

# Public Document Pack



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

**Julie Muscroft**

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Tuesday 16 November 2021

## Notice of Meeting

Dear Member

### **Cabinet Committee - Local Issues**

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 24 November 2021**.

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".

**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 (Chair)

Councillor Naheed Mather

Councillor Paul Davies

# Agenda

## Reports or Explanatory Notes Attached

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### Pages

**1: Membership of the Committee**

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

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**2: Minutes of Previous Meeting**

1 - 6

To approve the Minutes of the meeting of the Committee held on 8 October 2021.

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**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.

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**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.

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**6: Public Question Time**

The Committee will hear any questions from the general public.

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**7: Member Question Time**

To receive questions from Councillors.

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**8: Objection to the proposed traffic calming features on the junction of Crosland Road and Cowrakes Road, Lindley, Huddersfield.**

9 - 18

The Committee will consider two objections received to:

The Flat-Topped Plateau Road Hump to be formed at the junction of Cowrakes and Crosland Rd, Lindley, Huddersfield.

Contact:

Greg Fullerton - Principal Engineer (Highways Design and Road Safety)

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Contact Officer: Jodie Harris

## **KIRKLEES COUNCIL**

### **CABINET COMMITTEE - LOCAL ISSUES**

**WEDNESDAY 23 JUNE 2021**

Present: Councillor Peter McBride (Chair)  
Councillor Naheed Mather  
Councillor Paul Davies

In attendance: Karen North, Principal Technical Officer  
- Highways Design and Road Safety  
Nick Hirst, Senior Planning Officer  
Dean Barker, Principal Road Safety Engineer -- Highways  
Design and Road Safety  
Cllr Bernard McGuin

Apologies: N/a

1. **Membership of the Committee**  
No apologies were received.
2. **Minutes of the Previous Meeting**  
The Committee approved the Minutes of the meeting held on 23<sup>rd</sup> June 2021 as a correct record.
3. **Interests**  
No interests were declared.
4. **Admission of the Public**  
All agenda items were considered in public session.
5. **Deputations/Petitions**  
No deputations or petitions were received
6. **Member Question Time**  
No member questions were asked.
7. **Proposed PUFFIN Crossing and Traffic Calming Measures, Fenay Lane and St St Helen's Gate, Almondbury.**

The Committee considered a report presented by Dean Barker, Principal Road Safety Engineer – Highways Design and Road Safety in respect of 2 objections received to:

- Kirklees Council Traffic Regulation [No. 18] Order 2021– Proposed Prohibition of Waiting, Loading and Left Turn, Fenay Lane and St. Helen’s Gate, Almondbury
- Kirklees Council Speed Limit [No. 108] Order 2021 – Proposed 20mph speed limits, Fenay Lane and St. Helen’s Gate, Almondbury

It was explained that Highway Safety proposed to construct a signalised ‘PUFFIN’ pedestrian crossing on Fenay Lane east of its junction with St. Helen’s Gate, and to impose a 20mph speed limit along St. Helen’s Gate between Fenay Lane and Arkenley Lane to meet planning conditions arising from an application to expand King James’s School, the subsequent crossing assessments and requests from Ward Councillors.

The Committee heard representations from the objectors who outlined their concerns and reasons for opposing the proposals. In summary, these included:

- That the introduction of double yellow lines outside 1 objectors residential property would prevent loading/unloading and drop off and pick ups at the property for a relative with a disability.
- The PUFFIN crossing was to be placed on a slope and there were concerns about the accessibility of this for disabled users.
- The quality and tread depth of the steps and the suitability of the handrail to enable pedestrians to use the steps safely.
- There was no timeline stated for the widening and realigning of the steps.
- The steps were not maintained by Kirklees and were overgrown with ivy. There were concerns that this was dangerous for pedestrians.
- That the steepness of St Helen’s gate combined with the location of the proposed crossing would reduce visibility for north bound traffic at school start and finish times and there were concerns about what risk this may pose to pedestrians.
- In respect of visibility issues, 1 Objector highlighted that safety mirrors (to be placed on bend on St Helens Gate) were requested in consultation and questioned why this feature was not mentioned in report.
- There were questions as to whether the location of the proposed PUFFIN crossing was to be placed on the primary walking route for students travelling to and from King James’s High School.
- It was asked if a detailed survey of students and the local community had been conducted to identify where they would choose to cross the road and if the principal of King James’s High School had been consulted with on the matter.
- There were concerns that the proposals to reduce the width of the road would reduce access for emergency services, HGV’s and local farmers.
- That notices of public consultation were late to be published on the website which did not allow enough time for responses.

