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

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Thursday 30 September 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 **Friday 8 October 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

Pages

1: Membership of the Committee

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

2: Minutes of Previous Meeting

1 - 6

To approve the Minutes of the meeting of the Committee held on 23rd June 2021.

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 by emailing executive.governance@kirklees.gov.uk

6: Public Question Time

The Committee will hear any questions from the general public.

7: Member Question Time

To receive questions from Councillors.

8: Proposed PUFFIN Crossing and Traffic Calming Measures, Fenay Lane and St. Helen's Gate, Almondbury

9 - 34

To consider objections received the below TROs and proposals

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

Contact:

Dean Barker -Principal Engineer, Highway Safety
Tel: (01484) 221000

9: Objection to the proposed traffic calming features on Cumberworth Road, Skelmanthorpe

35 - 44

To consider two objections received to: Construction of 4 no, traffic humps,
Cumberworth Road, Skelmanthorpe

Contact:

Ken Major - Principal Engineer , Tel (01484) 221000

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Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

WEDNESDAY 23 JUNE 2021

Present: Councillor Peter McBride (Chair)
Councillor Musarrat Khan
Councillor Paul Davies

In attendance: Elizabeth Twitchett, Operational Manager, Environment Services – Highways Design and Road Safety
Andrew Perry – Senior Engineer, Street scene and Housing – Area Working and Safety
Ken Major, Principal Engineer - Environment Services
Muhammad Qadri, Principal Engineer - Environment Services

Councillor Bernard McGuin

Margaret Shaw

Apologies: Councillor Naheed Mather

1. Appointment of the Chair

The Committee put forward nominations to appoint a Chair for the 2021/22 municipal year. Councillor Naheed Mather nominated Councillor Peter McBride and Councillor Davies seconded the nomination.

RESOLVED: It was agreed that Cllr Peter McBride be appointed Chair for the 21/22 municipal year.

2. Membership of the Committee

Councillor Musarrat Khan attended as a substitute for Councillor Naheed Mather.

3. Minutes of the Previous Meeting

Councillor Peter McBride approved the Minutes of the meeting held on 24 March 2021.

4. Interests

No interests were declared.

5. Admission of the Public

All agenda items were considered in public session.

6. Deputations/Petitions

No deputations or petitions were received

7. Member Question Time

No member questions were asked.

8. Objection to Kirklees TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting, and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury.

The Committee considered a report presented by Ken Major, Principal Engineer - Environment Services in respect of an objection received to TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting, and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury.

It was explained that following local consultations with residents' concerns were raised about the loss of 12 metres of residential parking. The Committee were advised that in response to the consultations, the scheme had been revised to extend the length of Permit Holder parking by 12 metres to the south-east, thus maintaining the original length provided prior to the development. This meant that the combined Limited Waiting and Permit Holder parking bay covered the same length of roadside as it previously had.

An objection had been received in writing from Councillor Bernard McGuin, which highlighted further concerns in respect of residential parking and requested an extension of the permit parking scheme on the road.

In response to the objection, it was advised that the requirement to extend the No Waiting at Any Time restriction by 12 metres was the result of a planning condition and was required to allow delivery vehicles clear access to the site. To accommodate it the existing Limited Waiting area needed to be shortened by 12m and in doing so the current length of Permit Holder bays had been maintained.

It was noted that some of the challenges were an inevitable result of the loss of parking facility at the Rose and Crown pub, but the proposed scheme maintained the on street parking provision.

Councillor Bernard McGuin advised that he agreed with officers' responses, he understood that there was limited parking for residents and had therefore requested the extension, however it was importance to balance this against other conflicting needs such as access for deliveries. He added that it was important to articulate this clearly to residents.

The Committee considered all the information received both verbally and in writing and;

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RESOLVED : It was agreed that the objection be overruled, and TRO No 19 Order be implemented as advertised.

9. Objection to Kirklees TRO No 4 Order 2017, Proposed No Waiting at Any Time restrictions, Thorpe Lane, Almondbury

The Committee considered a report presented by Ken Major, Principal Engineer - Environment Services in respect of an objection received in response to the public advertisement of 'No Waiting at Any Time' parking restrictions on Thorpe Lane, Almondbury in Kirklees (TR) (No 4) Order 2017.

The Traffic Regulation Order was advertised between 21 February 2020 and 21 March 2020, and followed complaints from residents, including a petition. Site visits showed that drivers regularly park on the footway on the blind bend on Thorpe Lane, Almondbury on the right hand side of the junction of Thorpe Grange Gardens. The proposed restrictions aim to improve road safety for all road users and increase visibility for drivers exiting from Thorpe Grange Gardens

During the consultation Councillor Bernard McGuin objected on the basis that that these proposals would have had an adverse effect on one of the residents .

The response given to the objection was that the proposed parking restrictions were to extend up to the boundary of the residential property that Councillor McGuin believed to be affected. As part of the consultation process, prior to the advertisement of the traffic regulation order, affected local residents were consulted and at that time no adverse comments were received.

Councillor Bernard McGuin advised that after considering the information presented that he formally withdrew his objection.

RESOLVED: That Councillor Bernard McGuin formally withdrew his objection for TRO No 4 Order 2017 and that the order be implemented as advertised.

10. Objection to Kirklees TRO No 27 Order 2020, Proposed Mandatory Left Turn on Colne road and No Right Turn in to Queen Street South, Huddersfield

The Committee considered a report which outlined an objection received in response to the public advertisement of Traffic Regulation) (No. 27) Order 2020 Vehicle Movement Restrictions Folly Hall Road/Colne Road and Queen Street South, Huddersfield.

Elizabeth Twitchett, Operational Manager, Environment Services - Highways Design and Road Safety advised that the Moving Traffic Order Number (No. 27) Order 2020 had been brought in to support a major traffic scheme funded by the West Yorkshire Plus Transport Fund.

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The Traffic Regulation Order was advertised between 24 March 2021 and 24 April 2021. During this time one objection was received specifically to the implementation of the mandatory left turn.

In response to the objection, it was advised that the mandatory left turn was needed as the road layout at the new junction did not allow for a turn to the right. The Committee also noted that there were other routes to allow residents of Almondbury, Lowerhouses, Castle Hill, Dog Hill Bank and Longley to access the town centre.

The Committee considered all the information received both verbally and in writing and;

RESOLVED: It was agreed that the objections be overruled, and the Mandatory Left Turn be implemented as advertised.

11. Objection to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

The Committee considered a report which outlined two objections received to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

The Traffic Regulation Order for the implementation of the traffic calming measures was advertised between 10th March 2021 and 1st April 2021 and during that time two objections were received.

Member of the Public, Margaret Shaw, also attended the meeting to speak under the item. The Committee noted that:

- There had never been a collision on the route and therefore it was felt that the proposed traffic calming measures were not needed;
- Funding, in the context of the Covid-19 pandemic, may be put to better use.
- There were concerns that mobility scooters may be unable to transverse any speed bumps, and therefore would be unable to use the road where the pavements were too narrow for mobility scooters.
- The use of bollards, a 20mph speed limit zone and the introduction of traffic lights were suggested as possible alternatives.

In response, Elizabeth Twitchett, Operational Manager, Environment Services - Highways Design and Road Safety advised that this proposal was funded by the Public Realm budget ,which did not have a collision reducing element attached to it, thus enabling the delivery of highway schemes that are generating genuine concern but fall short of reaching the criteria required for funding from mainstream budgets. There had been no collisions on the route along which the traffic calming has been proposed but concerns regarding the flow of traffic and vehicle speeds had been highlighted via the Ward Councillors who requested the scheme.

Andrew Perry – Senior Engineer, Street scene and Housing – Area Working and Safety, added that:

- The decision was taken to use round top speed bumps to achieve a maintained speed of 20-30mph along the route.

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- The funding for the scheme was derived from the Public Realm budget for 2019/20 and had been allocated before the pandemic.

The Committee asked questions around the issue of mobility scooters raised and highlighted the importance of supporting residents and ensuring accessibility for all.

Elizabeth Twitchett reassured the Committee that the height and shape of the speed bumps detailed in the proposals were the FDA approved design and that a mobility scooter would be able to transverse the speed bumps. It was also advised that any individuals with any concerns could contact the Council directly to receive support and advice if needed. The Committee also noted that the alternative traffic calming options put forward by objectors had been explored as possible options but were not viable and the reasons for this were explained.

The Committee thanked Margaret Shaw for her contributions and highlighted that her comments provided the Committee with a wider perspective on the proposals from the point of view of the resident. Overall, members were satisfied that the responses given to the objections demonstrated that the concerns raised, and the possible alternative options had been explored.

In considering all the all the information received both verbally and in writing;

RESOLVED: It was agreed that the objections to the proposed traffic calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield, be overruled and the Traffic Regulation Order be implemented as advised.

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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: 08 October 2021

Title of report: Proposed PUFFIN Crossing & Traffic Calming Measures, Fenay Lane and St. Helen's Gate, Almondbury
 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

Purpose of report: To consider objections received the above TROs and proposals

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 <u>Strategic Director</u> & name	Colin Parr – 23/09/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 23/09/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 24/09/2021
Cabinet member portfolio	Cllr Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 To meet planning conditions arising from an application to expand King James School and increase pupil numbers – following subsequent crossing assessments and requests from Ward Councillors – Highway Safety propose 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, and associated engineering works. The planning condition states that “all reasonable measures” must be taken to ensure that the PUFFIN crossing and 20mph limit are operational prior to the school reopening with increased pupil numbers, for the January 2022 term. It is clear that the planning balance in approving the development, reflected in the condition, involved the imposition of traffic calming measures for the benefit of the future occupiers/pupils of the development in terms of highway safety.
- 1.1 The overarching aim of this scheme is to provide a direct, safe route for pupils walking between the centre of Almondbury and King James School, to try and encourage pupils to walk. Roads around the school suffer from significant congestion and related problems during periods when parents drop off and pick up their children (many historical complaints have been received by the Council). Increases in pupil numbers would exacerbate these problems, and the only viable way to mitigate the problem is for more pupils to walk to school. The proposed scheme layout is shown on the plans included as **Appendix A** with this report – HS-Fenay-P01-01 & 02 Revision D – and these should be referred to for context. The blue circled numbers shown on Appendix A1 cross reference to text in Section 2 this report (“Plan Ref. XY” where included), to aid the reader in locating the features being described.
- 1.2 Orders associated with the scheme for waiting restrictions, loading restrictions and a prohibited left turn (Kirklees Council Traffic Regulation [No. 18] Order 2021) were advertised between 03rd August 2021 and 27th August 2021, and for the proposed 20mph speed limits (Kirklees Council Speed Limit [No. 108] Order 2021) and notice of providing the PUFFIN crossing facility and associated Traffic Calming Measures, between 29th July 2021 and 18th August 2021. The orders as advertised are included as **Appendix B**. During advertisement correspondence was received from 11 Objectors covering 10 individual objections to the scheme (Redacted copies at **Appendix C**), with most respondents submitting multiple objections (total count 26).
- 1.3 The Planning Team have also provided history to the current position, and views on the wider implications of not meeting the planning conditions, and a report has been provided which is included as **Appendix D**, for information.

2. Information Required to Take a Decision

Background to Measures Directly Associated with PUFFIN Crossing

- 2.1 During scheme development, measures were identified to accommodate a safe PUFFIN crossing facility on Fenay Lane. The intention was always to locate the crossing as close as possible to existing pupil desire lines, as observed during site visits, through the road hump east of the St. Helen’s Gate junction (Plan Ref. 01). However, when originally proposed, the PUFFIN was located 20m east of the hump, to maximise eastbound visibility splays. Visibility in this direction would be restricted by the bend prior to the crossing, the wall and embankment along the rear of the footway,

and overhanging vegetation, and it was feared, if the PUFFIN was located on the hump, that visibility may be inadequate and the crossing unsafe.

