Moor, Emley, Middlestown, Overton).

I am writing to you by way of raising an objection to this TRO notice, as a concerned resident of Flockton, where I have lived for almost 30 years now.

As I am sure you are aware, the traffic along the A637 through the village has been the cause of some concern for many years now, with the original TRO being introduced in 1971 as a way of reducing the impact of HGVs on the village, and lessening the possibilities of the larger vehicles meeting up at the road narrowings, causing possible gridlock. This Order also reduced the problems which other nearby villages suffered from, and resulted in the "gyratory" route being set up with diversion signage, operating as it still does today.

Unfortunately, as traffic volume has increased on the road over the years, the numbers (and sizes it must be said) of HGVs have also grown, and with many choosing to ignore the eastbound weight restrictions, the problem has never been truly solved.

The situation has not been helped by the fact that the original TRO has hardly ever been seen to be enforced. I am sure that a check of records will show that. It transpires that this lack of enforcement has been mainly due to the signage and clarity of the wording within the TRO itself as you are aware, hence the proposed changes. Many HGV drivers are no doubt very aware of this and consequently take the shortest route between destinations (ie they ignore the signage, whilst some will say they are unable to understand it, for whatever reason).

Whilst this situation has been looked at, there does not seem to have been much thought given to actually alleviating the problem itself, only clarifying the signage and wording within the Order, which would still allow deliveries by HGVs over the weight limit to be made from the west. Something which was never clear before in fact and has been the cause of much debating, especially these last 7/8 months, as the numbers increased significantly, possibly in part due to the many deliveries to the 2 new developments within the village, both sites being directly off the A637 itself.

My objection is simply to raise the question of why any vehicles over this weight need to enter the village from the western side at all. Apart from emergency services etc and the local farm vehicles, which are currently exempt and should continue to be. Why should others (ie deliveries of any description) be allowed to?

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I am unable to think of any reason as the "gyratory" route in place, going clockwise, should surely be used for all vehicles in order that there is much less chance of any 2 or more vehicles meeting up with each other in places where the road is less than standard width, and pavements are narrow. Often used by residents with small children in tow, slightly older children on their own (especially at school/peak times), others with their dogs, cyclists, even equestrians from time to time, as there are several stables in or nearby.

The current restriction at the Grange Moor end of the road has signage 170 metres south of the roundabout where it meets with the A642 & B6118. Placed at that point originally due to the high number of vehicles utilised by the company there at the time, Hanson's. Much of their work came courtesy of the local pits. When those were phased out, most of the work was too for Hanson's, and they ceased trading sometime during the early 90s from memory. Currently the site is mainly used by Grange Moor Coachworks I believe. I do not have any information as to whether access is required to this site on a regular basis, or if at all.

Judging by correspondence from the Highways department, it would seem that they have no information about this either. If access is no longer required, or is but only rarely, the signage would surely be better placed at the very top of the road. Where it is currently often leads to confusion, especially if drivers have missed, or "missed", not seeing earlier signage. And this does happen.

"Standard practice" is a phrase used all too frequently, and has been used in a communication from the Highway Safety department with regard to allowing vehicles to access properties within areas of the restriction. As it is now apparently. Does "standard practice" apply in all cases? Should it apply in the case of the A637, and if so, then why? The A637 is most certainly not a "standard road" after all, with several parts being less than "standard width", as commented earlier.

Other roads/routes affected by the necessary diversions are also included in this TRO. I am unable to confirm or otherwise what effect this TRO may have on them, or residents within those areas. I am also unable to state what effect there would be on them should all deliveries be banned for any vehicle attempting to go in the "wrong direction" so to speak. Perhaps a separate TRO is required where the A637 is concerned re this matter.

The police have requested this "rewording" of the TRO along with some clearer signage in order to make enforcement easier. The residents, including myself, would certainly welcome more enforcement. A complete ban would make it much easier to "patrol". With resources as limited as they are today, I'm sure they would welcome this too.

I also have to ask if any others have been consulted with regards this matter.

The bus companies are affected, especially where local authorities are concerned, due to facts mentioned before, and the haulage industry most certainly is. What are the Freight Transport & Road Haulage Associations thoughts and concerns?

I'm sure they would all want a far simpler solution to all this. There is one, of course, but one that certain parties in Kirklees Council do not approve of. Another matter though. Thank you.

Yours sincerely



Dear Julie,

We wish to register our objection to the proposed Order referred to above.

Whilst we both feel very strongly that the existing TRO needs clarification and amendment to allow enforcement by the relevant authorities (be that the police or local authority officers, once clarified), we feel that the proposed changes are completely the wrong action to take and will prove even more unenforceable than the existing situation.

Our thoughts are that there should be no traffic over 7.5 tonnes mgw allowed in the restricted direction, with the exception of emergency vehicles, public service vehicles, local authority and utility services vehicles. Deliveries to and from properties and businesses within the restricted areas should follow the recommended gyratory route, thereby eliminating any doubt whatsoever for the enforcing authorities. The current proposals will allow carte-blanche to any vehicle over 7.5 tonnes and will undoubtedly lead to many more 'chancers' taking the restricted routes in the knowledge that they are unlikely to be

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challenged and will be able to claim to have been making a delivery unless they are followed through the entire route by enforcement officers, which is extremely unlikely given the resources available to either the police or the local authority.

The existing number of vehicles flouting the restrictions are already putting people's lives at risk, evidenced by the frequent tyre marks on already too narrow pedestrian walkways where hgv's have had to pass each other on the very narrow road and by the number of people who have been 'clipped' by hgv wing mirrors.

We do however feel that it is vitally important for reasons of safety that the existing TRO is clarified and enforced but that the current proposals will only make matters worse.

The original TRO was made at a time when there were far fewer vehicles on the roads and far fewer properties in the area so it is even more important that the situation is dealt with in the correct manner.

Yours sincerely

I wish to object to the rewording of the signage on the Barnsley Road at Flockton. We have a weight restriction of 7.5t at the moment. This is frequently ignored. If the signage makes it clearer that access to business is allowed for trucks of this size, I am concerned that there will be more violations. We only have 2 shops in the village so there is not a lot of opportunity to say that access is needed. In any case access is allowed from the other end of the village.

The road has become intolerable in recent years. We need truck restrictions to be enforced not slackened.

Please take into consideration the views of residents.

Yours sincerely

[REDACTED]
[REDACTED] Barnsley Road, Flockton

The wording No access to the M1 through Flockton village is not sufficient. HGV drivers use this loophole to drive through the village to go to Midgley or West Breton or Denby Dale or Wakefield. The wording should say No access through Flockton village.

We need your support to enforce the HGV trucks that are ignoring this ruling.

[REDACTED]
[REDACTED] Barnsley Road, Flockton
Wakefield WF4 4AJ