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Dean Barker responded to the issues raised. In respect of concerns about the double yellow lines it was explained that there were no loading restrictions and that the introduction of the yellow lines would not affect deliveries and pick up/drop off to the property. In respect of the proposed crossings accessibility, the Committee were advised that the geography of the area was challenging, and it was noted that some pedestrians may have difficulty traversing the crossing in icy conditions. However, under normal circumstances most pedestrians would be able to traverse the crossing.

Responding to questions about the steps, Dean Barker explained that the Council did not have the structural engineering expertise to address realigning and widening, but there were plans to add anti-grip surfacing on the steps and an enquiry had been made with the Council's street lighting team to add a lamp column to improve safety.

Dean Barker reassured the Committee that visibility had been checked both horizontally and vertically for pedestrians as well as at the give way line for oncoming traffic. He accepted that during peak times, crowds of children waiting at the crossing may affect visibility for vehicles but estimated however, that drivers should always wait until they had full vision before pulling out into the road.

In terms of engagement and consultations, Dean Barker explained that there were a number informal and formal surveys carried out which identified that the desire lines for school children was where the crossing was proposed to be located. The emergency services were also consulted with as well as the Councils Planning team throughout the process.

Responding to the question about restricting HGV access, Dean Barker advised that a survey would need to be undertaken which provided reasonable reason to restrict HGV's in the area. He also explained that adding restrictions would affect deliveries to the school and properties in the area. In respect of publication of notice of the consultation on the website the Committee were reassured that publication on the website was not a legal requirement, and the correct notices were posted within the correct timeframes.

Councillor Bernard McGuin asked if any alternative to a crossing point was considered, suggesting the option to close off a road near the school during peak times. Karen North, Principal Technical Officer (Highways Design and Road Safety) responded to explain that due to capacity issues caused by the Covid-19 pandemic the option had not yet been considered but there were plans to trial this approach in the future.

Councillor Alison Munro raised concerns about the loss of parking space as a result of the proposals and requested that alternative parking provision was provided for residents. Karen North explained that once the development works had completed a reassessment of parking provision would take place and the suggestion to introduce a residents parking scheme using the existing car park or the land at the top of Blacksmiths Fold would be considered.

The Committee emphasised that the key point of the proposed measures was the safety of school children but noted that the geography of the area meant that there were limited options available. Having considered all the information presented, the

Committee were confident that Officers had listened to residents' concerns and were satisfied that the scheme would create a much safer route for residents. However, the Committee was assured that Council Officers would take an ongoing approach to monitor and review the success of the scheme as well as continuing to work with and listen to residents to address and alleviate concerns.

**RESOLVED:** It was agreed that the proposed PUFFIN Crossing and Traffic Calming Measures, Fenay Lane and St Helen's Gate, Almondbury be implemented as advertised.

## **8. Objection to the Proposed traffic calming features on Cumberworth Road Skelmanthorpe**

The Committee considered a report presented by Karen North, Principal Technical Officer (Highways Design and Road Safety) in respect of an objection received in response to the proposed traffic calming features on Cumberworth Road, Skelmanthorpe.

Planning permission had been granted for the erection of a residential development of up to 190 dwellings at land to the north of Cumberworth Road.

As a part of this the following traffic calming measures were proposed:

- Construction of 4 no. road humps;
- The relocation of the current 30 mph speed limit further along the road.

The proposed schemes were aimed at reducing and maintaining the speed of traffic travelling into and through the residential area and past the development to 30 mph. The traffic calming proposals were publicly advertised between 5 July 2021 and 2 August 2021, and during that period 2 objections were received.