- 2.2 However, Ordnance Survey base plans used for the original design are not detailed enough to accurately assess visibility splays with any degree of confidence, therefore a topographical survey was commissioned, along with vehicle speed surveys. When the design was reassessed using this information, based upon measured speeds it was found that eastbound visibility requirements could, in fact, be met with the PUFFIN located on the existing road hump, if a small reduction in eastbound speeds could confidently be predicted (85th percentile speeds reduced from 26mph as surveyed, to 22.6mph target – a 3.4mph reduction).
- 2.3 To achieve a reduction in speeds of at least 3.4mph, an extension to the existing 20mph speed limit on Fenay Lane was proposed (Plan Ref. 02) to encompass the PUFFIN. Additionally, a new traffic calming feature was proposed to the west of the PUFFIN. This was originally a set of three speed cushions (scheme advertised on this basis), however, an independent Stage 2 Road Safety Audit considered after advertisement included a problem with the cushions, that could lead to collisions and injuries. The concern was that westbound vehicles parked on Fenay Lane close to the cushions, would force other westbound vehicles to pass over the central speed cushion when overtaking, rather than the nearside one. In doing this, they would straddle the centre line of Fenay Lane, conflicting with oncoming eastbound traffic. For this reason, the cushions have now been replaced with a flat-topped road hump (Plan Ref. 03). The hump would have chamfered edges (i.e., would not run kerb-to-kerb), and a section of pedestrian guardrail would be installed in the northern footway alongside it (Plan Ref. 04) to discourage pedestrians from using it to cross Fenay Lane, away from the new PUFFIN.
- 2.4 Although this represents a departure from the advertised layout as the road hump would be longer than the speed cushions, fundamentally it has not changed the scheme, therefore readvertisement is not envisaged (and is not legally required). The scheme was advertised with a new traffic calming feature in the same location for the same reasons, and no reservations about this feature were received. There would be no new implications for access, or for on-street parking. There is also now inadequate time to readvertise the proposals whilst meeting the delivery programme for the scheme (if approved) within the planning condition timescales. Cabinet is requested to approve this minor revision, in the interests of road safety and delivery (if approved).
- 2.5 With the PUFFIN crossing located upon the existing road hump, it would no longer be possible to allow vehicles to park along the paved verge along the southern side of Fenay Lane, east of the St. Helen's Gate junction (Plan Ref. 05). Parked vehicles would block drivers' views to pedestrians waiting to cross, and to traffic signals apparatus. Additionally, when manoeuvring into spaces close to the crossing, vehicles would place pedestrians at risk. Bollards have been proposed along the edge of carriageway to physically prevent parking. It is also the case that parking along this verge is inherently dangerous, regardless of this scheme. Highway Authorities should not accommodate parking that blocks junction visibility splays. Drivers emerging from St. Helen's Gate cannot see traffic approaching from the right along Fenay Lane when vehicles are parked in this verge. The fact that the junction angle is very acute, and the minor road approach is uphill, exacerbates the problem.
- 2.6 The proposed PUFFIN crossing would be located only 12m from the St. Helen's Gate junction and this resulted in further road safety concerns. Drivers turning left into St. Helen's Gate from Fenay Lane, must negotiate an extremely acute angle when

entering the junction mouth and turn through a total angle of 180° (Plan Ref. 06). St. Helen's Gate is less than 5m wide at the junction but accommodates two-way traffic. The eastern junction radius is only 2m. Due to these geometric restrictions and level differences, there is almost no inter-visibility between westbound drivers approaching the junction along Fenay Lane, and westbound drivers approaching along St. Helen's Gate. The geometric restrictions make it impossible for vehicles to turn left into St. Helen's Gate without overrunning the opposing traffic lane in the St. Helen's Gate junction mouth, and/or swinging out into the opposing traffic lane on Fenay Lane before turning left, and the visibility restrictions make it extremely difficult to react to oncoming vehicles in the junction mouth, before confronting them. This causes congestion. With the PUFFIN crossing in-situ, if a vehicle stopped on Fenay Lane unable to complete the left turn causing following traffic to be held up, the crossing could quickly become blocked. This would be inherently dangerous for pedestrians using it. For this reason, a proposal to ban the left turn into St. Helen's Gate from Fenay Lane was added to the scheme, and a build-out was added to the eastern side of the junction mouth to make the movement difficult to execute (Plan Ref. 07).

- 2.7 The removal of verge parking and addition of the footway build-out also facilitated further improvement to the layout. It had been pointed out during consultation by residents, that the steps linking the proposed PUFFIN to St. Helen's Gate were narrow and steep, slippery during winter, and therefore too dangerous for all but fully able pedestrians to use (Plan Ref. 08). As the steps would have been the only way to access the southern side of the PUFFIN under previous scheme versions, this represented discrimination against mobility-impaired pedestrians, and non-compliance with the Equality Act 2010. Whilst improvements to the steps were being investigated at the time (but see Paragraph 2.17 below), it was not considered viable to replace the steps with ramps, therefore wheelchair users (for example) would still not be able to access the PUFFIN crossing.
- 2.8 However, the proposed build-out on the eastern side of the St. Helen's Gate junction mouth would allow an uncontrolled crossing to be provided, facilitating north-south movements across St. Helen's Gate at-grade (Plan Ref. 09). Although this crossing would be close to the junction mouth and the retaining wall, visibility would be adequate. Banning the left-turn into St. Helen's Gate would remove by far the most dangerous traffic stream for crossing pedestrians. Visibility along St. Helen's Gate across the wall has been assessed and, with the proposed traffic calming features in-situ, would be adequate for predicted speeds this close to the junction mouth and traffic calming features.
- 2.9 Furthermore, the removal of parking from the verge would provide an unobstructed pedestrian route along it, linking the junction mouth crossing to the proposed PUFFIN crossing. Pedestrians would then be able to travel between the southern side of St. Helen's Gate and the PUFFIN, without negotiating the steps. This route would also be far more direct than the steps for pedestrians travelling between western Almondbury (e.g., via Westgate) and eastern Almondbury (e.g., Almondbury Close / Jessop Avenue etc.) who needed to cross Fenay Lane, providing wider benefits.
- 2.10 Prohibition of waiting and loading was also considered necessary to protect the St. Helen's Gate / Fenay Lane junction mouth, ensuring free movement of traffic through this restricted junction.

Background to Measures Associated with Improving Routes Accessing PUFFIN

- 2.11 Pedestrian routes between the proposed PUFFIN and school site were assessed, with Highway Safety officers observing pupil movements a number of times. On journeys towards the school, the most popular route involved pupils crossing from the northern side of Fenay Lane east of the St. Helen's Gate junction (i.e., through the existing road hump where the PUFFIN is being proposed), before walking down the steps to the northern side of St. Helen's Gate, crossing to the southern footway from the foot of the steps, before continuing along the southern / southwestern footway to King James School (Plan Ref. 10).
- 2.12 On journeys away from the school, however, this route is less well used. Many pupils continue walking west along the southern footway of St. Helen's Gate past the steps towards the Fenay Lane / Westgate / Northgate junction, and cross Fenay Lane and/or Westgate and/or Northgate at various locations. It is considered that this behaviour is a direct result of the poor layout of the crossing of St. Helen's Gate at the foot of the steps, when travelling away from the school crossing northwards.
- 2.13 There is no footway on the northern side of St. Helen's Gate where the steps meet the road, and the road is on a sharp bend. When crossing southwards away from the bottom of the steps, pedestrians feel safe standing between the walls and have very good views of traffic approaching from both directions, being close to the outside apex of the bend. However, when crossing northwards towards the steps, views of approaching traffic are extremely poor due to being on the inside apex of the bend (Plan Ref. 11). The footway is narrow, and pedestrians cannot stand far enough forwards away from the building line to see past it, and to be seen by approaching drivers. Furthermore, there is no footway on the northern side to shelter in prior to accessing the steps, therefore unless the steps are clear, crossing the road is unsafe and unattractive. For these reasons, improvements to the uncontrolled crossing of St. Helens Gate at the foot of the steps were proposed.
- 2.14 The only viable way to improve visibility between westbound drivers approaching the crossing point, and pedestrians waiting to cross from the southern footway towards the steps, is to build-out the footway on the southern side of St. Helen's Gate (Plan Ref. 12). Similarly, the lack of a footway on the northern side of the crossing at the bottom of the steps must be addressed, therefore a northern footway build-out is also proposed (Plan Ref. 13). This would create a 'pinch-point' at the crossing point which, whilst advantageous for pedestrians, would not be wide enough to accommodate two-way vehicular traffic. Consequently, a westbound one-way system was proposed along St Helen's Gate as this was (and remains) by far the safest way to install the feature. However, due to large numbers of residents objecting to the one-way system during consultation (supported by Ward Members), this proposal was dropped.
- 2.15 The latest version of the proposals, therefore, maintains two-way traffic movements along St. Helen's Gate. However, to accommodate the pinch point, a priority give-way layout is now proposed. In advance of the pinch-point and crossing, drivers travelling westbound / uphill would be required to give-way to drivers travelling eastbound / downhill (Plan Ref. 14). A system of round-topped road humps has also been included along St. Helen's Gate, to physically restrain vehicle speeds approaching the pinch point. Visibility requirements for the crossing and give-way feature are already met for vehicle speeds, notwithstanding speed reductions likely to be realised from the new road humps and 20mph speed limit. Prohibition of waiting was also provided to protect the give-way pinch-point, crossing, and related visibility splays, ensuring free and safe movement of traffic and pedestrians through the feature.

2.16 It is also proposed to promote a 20mph speed limit along St. Helen's Gate between its junctions with Arkenley Lane and Fenay Lane, to encourage safe driving speeds along the entire walking route between the crossings and King James School.

2.17 Improvements to the steps between St. Helen's Gate and Fenay Lane were also investigated, including widening and reorientation. However, the wall is a retaining structure of significant height, and the improvements would require external structural design expertise, and would carry high costs. With limited timescales and funds available, this was not considered viable. However, the steps would be treated with high friction surfacing to alleviate concerns about slipping.

Objection 1 – Proposed Traffic Calming Measures, St. Helen's Gate

An objection was received from a resident of St. Helen's Gate, because a road hump located on St. Helen's Gate 200m southeast of the Fenay Lane junction would have been positioned within 5m of an active badger sett in the objector's garden, close to the highway boundary. The issue is that vibration and noise caused by vehicles travelling over the hump would disturb the badgers, which are a protected species.

Response:

The designer was not aware of the badger sett, and its presence has since been confirmed by Kirklees Conservation and Design Team. Whilst The Badger Protection Act 1992 places a legal duty on The Council to ensure that badger setts are not disturbed or destroyed during civil engineering construction works, there is no indication that the hump would cause problems once installed. However, the hump is only one of a series of four proposed along the northwest bound approach to the uncontrolled crossing of St. Helen's Gate, and is some 150m+ in advance of it. Removal of this hump would not, therefore, have any discernible effect upon the crossing, and the drawing has already been amended to remove the hump.

Objection 2 – Proposed PUFFIN Crossing, Fenay Lane

A total of seven objections were received including all three Ward Councillors, stating that parking is very limited in Almondbury Centre, particularly in the area around the proposed PUFFIN crossing. Existing parking along the southern verge of Fenay Lane could not be accommodated with the PUFFIN in-situ, and parking on-street close to the PUFFIN would also be prevented by zigzag markings. The objectors state that reducing parking here would significantly inconvenience residents living close to the PUFFIN location and their visitors, also commuters / visitors to business on Fenay Lane, and other visitors to the area. It is known that some residents of Fenay Lane living close to the crossing are mobility-impaired and rely heavily upon visitors.

Response:

Whilst the Objectors concerns are understood, unfortunately it would not be possible to accommodate parking and provide a safe PUFFIN crossing in this location, as the two needs are in direct conflict with each other. Regarding mobility-impaired residents living close the crossing, it should be noted that originally the crossing was located further east, with the zigzag markings extending past the gates of numbers 1 to 5 Fenay Lane. However, the current layout accommodates on-street parking up to the steps, and one of the considerations in relocating it was the reduced impact on parking for these residents. There are no restrictions to parking along Fenay Lane east of the crossing's zigzags.

Objection 3 – Proposed Waiting and Loading Restrictions, Fenay Lane and St. Helen’s Gate (Kirklees Council Traffic Regulation [No. 18] Order 2021)

Three objections were received to the proposed waiting/loading restrictions around the St. Helen’s Gate / Fenay Lane junction mouth, and waiting restrictions further east along St. Helen’s Gate. Again, it was stated that parking is very limited in this area, and that its removal would significantly inconvenience residents living nearby.

Response:

Whilst the Objectors concerns are understood, unfortunately it would not be possible to accommodate parking close to the Fenay Lane / St. Helen’s Gate junction, or the crossing / priority give-way pinch-point near the steps on St. Helen’s Gate. Parked vehicles in these locations would block the pedestrian crossings, cause congestion at the junction and the pinch-point, and block visibility splays leading to serious road safety concerns. There are no restrictions to parking along St. Helen’s Gate east of those associated with the pinch-point.

Objection 4 – Proposed PUFFIN Crossing, Fenay Lane

Four objections were received to the PUFFIN crossing on the basis that its introduction would cause congestion and inconvenience, possibly impinging upon traffic movements at the busy Fenay Lane/Northgate/Westgate junction.

Response:

The crossing would be located some 60m away from the main junction. Traffic flows along Fenay Lane are relatively light, and the ‘green man’ time for the crossing would not be excessive, as the road is relatively narrow. Congestion is, therefore, highly unlikely to occur. The crossing is primarily aimed at school pupils on journeys to and from school, so the only time that it is likely to strike repeatedly is during two short time periods on school days only. If problems did arise at these times, they could be investigated, and appropriate action taken to mitigate for them.

Objection 5 – Proposed PUFFIN Crossing, Fenay Lane

Three objections were received to the PUFFIN crossing, on the basis that it would be dangerous being located too close to the bend, where speeds are high, and visibility is poor, for eastbound drivers.

Response:

The designer has fully considered surveyed speeds and visibility as explained in detail under paragraphs 2.1 to 2.3 above, and there are no safety concerns.

Objection 6 – Proposed PUFFIN Crossing, Fenay Lane

Two objections were received stating that the PUFFIN crossing would be dangerous for pedestrians, as it could only be accessed by negotiating the steps between Fenay Lane and St. Helen’s Gate. These steps are considered dangerous by the objectors because they are

too steep, too narrow, and end near a bend in the road where the footway area would not be large enough to accommodate pedestrians.

Response:

Substantial improvements to the steps were considered but are not viable (para 2.17). However, high friction surfacing will be applied to them, to prevent slipping. The proposed new footway area at the bottom of the steps would be large enough to accommodate multiple pedestrians and represents a significant improvement over the existing situation. Visibility splays are adequate for speeds (para 2.14, 2.15). Pedestrians exiting the bottom of the steps would be prevented from walking straight out into traffic by a section of guardrail (Plan HS-Fenay-P01-01).