The Committee noted the written representations from the objectors who outlined their concerns and reasons for opposing the proposals. In summary, these included:

- Concerns about snowploughs/ Winter maintenance vehicles being unable to traverse speed humps during winter weather.
- Vehicles leaving Sklemanthorpe having to give way to oncoming traffic.
- Unnecessary air and noise pollution as a result of increased traffic and vehicles speeding up and down in between speed humps.

In response, Karen North explained that whilst there was a risk posed by any traffic calming measure on a route during winter weather, the requirement to closed a traffic calmed road due to icy conditions/snow was low where as if the traffic calming features were not introduced, the benefits of reducing speeds here, at all times of the year would be lost.

The Committee were further advised that the scheme was designed in accordance with guidance to deter drivers from speeding up and slowing down between speed bumps and in response to the alternative suggestions made by objectors, the Committee were advised that:



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- The installation of a 20mph speed limits would require average speed recordings to be no more than 24mph and therefore traffic calming measures would be required alongside a speed limit.
- Reducing the road width to introduce a pinch point was a well-used horizontal traffic calming feature. However, forward visibility on the section of road concerned was excellent and whilst most drivers would slow and stop to give way to oncoming traffic, potentially some drivers may accelerate to speeds above the speed limit to avoid giving way.
- Mobile speed cameras were enforced by the police and were used in areas where there were a high number of collisions. They are not provided as an alternative to the installation of traffic calming features or to maintain the adherence to the speed limit in such circumstances.

**RESOLVED:** The Committee considered all the information received both verbally and in writing and it was agreed that the proposed traffic calming features on Cumberworth Road Skelmanthorpe be implemented as advertised.

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<b>KIRKLEES COUNCIL</b>			
<b>COUNCIL/CABINET/COMMITTEE MEETINGS ETC</b>			
<b>DECLARATION OF INTERESTS</b>			
<b>Name of Councillor</b>			
<b>Item in which you have an interest</b>	<b>Type of interest (eg a disclosable pecuniary interest or an "Other Interest")</b>	<b>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]</b>	<b>Brief description of your interest</b>

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:** 24 November 2021

**Title of report:** Objection to the proposed traffic calming features on the junction of Crosland Road and Cowrakes Road, Lindley, Huddersfield.

**Purpose of report:** To consider two objections received to: The Flat-Topped Plateau Road Hump to be formed at the junction of Cowrakes and Crosland Rd, Lindley, Huddersfield.

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 <a href="#">Council's Forward Plan (key decisions and private reports?)</a>	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 10/11/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 4/11/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 08/11/2021
Cabinet member <a href="#">portfolio</a>	Councillor Naheed Mather

**Electoral wards affected:** Lindley

**Ward councillors consulted:** Yes

**Public or private:** Public

**Has GDPR been considered:** Yes

## 1. Summary

- 1.1 Cowrakes Road and Crosland Road junction has been identified as a cause for concern regarding personal injury collisions, where the location would benefit from the introduction of traffic calming measures to reduce the approach speeds of vehicles approaching the junction.
- 1.2 The Capital Budget has identified funds to address areas in Kirklees where there are areas of concern with regards to collision rates.
- 1.3 Cowrakes Road and Crosland Road are predominately residential streets that have a 30mph speed limit along their length and form part of a Bus Route.
- 1.4 Cowrakes Road has speed cushions on it from Moor Hill Road to West Street and East Street.
- 1.5 The proposed scheme is aimed at reducing vehicle speeds travelling towards Cowrakes Road / Crosland Road, aimed at reducing the recorded personal injury collisions which have occurred at this junction.