Objection 7 – Proposed PUFFIN Crossing, Fenay Lane

One objection was received on the basis that the relocation of the westbound bus-stop caused by the PUFFIN crossing would be dangerous. Currently the stop is located at the top of the steps on Fenay Lane, however, under the original proposals it was proposed to move the stop eastwards beyond property number 13, because the zigzag markings associated with the PUFFIN would prevent buses from stopping. The objection states that the narrow southern footway between the steps and proposed bus stop location would be difficult and dangerous to negotiate, particularly for mobility impaired passengers.

Response:

The current version of the scheme no longer necessitates relocating the bus stop, as the PUFFIN crossing and its zigzag markings have been relocated westwards. The bus-stop will now be retained in its current position, with buses stopping immediately prior to the start of the zigzag markings.

Objection 8 – Proposed PUFFIN Crossing and Traffic Calming Measures, Proposed Waiting and Loading Restrictions and Prohibited Left-turn, Fenay Lane and St. Helen's Gate (Kirklees Traffic Regulation [No. 18] Order 2021)

A general objection was received from one of the Ward Members and a resident, that inconveniences caused by the scheme would disproportionately affect the residents of Almondbury. The basis was that residents would be continuously affected, despite the measures only being proposed to target pupils on school journeys, for limited time periods, on limited days of the week.

Response:

The objector's viewpoint is understood; however, the situation is unavoidable. Regardless, the PUFFIN crossing could be used by anyone at any time, and therefore provides wider benefits for the community. Similarly, the 20mph speed limits and traffic calming measures will permanently reduce speeds, continuously giving road safety benefits for all road users.

Objection 9 – Proposed Prohibited Left-turn, Fenay Lane to St. Helen's Gate (Kirklees Traffic Regulation [No. 18] Order 2021)

An objection was received from a resident of Dark Lane. The resident states that banning left turns from Fenay Lane into St. Helen's Gate would significantly increase traffic flows along Dark Lane and Birks Lane, both during and outside of school changeover times, and that these roads are too narrow and dangerous to accommodate traffic, therefore drivers and

pedestrians (including pupils walking to and from St. James School) would be placed at risk. The objector specifically refers to difficulties he would experience accessing his own driveway, with increased traffic in-situ. It was also stated that the left turn ban would lead to much higher volumes of traffic turning right from Birks Lane into Dark Lane.

Response:

Flows may increase along Dark Lane and Birks Lane; however, not significantly. Eastbound flows along the upper section of St. Helen's Gate are low at approximately 700 vehicles per day, and only a proportion of these that currently turn left in from Fenay Lane, would be displaced to Dark Lane. The left-in manoeuvre is restricted and difficult to execute, and only likely to be made by those who have no viable alternative. There is no logical basis for the suggestion that banning the left turn into Fenay Lane would increase traffic turning right out of Birks Lane. However, the Objector's concerns are noted. Highway Safety will carry out traffic surveys at strategic locations around the road network affected by the proposed scheme, both before and after scheme construction, if approved. If these surveys identified problems associated with increased traffic flows, mitigation would be considered at that time.

Objection 10 – Proposed Prohibition of Waiting, Fenay Lane, St. Helen's Gate and Northgate (Kirklees Traffic Regulation [No. 18] Order 2021)

Two objections were received on the basis that the advertised schedule incorrectly stated "Northgate", rather than "Fenay Lane". This related to Prohibition of Waiting, Schedule Item 2 – "...*prohibit waiting and loading at any time on Northgate on its south-west side from...*"

Response:

The extents of where Fenay Lane and Northgate start, and finish, have been checked with our Registry Team and are correct as per the wording in the advertised TRO. Northgate extends down to and past the junction of St Helen's Gate, where Fenay Lane then immediately starts on the eastern side of the junction.

3. Implications for the Council

- 3.1 **Working with people** - The PUFFIN crossing, 20mph speed limits, traffic calming, and other, related measures, are considered necessary to improve walking routes for pupils travelling between King James School and the centre of Almondbury. This is required to meet planning conditions placed upon the school to mitigate for increased numbers of pupils anticipated from January 2022.
- 3.2 **Working with Partners** – Highway Safety are already working with King James School and the Education Department on the impact of home to school travel with the aim of reducing the reliance on travel by car, targeting related traffic congestion problems in the vicinity of the school which could increase due to increased pupil numbers. The pedestrian improvements being proposed under this scheme would support this work, furthermore, it would be inappropriate for The Council to encourage pupils to walk along routes which are known to be unsafe.
- 3.3 **Place based Working** - The Traffic Regulation Orders are intended to prevent parking close to proposed crossing points, and to minimise congestion at an already restricted junction, including banning a difficult left-turn movement. Implementation of the orders would improve road safety, and they are considered essential to the safe operation of the network with the proposed scheme in-situ.

- 3.4 **Climate Change and Air Quality** - The scheme would safely facilitate walking trips to the school encouraging increased sustainable travel, which would in turn, help improve Air Quality and reduce Climate Change. This would be particularly beneficial in and around school access points and road routes to them, where currently congestion occurs due to large numbers of parents taking children by car.
- 3.5 **Improving outcomes for children** - The measures would provide safe crossings and links to them, reducing the future likelihood of children being injured in road traffic collisions when crossing the roads on journeys to and from school. The proposals could also increase the numbers of pupils walking to and from the school, yielding health benefits for children.
- 3.6 **Other implications** (HR/Legal/Financial etc) - The costs to the Council of the scheme are currently estimated to be £80,000, pending completion of detailed design work and a commercial cost estimate. A contribution of £50,000 has been allocated in the Education Department's Capital Budget. The remaining £30,000 would be covered by The Safer Roads (Community Traffic Schemes) Capital Budget. Irrecoverable costs have already been incurred by Highway Safety for staff time, and TRO processing.

4. Consultees and their opinions

Statutory consultees were consulted, and no concerns were raised.

All affected residents were consulted and engaged with over a period of months by Highway Safety, during which time the original scheme was revised numerous times to try and alleviate concerns raised prior to advertisement.

All three Almondbury Ward Councillors have objected to the proposals.

5. Next steps and timelines

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period and reach a decision on whether the PUFFIN crossing, associated Traffic Regulation Orders and Traffic Calming measures are to be implemented as advertised. The proposed 20mph speed limits received no objections and should be implemented forthwith.

If Cabinet Committee Local Issues chooses to overrule the objections the scheme will be implemented on site as per the plans provided, with works planned to commence in November 2021.

If Cabinet Committee Local Issues choose to uphold the objections the PUFFIN crossing, associated Traffic Regulation Orders and Traffic Calming measures will not be implemented, the planning conditions associated with the expansion of King James School would not be met, and the proposed benefits for school pupils (and the wider community of Almondbury pedestrians) would not be realised.

6. Officer recommendations and reasons

The proposed scheme aims to help to improve the safety and health of all road users by encouraging walking, and in particular school pupils. The Officer recommends the objections are overruled based on the provided responses, to enable the PUFFIN Crossing, traffic calming measures and associated Traffic Regulation Orders to be

implemented as advertised alongside the 20mph speed limits, allowing the expected benefits to be realised.

7. Cabinet portfolio holder's recommendations

TBD

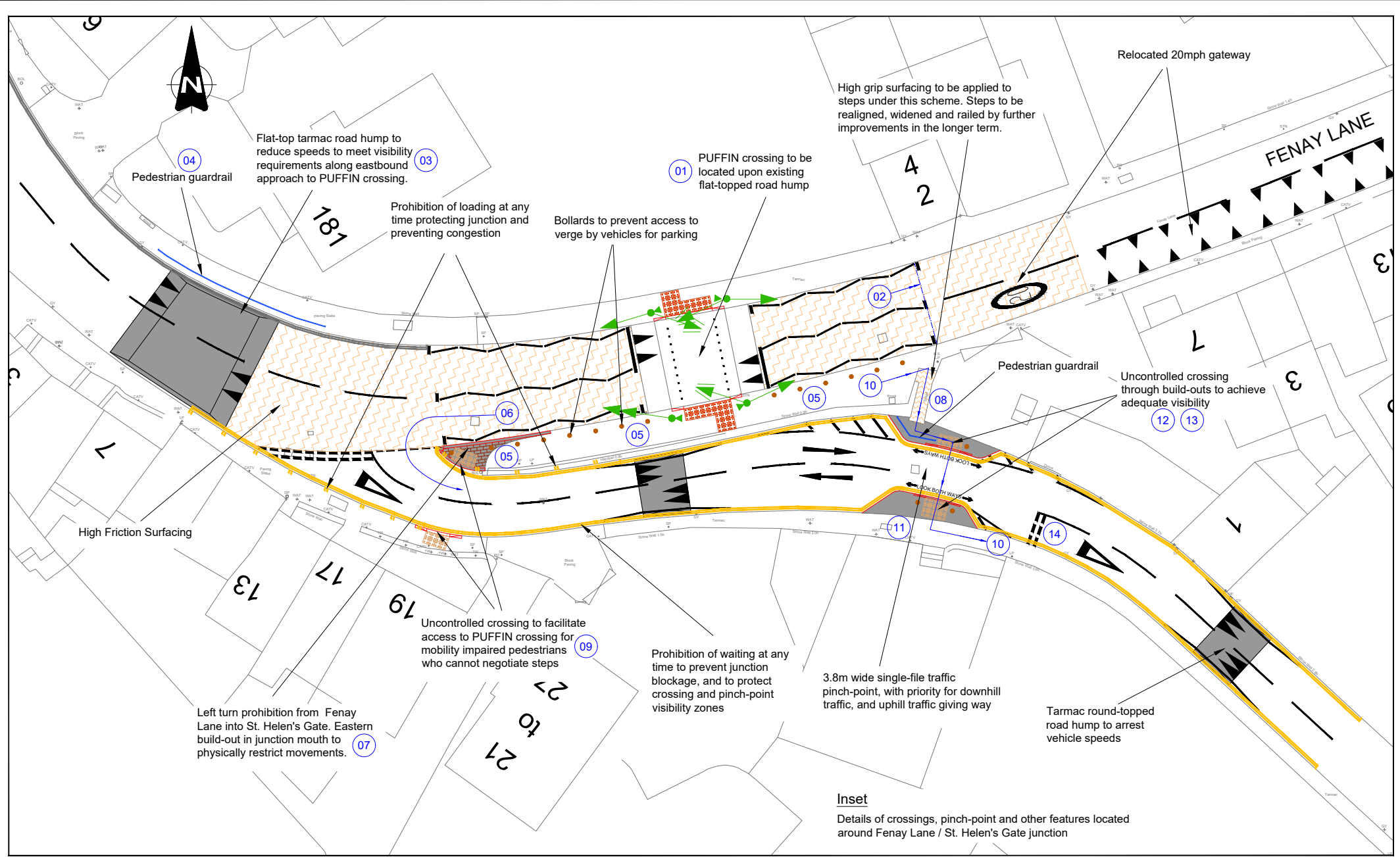
8. Contact officer

Dean Barker
Principal Engineer – Highway Safety
Phone: 221000 Ext. 78606
Mob: 07773334496
dean.barker@kirklees.gov.uk

9. Service Director responsible

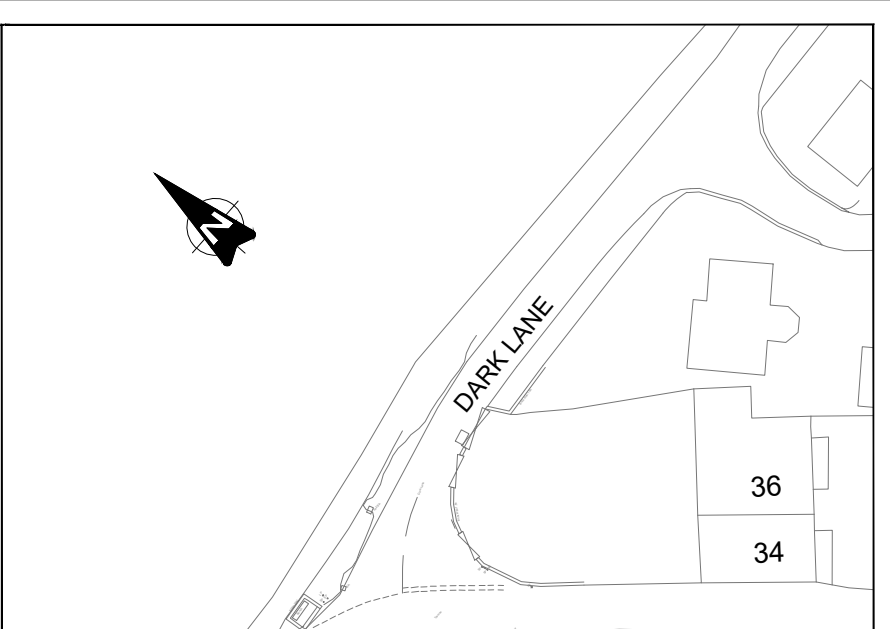
Sue Parker
Service Director – Environment
(01484) 221000
sue.parker@kirklees.gov.uk

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High grip surfacing to be applied to steps under this scheme. Steps to be realigned, widened and railed by further improvements in the longer term.

Inset
Details of crossings, pinch-point and other features located around Fenay Lane / St. Helen's Gate junction



IMPORTANT NOTE
To be read in conjunction with HS-Fenay-P02 (Proposed 20mph speed limit)

REF.	DATE	REVISIONS
C	07/21	Various inc removal of one-ways and relocation of crossings
B	06/21	Left-turn ban from Fenay Lane to St Helens gate removed
A	05/21	Fenay Lane / St Helens gate junction layout revised



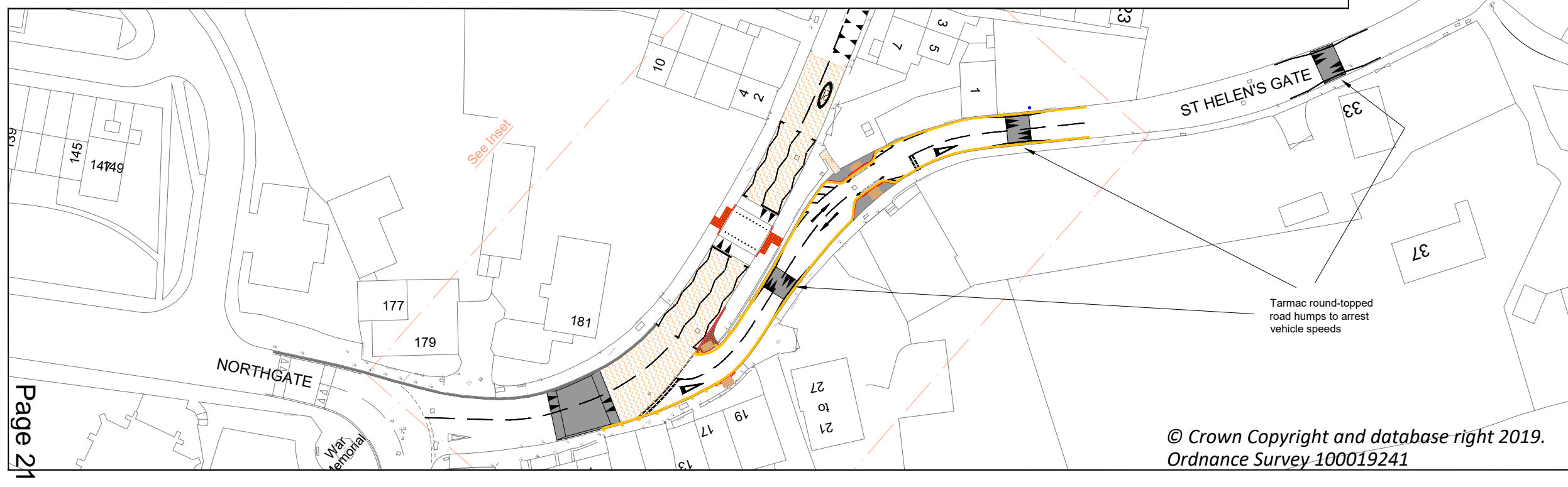
Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

SECTION	Highway Safety	
DRAWN	D Barker	CHECKED PW
SCALE	PROJECT NO.	DATE
N.T.S.	T.B.C.	Sep 2021

PROJECT
Fenay Lane & St. Helen's Gate
Almondbury

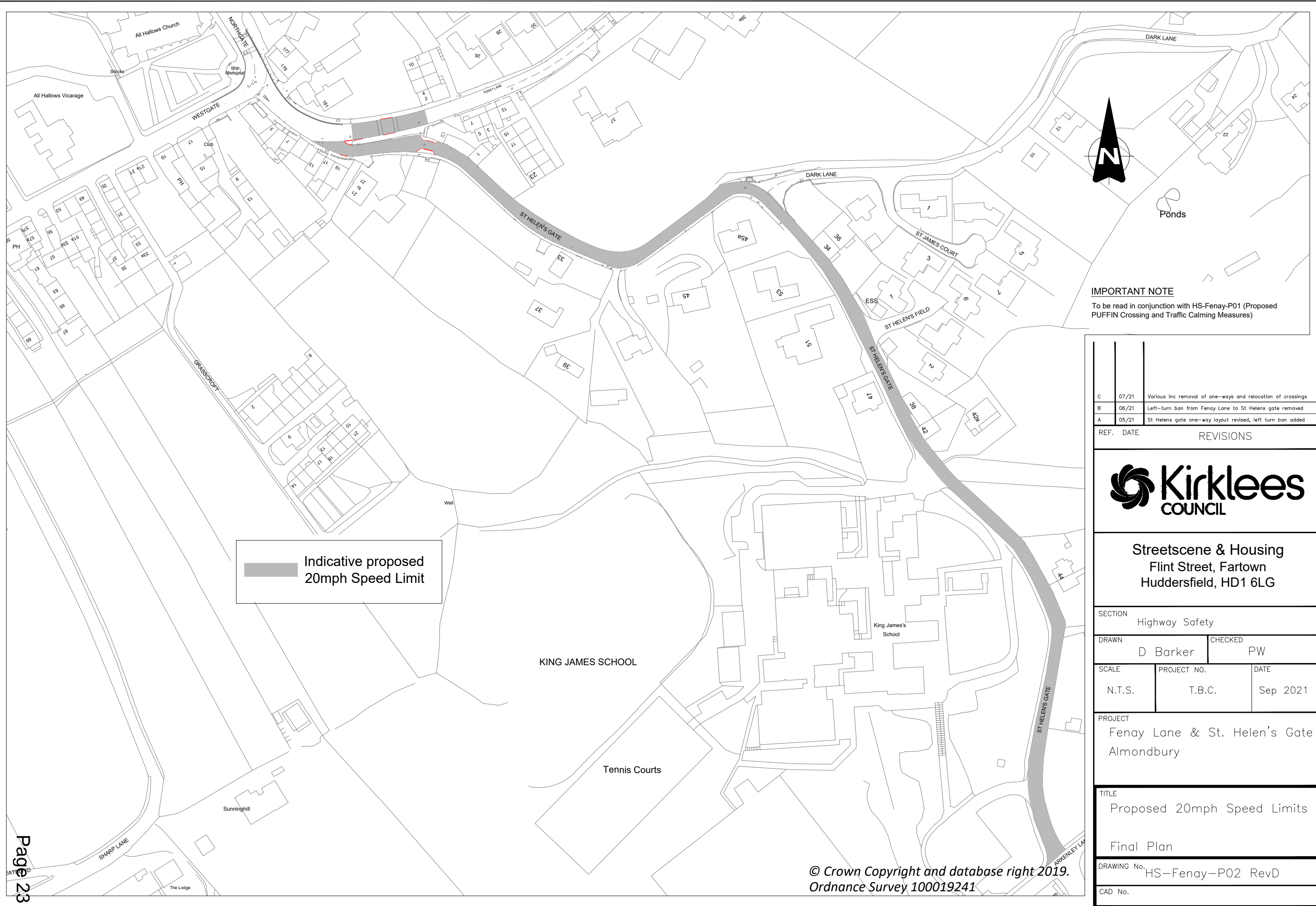
TITLE
Proposed PUFFIN Crossing and
Traffic Calming Measures
Final Proposals

DRAWING No. HS-Fenay-P01 RevD
CAD No.



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Indicative proposed
20mph Speed Limit



IMPORTANT NOTE
To be read in conjunction with HS-Fenay-P01 (Proposed PUFFIN Crossing and Traffic Calming Measures)

REF.	DATE	REVISIONS
C	07/21	Various inc removal of one-ways and relocation of crossings
B	06/21	Left-turn ban from Fenay Lane to St Helens gate removed
A	05/21	St Helens gate one-way layout revised, left turn ban added



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Huddersfield, HD1 6LG

SECTION Highway Safety		
DRAWN D Barker	CHECKED PW	
SCALE N.T.S.	PROJECT NO. T.B.C.	DATE Sep 2021

PROJECT
Fenay Lane & St. Helen's Gate
Almondbury

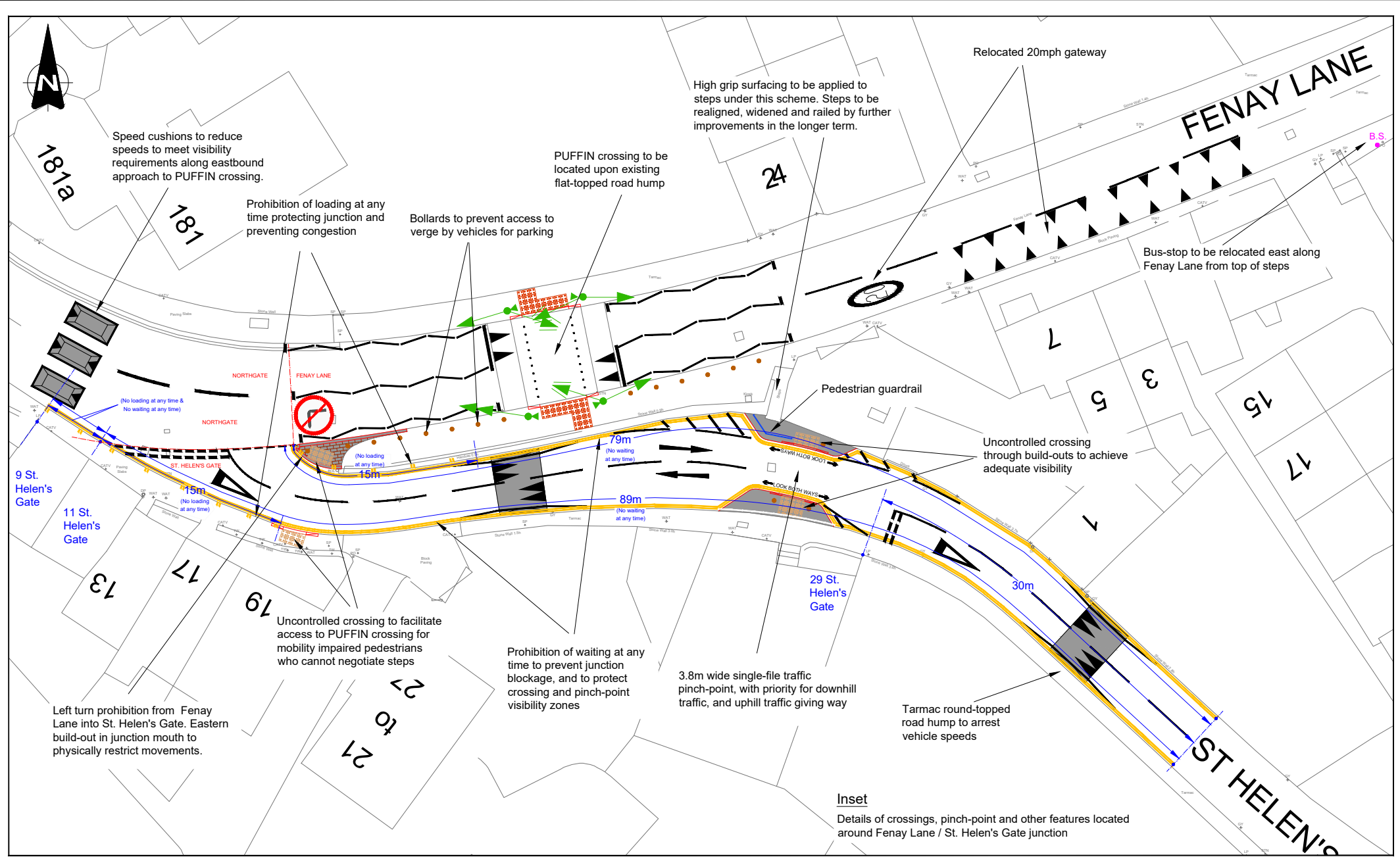
TITLE
Proposed 20mph Speed Limits

Final Plan

DRAWING No. HS-Fenay-P02 RevD
CAD No.

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Inset
 Details of crossings, pinch-point and other features located around Fenay Lane / St. Helen's Gate junction

IMPORTANT NOTE
 To be read in conjunction with HS-Fenay-P02 RevC (Proposed 20mph speed limit)

REF.	DATE	REVISIONS
C	07/21	Various inc removal of one-ways and relocation of crossings
B	06/21	Left-turn ban from Fenay Lane to St Helen's gate removed
A	05/21	Fenay Lane / St Helen's gate junction layout revised