## 2. Information required to take a decision

- 2.1 The proposed traffic calming feature includes the introduction of a junction plateau with the removal of 2 existing pairs of speed cushions on Cowrakes Road to facilitate this. The traffic calming feature is placed to avoid impeding accesses to residential properties and aimed at encouraging vehicles to travel at or below the speed limit of 30mph.
- 2.2 The vertical traffic calming proposals are as shown in Plan 1. The scheme is designed to address those personal injury collisions which have been occurring at the junction over the last 5 years.
- 2.3 Residents were consulted on the proposed scheme from Wednesday 21<sup>st</sup> July 2021 through to Wednesday 11<sup>th</sup> August 2021. Three comments were received- two of which welcomed the proposal but would like to see further traffic calming on Crosland Road, and one which stated traffic signals is the better option.
- 2.4 The Traffic calming proposals as shown on the Plan were formally advertised between 24 September 21 and 22 October 21, and during that period two objections and one comment were received.

**Objection 1:** I am writing regarding the above plans to put humps at the top of Moor Hill/Cowrakes Road to slow down traffic at this busy junction. I believe and lots of others believe it would be far better to install a mini roundabout. Not only would this slow down the traffic at this very busy junction, but it would also save a lot of confusion as to who has right of way. It works in other places and many years ago this was what we were anticipating when the original speed bumps were installed.

**In response:**

A number of traffic options were considered at this location, including a spot mini roundabout and traffic signals. The best suited option to address the collisions recorded, and to maintain traffic flows at this specific location, was the junction plateau which has been put forward for formal public advertisement.

Introducing traffic signals was considered not to be feasible at this location as they would introduce delays that do not occur at the moment, increased journey times on all arms of the junction would occur due to the traffic signal phasing plan where an all-red phase would be introduced for when pedestrians wish to utilise the crossing.

A small mini-roundabout was also considered but it was found not to be feasible as it would also increase journey times for drivers travelling through the junction. This is because of the unbalanced flows between the main road and the side roads in peak times. As with all roundabouts the main arm has the predominant traffic flows, and in this case the side roads would be unlikely to get an opportunity to exit resulting in drivers 'going for the gap' in what would be constant traffic flows increasing the potential for collisions. Introducing a roundabout at this location would only result in the side roads having major traffic build up and congestion. With an introduction of any roundabout there is also a greater collision risk than the introduction of a plateau.

Introducing a junction plateau will help reduce the personal injury collisions located at the junction, allowing journey travel times to continue as they currently are. It will assist in reducing vehicle speeds of those vehicles travelling on Cowrakes Road, and also help slow those vehicles on the side roads that approach to the junction. In addition, pedestrians will be able to cross the roads at the located tactile crossing points improving continuous footway travel links for pedestrians.

**Objection 2:** As a local who lives in Hill Grove and regularly uses this junction I see the problem as two fold -

- a) during the day it is traffic approaching up the main road from both directions at speed - despite the current traffic slowing measures
- b) at rush hours and other busy periods the traffic volume makes it very difficult for traffic on both sides of Crosland Road to easily determine who has right of way when a gap appears in traffic. This results in traffic queues on both sides of Crosland Road and increases the pressure on drivers to 'go' for the gap.

A traffic 'movement' solution like a mini roundabout or traffic lights would be far more effective for all 4 roads than just adding more ineffective traffic calming measures.

I would be pleased if you could forward my comments to the appropriate council committee - should you wish further information I am happy to comment if asked.

**In response:**

Please refer to the response made to Objection 1 which provides Highways Safety's explanation to the objectors suggested comments regarding traffic lights and spot mini roundabout.

**Comment:** A further comment was received but not through an official means of communication so cannot be considered as an objection. The comment was similar to the other objections so for completeness it has been included as follows:

I don't think the issue is a traffic calming issue i.e. down to speed, but more down to a bit of confusion with the junction itself, drivers not knowing who has right of way and

panicking in pulling out across each other, wouldn't a mini roundabout be better suited here? The raised area would still pose the same issues, where as a roundabout is something people know how to deal with.

**In response:**

Please refer to the response made to Objection 1 which provides Highways Safety's explanation to the objectors suggested comments regarding a mini roundabout.

**3. Implications for the Council**

3.1 **Working with people** - The proposed works are considered necessary to reduce personal injury collisions at this location.