Kirklees COUNCIL

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

SECTION Highway Safety

DRAWN D Barker CHECKED PW

SCALE N.T.S. PROJECT NO. T.B.C. DATE May 2021

PROJECT Fenay Lane & St. Helen's Gate Almondbury

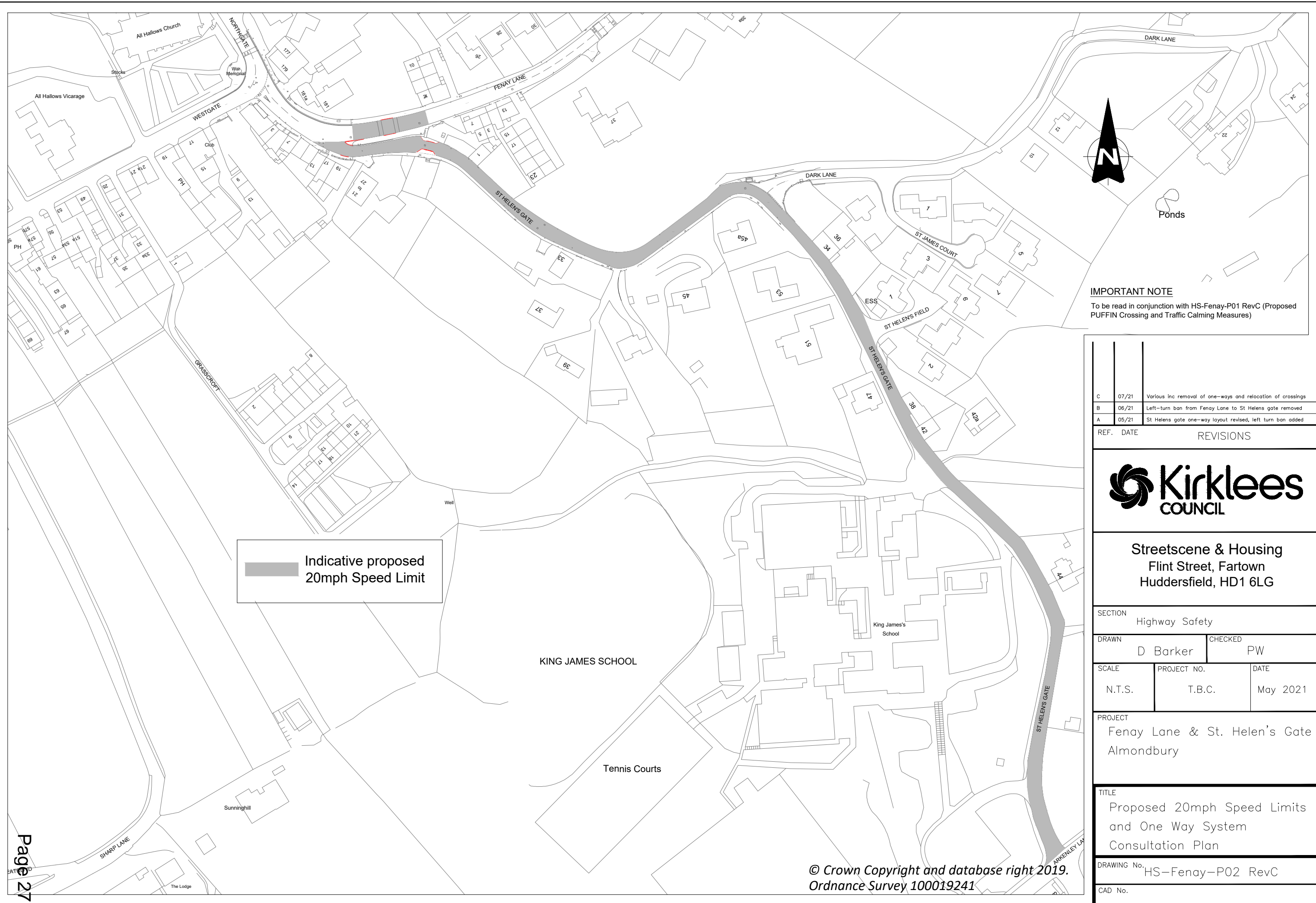
TITLE Proposed PUFFIN Crossing and Traffic Calming Measures Consultation Plan

DRAWING No. HS-Fenay-P01 RevC.1

CAD No.

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IMPORTANT NOTE
 To be read in conjunction with HS-Fenay-P01 RevC (Proposed PUFFIN Crossing and Traffic Calming Measures)

REF.	DATE	REVISIONS
C	07/21	Various inc removal of one-ways and relocation of crossings
B	06/21	Left-turn ban from Fenay Lane to St Helen's gate removed
A	05/21	St Helen's gate one-way layout revised, left turn ban added



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SECTION Highway Safety

DRAWN D Barker CHECKED PW

SCALE N.T.S. PROJECT NO. T.B.C. DATE May 2021

PROJECT Fenay Lane & St. Helen's Gate Almondbury

TITLE Proposed 20mph Speed Limits and One Way System Consultation Plan

DRAWING No. HS-Fenay-P02 RevC

CAD No.

Indicative proposed
 20mph Speed Limit

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Appendix D – Planning

Planning conditions are typically used to enable development to proceed where it would otherwise have been necessary to refuse planning permission by mitigating a development's adverse effects. Planning officers and Highways Development Management recommended the conditions in question be imposed in the interest of highway safety and effectiveness, to comply with the requirements of Policy LP21 (Highways and access) within the Kirklees Local Plan. The conditions in question are as follows:

5. Prior to development commencing, details of a scheme to introduce a 20mph zone along St Helen's Gate, between the Fenay Lane and Arkenley Lane junctions, with timescales for implementation, shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the approved scheme shall be implemented and retained in accordance with the approved timescales.

Reason: *In order that the development should not prejudice highway safety or efficiency, in accordance with Policy LP21 of the Kirklees Local Plan.*

6. Prior to development commencing, details of a scheme to introduce pedestrian crossing facilities adjacent to the junction between Fenay Lane and St Helen's Gate, with timescales for implementation, shall be submitted to, and approved in writing by, the Local Planning Authority. Unless otherwise agreed in writing the pedestrian crossing facilities shall be implemented and retained in accordance with the approved timescales.

Reason: *In order that the development should not prejudice highway safety or efficiency, in accordance with Policy LP21 of the Kirklees Local Plan.*

Initially officers recommended a single condition for the provision of a crossing on Fenay Lane to St Helen's Gate to the Strategic Planning Committee. The submitted Transport Assessment demonstrated that, due the change in King James' Priority Admission Area (PAA) following the closure of Almondbury Community School, a higher number of students would be walking to the site from Almondury centre, via the Fenay Lane / St Helen's Gate junctions. Highways Development Management, representations, and ward members raised concerns over increased pedestrian movement at this junction and along St Helen's Gate. The following assessment was made at that time, within the Committee Report:

Currently there is no crossing assistance on Fenay Lane, with limited pedestrian sightlines. This crossing, which leads to stairs onto St Helen's Gate, is anticipated to be the primary walking route to King James's School for new students. The applicant has agreed to contribute towards crossing enhancements, to be delivered by K.C. Highways. This is to take the form of a puffin crossing (or similar). Depending on the feasibility and detailed design work, due to constraints on the road, consideration would be given to whether crossing enhancements may be provided on St Helen's Gate. These works, which are to be secured via condition, would support the attractiveness of walking, and support sustainable travel.

At the Strategic Planning Committee held on the 17th of November 2020 members resolved the defer the application to allow further assessment and negotiations on highway issues to take place, following concerns being raised. This included seeking further information on the highway improvements proposed.

The application was returned to the planning committee on the 16th of December 2020. To address members' concerns, amongst other information, an additional condition had been agreed between the applicant and Local Planning Authority to further mitigate concerns over the impact upon the local highway network. This was the changing of St Helen's Gate to a 20mph road (between Fenay lane to Arkenley Lane). The following assessment was included within the second committee report:

Currently there is no crossing assistance on Fenay Lane to St Helen's Gate, with there being limited pedestrian sightlines at the identified main crossing point. This crossing, which leads to stairs onto St Helen's Gate, is anticipated to be the primary walking route to King James's School for new students. An increased use of this crossing was a concern raised by local ward members. The applicant is to contribute towards crossing enhancements, to be delivered by K.C. Highways. This is to take the form of a puffin crossing on Fenay Lane, leading to existing stairs onto St Helen's Gate. Currently the stairs lead onto St Helen's Gate carriageway. A footway is to be constructed at the foot of the stairs, to allow a safe place at the foot of the stairs. Furthermore, a crossing plateau will be formed between the new footway and to St Helen's Gate's existing footway. Post the committee held on the 17th of November, further discussions between the applicant, planners and K.C. Highways have taken place. The applicant has reviewed traffic speed data and is now proposing to convert St Helen's Gate, between the Fenay Lane junction and Arkenley Lane crossing, to a 20mph zone. This would help to keep vehicle speeds along St Helen's Gate low and improve the safety of the environment for pupils who walk. The provision of the crossing and 20mph zone are to be secured via condition.

The above assessment was concluded by:

However, it should be noted that each will be subject to separate Traffic Regulation Order applications, which are subject to public consultation and assessment.

Members of the committee resolved to support the application subject to the recommended conditions being imposed. Notwithstanding the issues raised during the Traffic Regulation Order applications, planning officers maintain that the conditions are reasonable and necessary to ensure the safe and efficient operation of the highway.

The conditions each consisted of two parts; the submission of the respective improvement works for consideration by the Local Planning Authority, and a time limit for the implementation of the works. The applicant applied to discharge the conditions in February 2021. The Discharge of Condition decision notice may be found in appendix D1. The schemes were considered by the Local Planning Authority and, as they would achieve purpose of the conditions, found to be acceptable for planning purposes. The approved schemes may be found in appendix D2. Each improvement work was given an approximate delivery time of between November – December 2021, which was likewise deemed to be acceptable. However, planning officers acknowledged at the time that proposed improvements remained subject to Traffic Regulation Order (TRO) assessment process, with the following being stated in the Discharge of Condition letter:

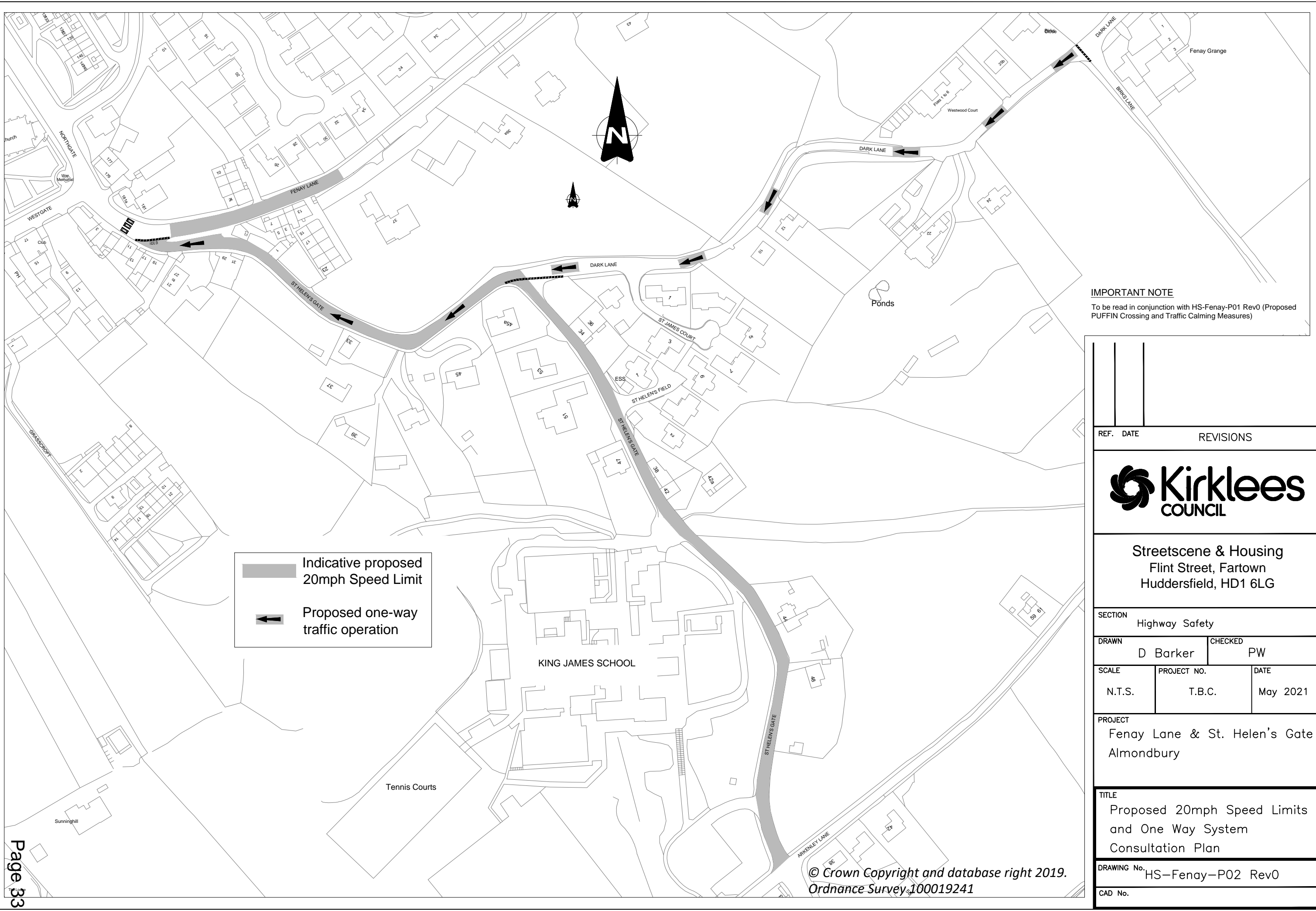
It is noted that both schemes are still subject to Traffic Regulation Order (TRO) assessment and are subject to change. Should material changes take place to either of the hereby approved



plans, or the timescales for implementation be affected, a subsequent discharge of condition may be required. Please contact Nicholas Hirst (nick.hirst@kirklees.gov.uk) to discuss.

In the event that the conditioned works cannot take place, a s73 Planning Application would need to be submitted. A s73 application allows a developer to either remove or vary the conditions imposed on an earlier planning application. Planning officers would be limited to assessing the impact of the sought variation / removal. Given the historic context of the proposal and these conditions, officers would seek a strategic planning committee determination on the application.

In accordance with the Town and Country Planning (Consultation) (England) Direction 2009: circular 02/2009, the original application required consultation with the Secretary of State following committee's ultimate decision to support the application. This is because the Local Planning Authority sought to approve a building of over 1,000sqm floor space in the Green Belt, in which case the Secretary of State may decide to 'call in' the application for determination. The Secretary of State confirmed they did not wish do so. Nonetheless, any subsequent S73 application would have a similar requirement, following committee's resolution.

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 Indicative proposed 20mph Speed Limit
 Proposed one-way traffic operation

IMPORTANT NOTE
 To be read in conjunction with HS-Fenay-P01 Rev0 (Proposed PUFFIN Crossing and Traffic Calming Measures)

REF.	DATE	REVISIONS



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

SECTION Highway Safety

DRAWN D Barker CHECKED PW

SCALE N.T.S. PROJECT NO. T.B.C. DATE May 2021

PROJECT Fenay Lane & St. Helen's Gate Almondbury

TITLE Proposed 20mph Speed Limits and One Way System Consultation Plan

DRAWING No. HS-Fenay-P02 Rev0

CAD No.

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Name of meeting: Cabinet Committee - Local Issues

Date: 08 October 2021

Title of report: Proposed PUFFIN Crossing & Traffic Calming Measures, Fenay Lane and St. Helen's Gate, Almondbury

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

Purpose of report: To consider objections received the above TROs and proposals

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 <u>Strategic Director</u> & name	Colin Parr – 23/09/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 23/09/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 24/09/2021
Cabinet member portfolio	Cllr Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 To meet planning conditions arising from an application to expand King James School and increase pupil numbers – following subsequent crossing assessments and requests from Ward Councillors – Highway Safety propose 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, and associated engineering works. The planning condition states that “all reasonable measures” must be taken to ensure that the PUFFIN crossing and 20mph limit are operational prior to the school reopening with increased pupil numbers, for the January 2022 term. It is clear that the planning balance in approving the development, reflected in the condition, involved the imposition of traffic calming measures for the benefit of the future occupiers/pupils of the development in terms of highway safety.
- 1.1 The overarching aim of this scheme is to provide a direct, safe route for pupils walking between the centre of Almondbury and King James School, to try and encourage pupils to walk. Roads around the school suffer from significant congestion and related problems during periods when parents drop off and pick up their children (many historical complaints have been received by the Council). Increases in pupil numbers would exacerbate these problems, and the only viable way to mitigate the problem is for more pupils to walk to school. The proposed scheme layout is shown on the plans included as **Appendix A** with this report – HS-Fenay-P01-01 & 02 Revision D – and these should be referred to for context. The blue circled numbers shown on Appendix A1 cross reference to text in Section 2 this report (“Plan Ref. XY” where included), to aid the reader in locating the features being described.
- 1.2 Orders associated with the scheme for waiting restrictions, loading restrictions and a prohibited left turn (Kirklees Council Traffic Regulation [No. 18] Order 2021) were advertised between 03rd August 2021 and 27th August 2021, and for the proposed 20mph speed limits (Kirklees Council Speed Limit [No. 108] Order 2021) and notice of providing the PUFFIN crossing facility and associated Traffic Calming Measures, between 29th July 2021 and 18th August 2021. The orders as advertised are included as **Appendix B**. During advertisement correspondence was received from 11 Objectors covering 10 individual objections to the scheme (Redacted copies at **Appendix C**), with most respondents submitting multiple objections (total count 26).
- 1.3 The Planning Team have also provided history to the current position, and views on the wider implications of not meeting the planning conditions, and a report has been provided which is included as **Appendix D**, for information.

2. Information Required to Take a Decision

Background to Measures Directly Associated with PUFFIN Crossing

- 2.1 During scheme development, measures were identified to accommodate a safe PUFFIN crossing facility on Fenay Lane. The intention was always to locate the crossing as close as possible to existing pupil desire lines, as observed during site visits, through the road hump east of the St. Helen’s Gate junction (Plan Ref. 01). However, when originally proposed, the PUFFIN was located 20m east of the hump, to maximise eastbound visibility splays. Visibility in this direction would be restricted by the bend prior to the crossing, the wall and embankment along the rear of the footway,

and overhanging vegetation, and it was feared, if the PUFFIN was located on the hump, that visibility may be inadequate and the crossing unsafe.

- 2.2 However, Ordnance Survey base plans used for the original design are not detailed enough to accurately assess visibility splays with any degree of confidence, therefore a topographical survey was commissioned, along with vehicle speed surveys. When the design was reassessed using this information, based upon measured speeds it was found that eastbound visibility requirements could, in fact, be met with the PUFFIN located on the existing road hump, if a small reduction in eastbound speeds could confidently be predicted (85th percentile speeds reduced from 26mph as surveyed, to 22.6mph target – a 3.4mph reduction).
- 2.3 To achieve a reduction in speeds of at least 3.4mph, an extension to the existing 20mph speed limit on Fenay Lane was proposed (Plan Ref. 02) to encompass the PUFFIN. Additionally, a new traffic calming feature was proposed to the west of the PUFFIN. This was originally a set of three speed cushions (scheme advertised on this basis), however, an independent Stage 2 Road Safety Audit considered after advertisement included a problem with the cushions, that could lead to collisions and injuries. The concern was that westbound vehicles parked on Fenay Lane close to the cushions, would force other westbound vehicles to pass over the central speed cushion when overtaking, rather than the nearside one. In doing this, they would straddle the centre line of Fenay Lane, conflicting with oncoming eastbound traffic. For this reason, the cushions have now been replaced with a flat-topped road hump (Plan Ref. 03). The hump would have chamfered edges (i.e., would not run kerb-to-kerb), and a section of pedestrian guardrail would be installed in the northern footway alongside it (Plan Ref. 04) to discourage pedestrians from using it to cross Fenay Lane, away from the new PUFFIN.
- 2.4 Although this represents a departure from the advertised layout as the road hump would be longer than the speed cushions, fundamentally it has not changed the scheme, therefore readvertisement is not envisaged (and is not legally required). The scheme was advertised with a new traffic calming feature in the same location for the same reasons, and no reservations about this feature were received. There would be no new implications for access, or for on-street parking. There is also now inadequate time to readvertise the proposals whilst meeting the delivery programme for the scheme (if approved) within the planning condition timescales. Cabinet is requested to approve this minor revision, in the interests of road safety and delivery (if approved).
- 2.5 With the PUFFIN crossing located upon the existing road hump, it would no longer be possible to allow vehicles to park along the paved verge along the southern side of Fenay Lane, east of the St. Helen's Gate junction (Plan Ref. 05). Parked vehicles would block drivers' views to pedestrians waiting to cross, and to traffic signals apparatus. Additionally, when manoeuvring into spaces close to the crossing, vehicles would place pedestrians at risk. Bollards have been proposed along the edge of carriageway to physically prevent parking. It is also the case that parking along this verge is inherently dangerous, regardless of this scheme. Highway Authorities should not accommodate parking that blocks junction visibility splays. Drivers emerging from St. Helen's Gate cannot see traffic approaching from the right along Fenay Lane when vehicles are parked in this verge. The fact that the junction angle is very acute, and the minor road approach is uphill, exacerbates the problem.
- 2.6 The proposed PUFFIN crossing would be located only 12m from the St. Helen's Gate junction and this resulted in further road safety concerns. Drivers turning left into St. Helen's Gate from Fenay Lane, must negotiate an extremely acute angle when

entering the junction mouth and turn through a total angle of 180° (Plan Ref. 06). St. Helen's Gate is less than 5m wide at the junction but accommodates two-way traffic. The eastern junction radius is only 2m. Due to these geometric restrictions and level differences, there is almost no inter-visibility between westbound drivers approaching the junction along Fenay Lane, and westbound drivers approaching along St. Helen's Gate. The geometric restrictions make it impossible for vehicles to turn left into St. Helen's Gate without overrunning the opposing traffic lane in the St. Helen's Gate junction mouth, and/or swinging out into the opposing traffic lane on Fenay Lane before turning left, and the visibility restrictions make it extremely difficult to react to oncoming vehicles in the junction mouth, before confronting them. This causes congestion. With the PUFFIN crossing in-situ, if a vehicle stopped on Fenay Lane unable to complete the left turn causing following traffic to be held up, the crossing could quickly become blocked. This would be inherently dangerous for pedestrians using it. For this reason, a proposal to ban the left turn into St. Helen's Gate from Fenay Lane was added to the scheme, and a build-out was added to the eastern side of the junction mouth to make the movement difficult to execute (Plan Ref. 07).

- 2.7 The removal of verge parking and addition of the footway build-out also facilitated further improvement to the layout. It had been pointed out during consultation by residents, that the steps linking the proposed PUFFIN to St. Helen's Gate were narrow and steep, slippery during winter, and therefore too dangerous for all but fully able pedestrians to use (Plan Ref. 08). As the steps would have been the only way to access the southern side of the PUFFIN under previous scheme versions, this represented discrimination against mobility-impaired pedestrians, and non-compliance with the Equality Act 2010. Whilst improvements to the steps were being investigated at the time (but see Paragraph 2.17 below), it was not considered viable to replace the steps with ramps, therefore wheelchair users (for example) would still not be able to access the PUFFIN crossing.
- 2.8 However, the proposed build-out on the eastern side of the St. Helen's Gate junction mouth would allow an uncontrolled crossing to be provided, facilitating north-south movements across St. Helen's Gate at-grade (Plan Ref. 09). Although this crossing would be close to the junction mouth and the retaining wall, visibility would be adequate. Banning the left-turn into St. Helen's Gate would remove by far the most dangerous traffic stream for crossing pedestrians. Visibility along St. Helen's Gate across the wall has been assessed and, with the proposed traffic calming features in-situ, would be adequate for predicted speeds this close to the junction mouth and traffic calming features.
- 2.9 Furthermore, the removal of parking from the verge would provide an unobstructed pedestrian route along it, linking the junction mouth crossing to the proposed PUFFIN crossing. Pedestrians would then be able to travel between the southern side of St. Helen's Gate and the PUFFIN, without negotiating the steps. This route would also be far more direct than the steps for pedestrians travelling between western Almondbury (e.g., via Westgate) and eastern Almondbury (e.g., Almondbury Close / Jessop Avenue etc.) who needed to cross Fenay Lane, providing wider benefits.
- 2.10 Prohibition of waiting and loading was also considered necessary to protect the St. Helen's Gate / Fenay Lane junction mouth, ensuring free movement of traffic through this restricted junction.

Background to Measures Associated with Improving Routes Accessing PUFFIN

- 2.11 Pedestrian routes between the proposed PUFFIN and school site were assessed, with Highway Safety officers observing pupil movements a number of times. On journeys towards the school, the most popular route involved pupils crossing from the northern side of Fenay Lane east of the St. Helen's Gate junction (i.e., through the existing road hump where the PUFFIN is being proposed), before walking down the steps to the northern side of St. Helen's Gate, crossing to the southern footway from the foot of the steps, before continuing along the southern / southwestern footway to King James School (Plan Ref. 10).
- 2.12 On journeys away from the school, however, this route is less well used. Many pupils continue walking west along the southern footway of St. Helen's Gate past the steps towards the Fenay Lane / Westgate / Northgate junction, and cross Fenay Lane and/or Westgate and/or Northgate at various locations. It is considered that this behaviour is a direct result of the poor layout of the crossing of St. Helen's Gate at the foot of the steps, when travelling away from the school crossing northwards.
- 2.13 There is no footway on the northern side of St. Helen's Gate where the steps meet the road, and the road is on a sharp bend. When crossing southwards away from the bottom of the steps, pedestrians feel safe standing between the walls and have very good views of traffic approaching from both directions, being close to the outside apex of the bend. However, when crossing northwards towards the steps, views of approaching traffic are extremely poor due to being on the inside apex of the bend (Plan Ref. 11). The footway is narrow, and pedestrians cannot stand far enough forwards away from the building line to see past it, and to be seen by approaching drivers. Furthermore, there is no footway on the northern side to shelter in prior to accessing the steps, therefore unless the steps are clear, crossing the road is unsafe and unattractive. For these reasons, improvements to the uncontrolled crossing of St. Helens Gate at the foot of the steps were proposed.
- 2.14 The only viable way to improve visibility between westbound drivers approaching the crossing point, and pedestrians waiting to cross from the southern footway towards the steps, is to build-out the footway on the southern side of St. Helen's Gate (Plan Ref. 12). Similarly, the lack of a footway on the northern side of the crossing at the bottom of the steps must be addressed, therefore a northern footway build-out is also proposed (Plan Ref. 13). This would create a 'pinch-point' at the crossing point which, whilst advantageous for pedestrians, would not be wide enough to accommodate two-way vehicular traffic. Consequently, a westbound one-way system was proposed along St Helen's Gate as this was (and remains) by far the safest way to install the feature. However, due to large numbers of residents objecting to the one-way system during consultation (supported by Ward Members), this proposal was dropped.
- 2.15 The latest version of the proposals, therefore, maintains two-way traffic movements along St. Helen's Gate. However, to accommodate the pinch point, a priority give-way layout is now proposed. In advance of the pinch-point and crossing, drivers travelling westbound / uphill would be required to give-way to drivers travelling eastbound / downhill (Plan Ref. 14). A system of round-topped road humps has also been included along St. Helen's Gate, to physically restrain vehicle speeds approaching the pinch point. Visibility requirements for the crossing and give-way feature are already met for vehicle speeds, notwithstanding speed reductions likely to be realised from the new road humps and 20mph speed limit. Prohibition of waiting was also provided to protect the give-way pinch-point, crossing, and related visibility splays, ensuring free and safe movement of traffic and pedestrians through the feature.

2.16 It is also proposed to promote a 20mph speed limit along St. Helen's Gate between its junctions with Arkenley Lane and Fenay Lane, to encourage safe driving speeds along the entire walking route between the crossings and King James School.

2.17 Improvements to the steps between St. Helen's Gate and Fenay Lane were also investigated, including widening and reorientation. However, the wall is a retaining structure of significant height, and the improvements would require external structural design expertise, and would carry high costs. With limited timescales and funds available, this was not considered viable. However, the steps would be treated with high friction surfacing to alleviate concerns about slipping.