3.2 **Working with Partners** – Not applicable

3.3 **Place based Working** – The advertisement of the proposed traffic calming here is intended to reduce traffic speeds to improve road safety in this vicinity for all road users.

3.4 **Climate Change and Air Quality** – These proposals will not have a detrimental impact on Air Quality or Climate Change.

3.5 **Improving outcomes for children**- These proposals are aimed at controlling traffic speeds in order to make the road a safer place to cycle and walk for all users, including children.

3.6 **Other implications (HR/Legal/Financial etc)**

There is a current cost to the Council of £5,554.00 to process the necessary legal order needed to allow construction, along with the cost of installing the traffic calming features. These costs, and those of the design and construction of the scheme, will be covered by funding identified and approved from the Capital Plan budget. There will also be an ongoing maintenance cost to the Council which will be funded through our capital maintenance for lining allocations as necessary.

**4. Consultees and their opinions**

Councillor Cahal Burke supports the proposals.

Councillor Anthony Smith supports the proposals.

Councillor Adam Gregg has not responded.

Statutory consultees were consulted on these proposals in July 2021 with no comments received from the statutory consultees except for the Huddersfield MAG Rep who had no concerns to the proposal as long as the junction plateau is in line with chapter 2.5 of the TfL Urban Motorcycle Design Handbook.

**5. Next steps and timelines**

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period for the proposed traffic calming features and reach a decision on whether the 'Road Hump Notice' should be implemented as advertised.



If Cabinet Committee Local Issues chooses to overrule the objections received the scheme will be implemented as advertised.

If Cabinet Committee choose to uphold the objections, then the traffic calming cannot be installed as shown on the plan, the proposed accident reduction will not be realised.

**6. Officer recommendations and reasons**

The proposed installation of the traffic calming features are designed to ensure that traffic speeds are maintained below, or no greater than the 30mph and assist with reducing personal injury collisions at the junction.

For these reasons, the Officer recommendation is that the objections to the installation of the proposed traffic calming features are overruled, and the proposals are implemented as advertised, to allow the proposed road safety benefits to be realised.

**7. Cabinet portfolio holder's recommendations**

The Cabinet Portfolio Holder Councillor Mather supports the Officer recommendation.

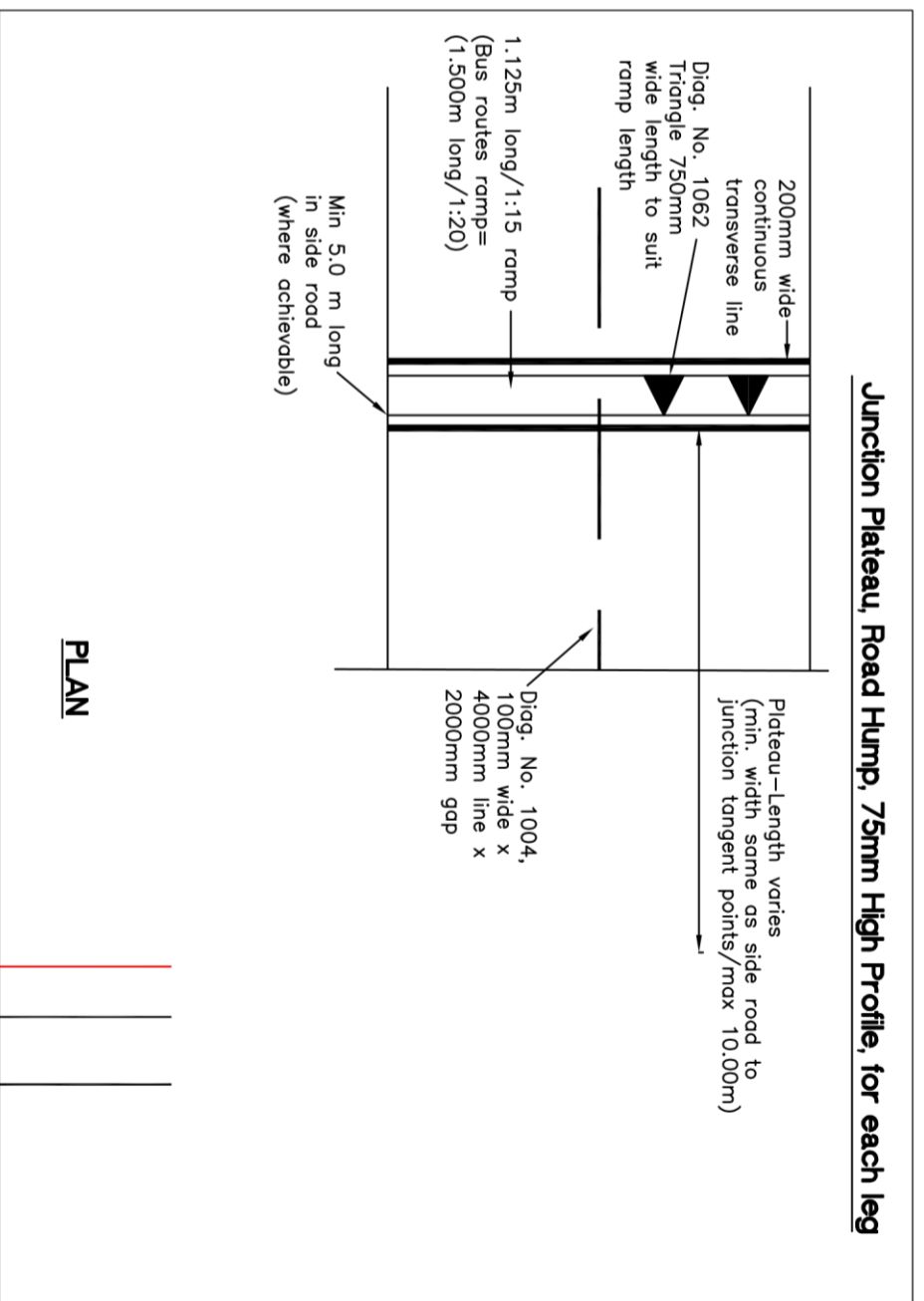
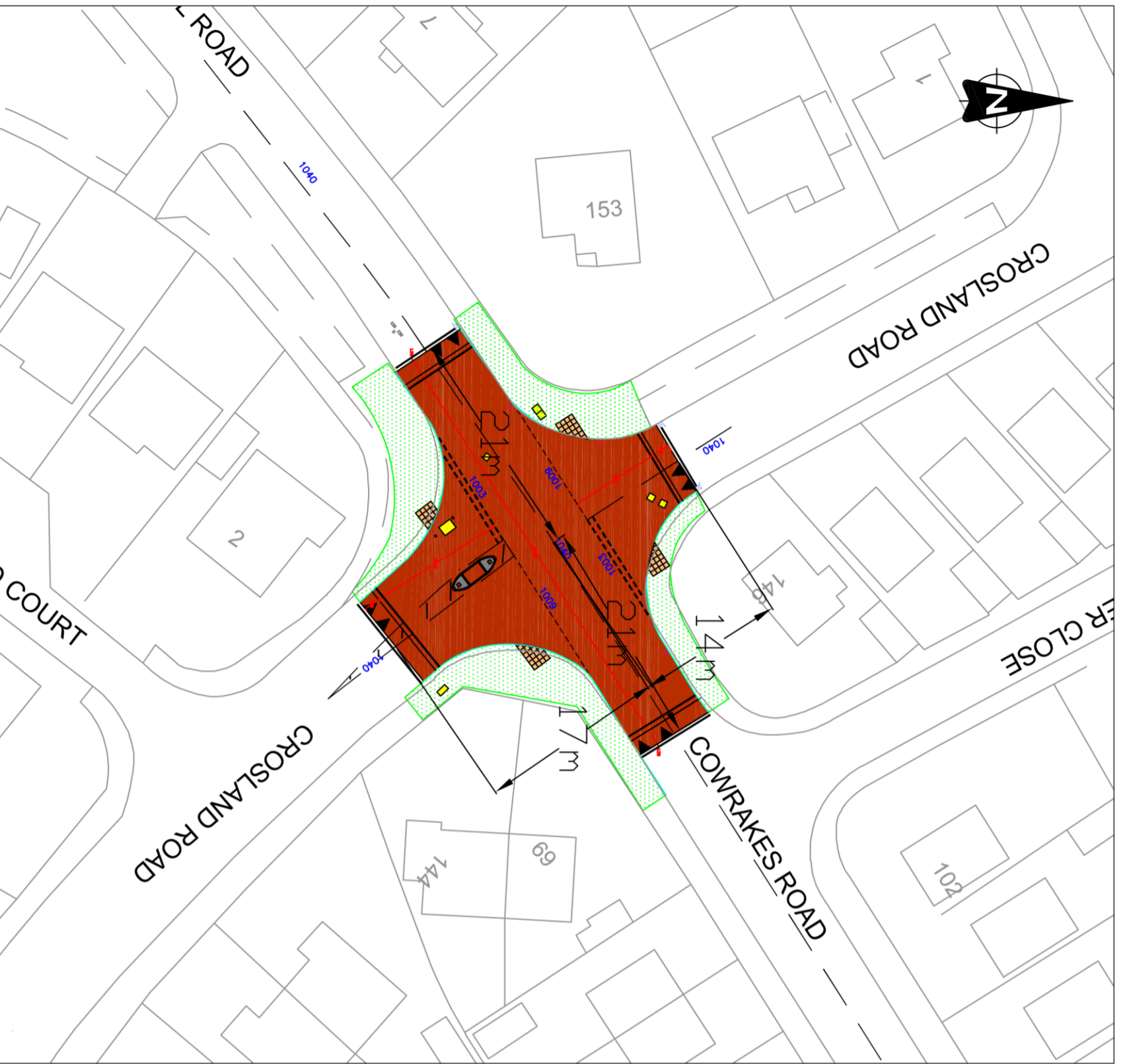
**8. Contact officer**