Objection 1 – Proposed Traffic Calming Measures, St. Helen's Gate

An objection was received from a resident of St. Helen's Gate, because a road hump located on St. Helen's Gate 200m southeast of the Fenay Lane junction would have been positioned within 5m of an active badger sett in the objector's garden, close to the highway boundary. The issue is that vibration and noise caused by vehicles travelling over the hump would disturb the badgers, which are a protected species.

Response:

The designer was not aware of the badger sett, and its presence has since been confirmed by Kirklees Conservation and Design Team. Whilst The Badger Protection Act 1992 places a legal duty on The Council to ensure that badger setts are not disturbed or destroyed during civil engineering construction works, there is no indication that the hump would cause problems once installed. However, the hump is only one of a series of four proposed along the northwest bound approach to the uncontrolled crossing of St. Helen's Gate, and is some 150m+ in advance of it. Removal of this hump would not, therefore, have any discernible effect upon the crossing, and the drawing has already been amended to remove the hump.

Objection 2 – Proposed PUFFIN Crossing, Fenay Lane

A total of seven objections were received including all three Ward Councillors, stating that parking is very limited in Almondbury Centre, particularly in the area around the proposed PUFFIN crossing. Existing parking along the southern verge of Fenay Lane could not be accommodated with the PUFFIN in-situ, and parking on-street close to the PUFFIN would also be prevented by zigzag markings. The objectors state that reducing parking here would significantly inconvenience residents living close to the PUFFIN location and their visitors, also commuters / visitors to business on Fenay Lane, and other visitors to the area. It is known that some residents of Fenay Lane living close to the crossing are mobility-impaired and rely heavily upon visitors.

Response:

Whilst the Objectors concerns are understood, unfortunately it would not be possible to accommodate parking and provide a safe PUFFIN crossing in this location, as the two needs are in direct conflict with each other. Regarding mobility-impaired residents living close the crossing, it should be noted that originally the crossing was located further east, with the zigzag markings extending past the gates of numbers 1 to 5 Fenay Lane. However, the current layout accommodates on-street parking up to the steps, and one of the considerations in relocating it was the reduced impact on parking for these residents. There are no restrictions to parking along Fenay Lane east of the crossing's zigzags.

Objection 3 – Proposed Waiting and Loading Restrictions, Fenay Lane and St. Helen’s Gate (Kirklees Council Traffic Regulation [No. 18] Order 2021)

Three objections were received to the proposed waiting/loading restrictions around the St. Helen’s Gate / Fenay Lane junction mouth, and waiting restrictions further east along St. Helen’s Gate. Again, it was stated that parking is very limited in this area, and that its removal would significantly inconvenience residents living nearby.

Response:

Whilst the Objectors concerns are understood, unfortunately it would not be possible to accommodate parking close to the Fenay Lane / St. Helen’s Gate junction, or the crossing / priority give-way pinch-point near the steps on St. Helen’s Gate. Parked vehicles in these locations would block the pedestrian crossings, cause congestion at the junction and the pinch-point, and block visibility splays leading to serious road safety concerns. There are no restrictions to parking along St. Helen’s Gate east of those associated with the pinch-point.

Objection 4 – Proposed PUFFIN Crossing, Fenay Lane

Four objections were received to the PUFFIN crossing on the basis that its introduction would cause congestion and inconvenience, possibly impinging upon traffic movements at the busy Fenay Lane/Northgate/Westgate junction.

Response:

The crossing would be located some 60m away from the main junction. Traffic flows along Fenay Lane are relatively light, and the ‘green man’ time for the crossing would not be excessive, as the road is relatively narrow. Congestion is, therefore, highly unlikely to occur. The crossing is primarily aimed at school pupils on journeys to and from school, so the only time that it is likely to strike repeatedly is during two short time periods on school days only. If problems did arise at these times, they could be investigated, and appropriate action taken to mitigate for them.

Objection 5 – Proposed PUFFIN Crossing, Fenay Lane

Three objections were received to the PUFFIN crossing, on the basis that it would be dangerous being located too close to the bend, where speeds are high, and visibility is poor, for eastbound drivers.

Response:

The designer has fully considered surveyed speeds and visibility as explained in detail under paragraphs 2.1 to 2.3 above, and there are no safety concerns.

Objection 6 – Proposed PUFFIN Crossing, Fenay Lane

Two objections were received stating that the PUFFIN crossing would be dangerous for pedestrians, as it could only be accessed by negotiating the steps between Fenay Lane and St. Helen’s Gate. These steps are considered dangerous by the objectors because they are

too steep, too narrow, and end near a bend in the road where the footway area would not be large enough to accommodate pedestrians.

Response:

Substantial improvements to the steps were considered but are not viable (para 2.17). However, high friction surfacing will be applied to them, to prevent slipping. The proposed new footway area at the bottom of the steps would be large enough to accommodate multiple pedestrians and represents a significant improvement over the existing situation. Visibility splays are adequate for speeds (para 2.14, 2.15). Pedestrians exiting the bottom of the steps would be prevented from walking straight out into traffic by a section of guardrail (Plan HS-Fenay-P01-01).

Objection 7 – Proposed PUFFIN Crossing, Fenay Lane

One objection was received on the basis that the relocation of the westbound bus-stop caused by the PUFFIN crossing would be dangerous. Currently the stop is located at the top of the steps on Fenay Lane, however, under the original proposals it was proposed to move the stop eastwards beyond property number 13, because the zigzag markings associated with the PUFFIN would prevent buses from stopping. The objection states that the narrow southern footway between the steps and proposed bus stop location would be difficult and dangerous to negotiate, particularly for mobility impaired passengers.

Response:

The current version of the scheme no longer necessitates relocating the bus stop, as the PUFFIN crossing and its zigzag markings have been relocated westwards. The bus-stop will now be retained in its current position, with buses stopping immediately prior to the start of the zigzag markings.

Objection 8 – Proposed PUFFIN Crossing and Traffic Calming Measures, Proposed Waiting and Loading Restrictions and Prohibited Left-turn, Fenay Lane and St. Helen's Gate (Kirklees Traffic Regulation [No. 18] Order 2021)

A general objection was received from one of the Ward Members and a resident, that inconveniences caused by the scheme would disproportionately affect the residents of Almondbury. The basis was that residents would be continuously affected, despite the measures only being proposed to target pupils on school journeys, for limited time periods, on limited days of the week.

Response:

The objector's viewpoint is understood; however, the situation is unavoidable. Regardless, the PUFFIN crossing could be used by anyone at any time, and therefore provides wider benefits for the community. Similarly, the 20mph speed limits and traffic calming measures will permanently reduce speeds, continuously giving road safety benefits for all road users.

Objection 9 – Proposed Prohibited Left-turn, Fenay Lane to St. Helen's Gate (Kirklees Traffic Regulation [No. 18] Order 2021)

An objection was received from a resident of Dark Lane. The resident states that banning left turns from Fenay Lane into St. Helen's Gate would significantly increase traffic flows along Dark Lane and Birks Lane, both during and outside of school changeover times, and that these roads are too narrow and dangerous to accommodate traffic, therefore drivers and

pedestrians (including pupils walking to and from St. James School) would be placed at risk. The objector specifically refers to difficulties he would experience accessing his own driveway, with increased traffic in-situ. It was also stated that the left turn ban would lead to much higher volumes of traffic turning right from Birks Lane into Dark Lane.

Response:

Flows may increase along Dark Lane and Birks Lane; however, not significantly. Eastbound flows along the upper section of St. Helen's Gate are low at approximately 700 vehicles per day, and only a proportion of these that currently turn left in from Fenay Lane, would be displaced to Dark Lane. The left-in manoeuvre is restricted and difficult to execute, and only likely to be made by those who have no viable alternative. There is no logical basis for the suggestion that banning the left turn into Fenay Lane would increase traffic turning right out of Birks Lane. However, the Objector's concerns are noted. Highway Safety will carry out traffic surveys at strategic locations around the road network affected by the proposed scheme, both before and after scheme construction, if approved. If these surveys identified problems associated with increased traffic flows, mitigation would be considered at that time.

Objection 10 – Proposed Prohibition of Waiting, Fenay Lane, St. Helen's Gate and Northgate (Kirklees Traffic Regulation [No. 18] Order 2021)

Two objections were received on the basis that the advertised schedule incorrectly stated "Northgate", rather than "Fenay Lane". This related to Prohibition of Waiting, Schedule Item 2 – "...*prohibit waiting and loading at any time on Northgate on its south-west side from...*"

Response:

The extents of where Fenay Lane and Northgate start, and finish, have been checked with our Registry Team and are correct as per the wording in the advertised TRO. Northgate extends down to and past the junction of St Helen's Gate, where Fenay Lane then immediately starts on the eastern side of the junction.

3. Implications for the Council

- 3.1 **Working with people** - The PUFFIN crossing, 20mph speed limits, traffic calming, and other, related measures, are considered necessary to improve walking routes for pupils travelling between King James School and the centre of Almondbury. This is required to meet planning conditions placed upon the school to mitigate for increased numbers of pupils anticipated from January 2022.
- 3.2 **Working with Partners** – Highway Safety are already working with King James School and the Education Department on the impact of home to school travel with the aim of reducing the reliance on travel by car, targeting related traffic congestion problems in the vicinity of the school which could increase due to increased pupil numbers. The pedestrian improvements being proposed under this scheme would support this work, furthermore, it would be inappropriate for The Council to encourage pupils to walk along routes which are known to be unsafe.
- 3.3 **Place based Working** - The Traffic Regulation Orders are intended to prevent parking close to proposed crossing points, and to minimise congestion at an already restricted junction, including banning a difficult left-turn movement. Implementation of the orders would improve road safety, and they are considered essential to the safe operation of the network with the proposed scheme in-situ.

- 3.4 **Climate Change and Air Quality** - The scheme would safely facilitate walking trips to the school encouraging increased sustainable travel, which would in turn, help improve Air Quality and reduce Climate Change. This would be particularly beneficial in and around school access points and road routes to them, where currently congestion occurs due to large numbers of parents taking children by car.
- 3.5 **Improving outcomes for children** - The measures would provide safe crossings and links to them, reducing the future likelihood of children being injured in road traffic collisions when crossing the roads on journeys to and from school. The proposals could also increase the numbers of pupils walking to and from the school, yielding health benefits for children.
- 3.6 **Other implications** (HR/Legal/Financial etc) - The costs to the Council of the scheme are currently estimated to be £80,000, pending completion of detailed design work and a commercial cost estimate. A contribution of £50,000 has been allocated in the Education Department's Capital Budget. The remaining £30,000 would be covered by The Safer Roads (Community Traffic Schemes) Capital Budget. Irrecoverable costs have already been incurred by Highway Safety for staff time, and TRO processing.

4. Consultees and their opinions

Statutory consultees were consulted, and no concerns were raised.

All affected residents were consulted and engaged with over a period of months by Highway Safety, during which time the original scheme was revised numerous times to try and alleviate concerns raised prior to advertisement.

All three Almondbury Ward Councillors have objected to the proposals.

5. Next steps and timelines

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period and reach a decision on whether the PUFFIN crossing, associated Traffic Regulation Orders and Traffic Calming measures are to be implemented as advertised. The proposed 20mph speed limits received no objections and should be implemented forthwith.

If Cabinet Committee Local Issues chooses to overrule the objections the scheme will be implemented on site as per the plans provided, with works planned to commence in November 2021.

If Cabinet Committee Local Issues choose to uphold the objections the PUFFIN crossing, associated Traffic Regulation Orders and Traffic Calming measures will not be implemented, the planning conditions associated with the expansion of King James School would not be met, and the proposed benefits for school pupils (and the wider community of Almondbury pedestrians) would not be realised.

6. Officer recommendations and reasons

During extensive scheme development over a period of months numerous options have been considered for the design of this scheme, the overarching aim being to provide safe pedestrian routes between the southern side of St. Helen's Gate and the centre of Almondbury. Highway Safety consider the current scheme version to be the most viable, safe compromise on the original design for this, having made numerous

revisions to allay residents' concerns. Whatever changes have been made to the scheme throughout this process, some objectors have maintained their rejection of the scheme, often changing their reasons for doing so. Highway Safety do not, therefore, believe that further development work and/or consultation would be beneficial. Significant amounts of Council resources have already been expended in terms of staff time, survey costs, and other costs.

The majority basis for objecting to the scheme now centres around the loss of on-street parking. Whilst some objectors who live on Fenay Lane have genuine (mobility-related) reasons for being concerned, unfortunately the crossing and related infrastructure could not be introduced without seriously compromising road user safety, unless parking is removed. However, it should be noted that on-street parking directly outside residents' homes on Fenay Lane would remain unaffected.

Permitting on-street parking is fundamentally in direct conflict with providing safe pedestrian crossings and free moving, safe trafficked junctions, and therefore the decision must be taken as to which highway function is given the highest priority here.

The proposed scheme would provide safe pedestrian routes encouraging more journeys to be made on foot. This reflects International, National, and Local policies to promote green travel modes as a proven method of reducing community impacts upon climate change. Reducing the numbers of journeys being made by vehicles yields environmental, health and road safety benefits for Almondbury. It could also help mitigate historical congestion problems experienced around King James School, caused by parents taking pupils to school by car. The only solution to these problems is to encourage more pupils to walk, and as Highway Authority, Kirklees Council have a responsibility to make promoted walking routes as safe as practicable.