Greg Fullerton -  
Principal Engineer  
(01484) 221000  
[greg.fullerton@kirklees.gov.uk](mailto:greg.fullerton@kirklees.gov.uk)

**9. Service Director responsible**

Wendy Blakeley -  
Strategic Director – Highways and Streetscene  
(01484) 221000  
[wendy.blakeley@kirklees.gov.uk](mailto:wendy.blakeley@kirklees.gov.uk)

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**PLAN**

REF.	DATE	REVISIONS



**Highways & Transportation**  
 Flint Street, Fartown  
 Huddersfield, HD1 6LG

SECTION	Road Safety	
DRAWN	KM	CHECKED
SCALE	PROJECT NO.	DATE
PROJECT	Flat Top Plateau	
		Sep 2021

TITLE	Cowrakes Road & Crosland Road Junction
DRAWING No.	TF.18.200.278
CAD No.	

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# Objections

Objection 1 –

DEV/HG/D126-204.

Dear Mr Garland,

I am writing regarding the above plans to put humps at the top of Moor Hill/Cowrakes Road to slow down traffic at this busy junction. I believe and lots of others believe it would be far better to install a mini roundabout. Not only would this slow down the traffic at this very busy junction, but it would also save a lot of confusion as to who has right of way. It works in other places and many years ago this was what we were anticipating when the original speed bumps were installed.

Yours sincerely

Objection 2 –

As a local who lives in Hill Grove and regularly uses this junction I see the problem as two fold –

- a) during the day it is traffic approaching up the main road from both directions at speed - despite the current traffic slowing measures
- b) at rush hours and other busy periods the traffic volume makes it very difficult for traffic on both sides of Croslands Road to easily determine who has right of way when a gap appears in traffic.

This results in traffic queues on both sides of Crosland Road and increases the pressure on drivers to 'go' for the gap.

A traffic 'movement' solution like a mini roundabout or traffic lights would be far more effective for all 4 roads than just adding more ineffective traffic calming measures.

I would be pleased if you could forward my comments to the appropriate council committee - should you wish further information I am happy to comment if asked.

Thank you

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