It is also noted that some residents appear to believe that the scheme is only being promoted to provide benefits to pupils of King James School on journeys to and from the school, however, this is not the case. The scheme would provide safe routes for pedestrian journeys for all residents of Almondbury, at all times.

The Officer recommendations are that the objections be overruled, to enable the PUFFIN Crossing, traffic calming measures and associated Traffic Regulation Orders to be implemented as advertised alongside the 20mph speed limits, allowing the predicted benefits to be realised.

7. Cabinet portfolio holder's recommendations

TBD

8. Contact officer

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Name of meeting: Cabinet Committee - Local Issues
Date: 8 October 2021

Title of report: Objection to the proposed traffic calming features on
 Cumberworth Road, Skelmanthorpe.

Purpose of report: To consider two objections received to: 4 no, traffic humps,
 Cumberworth Road, Skelmanthorpe

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 <u>Strategic Director</u> & name	Colin Parr – 23/09/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 23/0/9/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 24/09/2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Denby Dale

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

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

These documents can also be viewed online at the Planning Services website at [Planning application details | Kirklees Council](#)

- 1.2 Planning condition No 26, of that permission required that,
“Before any dwelling is occupied a detailed scheme for the provision of the new relocation of the 30mph speed limit and any additional traffic calming provision shall be submitted to and approved in writing by the Local Planning Authority.occupation of the first property”
- 1.3 These schemes included:
- Construction of 4 no. road humps;
 - The relocation of the current 30 mph speed limit further along the road.
- 1.4 The proposed schemes are aimed at reducing and maintaining the speed of traffic travelling into and through the residential area and past the development to 30 mph.

2 Information required to take a decision

- 2.1 The developer has committed, through the planning process to implement the improvement work prior to the development being occupied, to maximise the safety benefits achieved on Cumberworth Road.
- 2.2 The current speed limit on Cumberworth Road is 30mph from the junction of Huddersfield Road, Skelmanthorpe (B116), for a distance of 130 metres in a south-westerly direction after which the road becomes derestricted by order.
- 2.3 It is anticipated that the legal public advertisement of the new extended 30 mph speed limit will be advertised in the near future, and should objections be received at that time, a further Cabinet Committee Local Issues report will be prepared and taken for consideration at a future meeting.
- 2.5 The Traffic calming proposals (As shown on Plan 1 and Plan 2) were publicly advertised between 5 July 2021 and 2 August 2021, and during that period 2 objections were received. (As shown as Objection 1 and Objection 2)

Objection 1: I am writing to object to the above application relating to Cumberworth Road, Skelmanthorpe.

“I am a winter maintenance contractor and have gritted and snow ploughed this road for over 40 years.

This road is very prone to drifting snow and icy conditions. Each time the snowplough goes over a speed bump of this nature, it leaves 3 inches of snow on the road. After several hours of snow ploughing, cars cannot get over the humps, causing blockages and major problems on the road network.

I strongly suggest that this does not go ahead as it can be one of the worst affected roads in the HD8 area. I really can't see how it could remain open during the snow should the traffic calming measures be introduced".

In response:

Whilst there is a risk with any traffic calming on a route when winter and snow is involved, the likelihood and frequency of such occurrence happening which causes the need for a traffic calmed road to be closed, (something which hasn't occurred previously in Kirklees) is low, if the traffic calming features are not introduced, the benefits of reducing speeds here, at all times of the year will be lost. It is clear that the planning balance in approving the development, reflected in the condition 26, involved the imposition of traffic calming measures for the benefit of the future occupiers of the development in terms of highway safety.

Objection 2:

"I very much agree that traffic slowing measures are needed, not just in this location but throughout Denby Dale Ward.

My objection to road humps are as follows:

- o Many drivers will brake to slow down and then accelerate after the ramp causing:
 - Unnecessary noise as vehicles brake, particularly those with squeaky brakes such as buses and lorries
 - Unnecessary noise from combustion engines as they accelerate away from each ramp
 - Unnecessary air pollution in terms of brake dust and engine emissions
- o Humps catch the axle of all vehicles so for the uncaring driver, loose loads bounce off the vehicle bed as the vehicle hits the ramp creating unnecessary noise
- o Vehicles leaving Skelmanthorpe climbing the hill are already working hard so any disruption to the smooth forward motion of the vehicle will increase noise, increase pollution and waste energy".

The objector goes on to suggest the following alternatives:

- o 20mph speed limit
- o Road narrowing on the downhill traffic lane – Cumberworth Community association love a flower bed. In addition to the lower speed limit, two thirds of the downhill side lane of Cumberworth Road heading towards Skelmanthorpe, could be filled with a single lane passing place stone-clad flower bed at the locations points planned for speed ramps. Giving the priority to the hill climbing traffic will minimise disruption to their forward motion and slow traffic heading in to Skelmanthorpe.
- o 2 monthly part-time speed checking to ensure compliance (later confirmed as West Yorkshire Police Mobile Speed Camera).

In response: It is always possible that some drivers would slow down on the approach to the road hump and then accelerate between features, however, the scheme has been designed in accordance with the necessary guidance and using standard lengths between features to discourage this, as far as reasonably practicable.

The proposed flat top road hump rising 75mm high along a 1 in 20 ramp to a flat plateau is in-line with Kirklees standard details, derived from national guidance so it is unlikely that vehicles will catch their axles.

From Lidgett Lane to the new development entrance the road rises 20m over a distance of 364m, this equates to approximately a 1 in 18 slope, which is not an excessive slope for modern vehicles.

Current Kirklees criteria for the installation of 20mph limits (signs only with no traffic calming) requires the average speed recordings to be no higher than 24mph. A recent speed count on Cumberworth Road in 2018 recorded an average speed of 27.1mph meaning that the only option for a 20mph would be the introduction of a 20mph zone which, by definition, requires traffic calming to reduce the speed and make them self-enforcing. Therefore, a 20mph wouldn't be a feasible alternative given the current need for traffic calming, which is the reason for objection.

Reducing the road width to introduce a pinch point is a well-used horizontal traffic calming feature. However forward visibility on this section of road is excellent and whilst most drivers would slow and stop to give way to oncoming traffic as necessary, potentially some drivers may accelerate to speeds above the speed limit to avoid giving way.

Mobile speed camera enforcement is provided by West Yorkshire police on behalf of West Yorkshire Casualty Prevention Partnership and operates in known casualty zones. Enforcements at these locations is established following a high number of collisions and speed surveys demonstrate wide compliance with the speed limit. They are not provided as an alternative to the installation of traffic calming or to maintain the adherence to the speed limit in these circumstances.

3 Implications for the Council

3.4 Working with people - The proposed works are considered necessary to reduce traffic speeds at this location.

3.5 Working with Partners – Not applicable

3.6 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.

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

3.8 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.

3.9 Other

There will be an ongoing maintenance cost to the Council which will be funded through our capital maintenance and lining allocations as necessary.

4 Consultees and their opinions

Statutory consultees and ward Councillors were consulted on these proposals in January 2021 with no comments received from the statutory consultees except for the Fire Service.

The original traffic calming proposals included a set of speed cushions between the fire station and Huddersfield Road. At that time, they commented that these would be difficult to negotiate with the current street parking taking place here. As a result, this element was removed from the current proposals.

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 speed reduction will not be realised, and the developer will be informed.

6. Officer recommendations and reasons

The proposed installation of the traffic calming features are designed to ensure that traffic speeds are maintained at 30mph in the vicinity of the new development.

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 TBC.

8. Contact officer

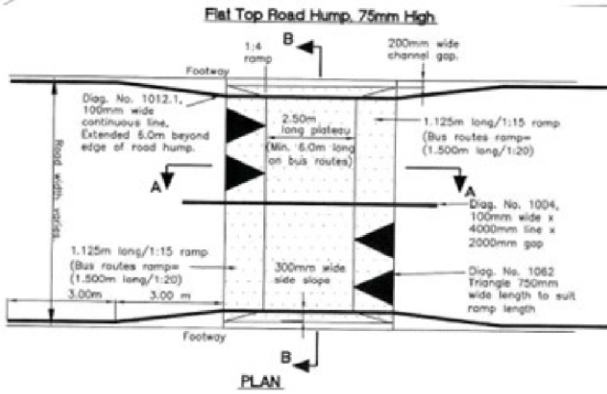
Ken Major -
Principal Engineer
(01484) 221000
ken.major@kirklees.gov.uk

9. Service Director responsible

Sue Procter -
Service Director – Environment and Climate Change
(01484) 221000
sue.procter@kirklees.gov.uk

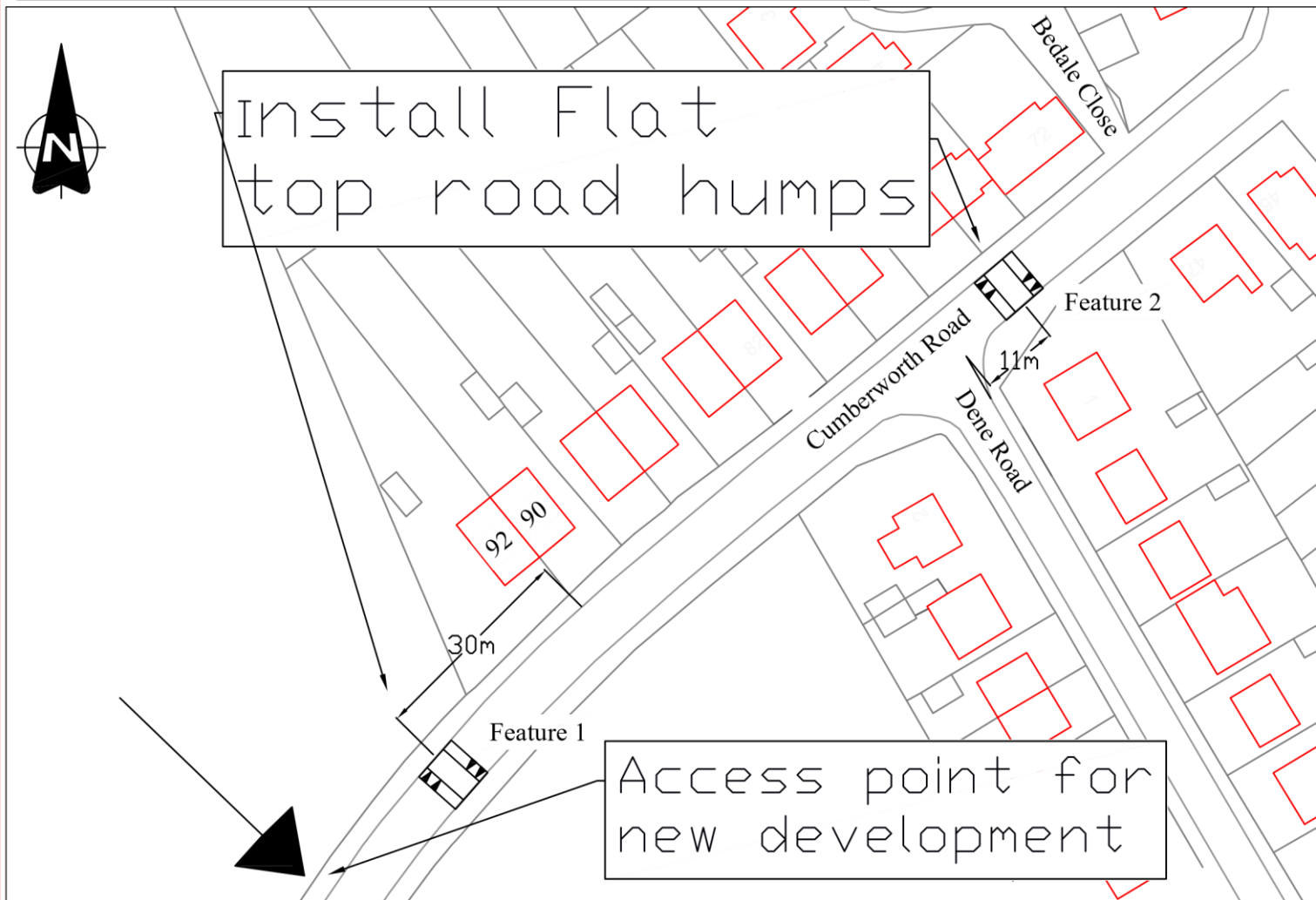
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KIRKLEES STANDARD DETAIL DRAWING -
TYPE C ROAD HUMPS (FLAT TOP)
NOT TO SCALE



KIRKLEES STANDARD DETAIL DRAWING - SPEED
CUSHION ROAD HUMPS - DOUBLE LAYOUT
NOT TO SCALE

Install Flat
top road humps



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

Plan 1
Proposed traffic calming
as a result of planning permission

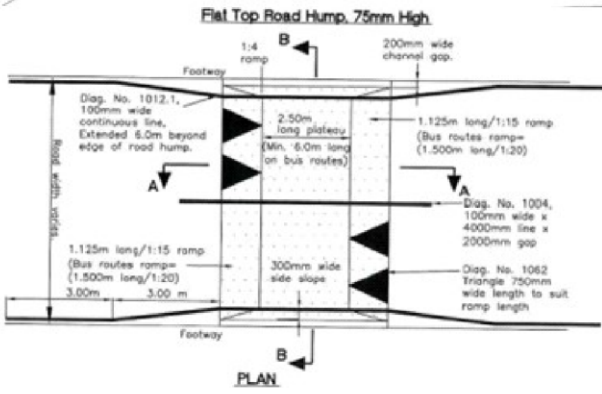
Cumberworth Road

Skelmanthorpe

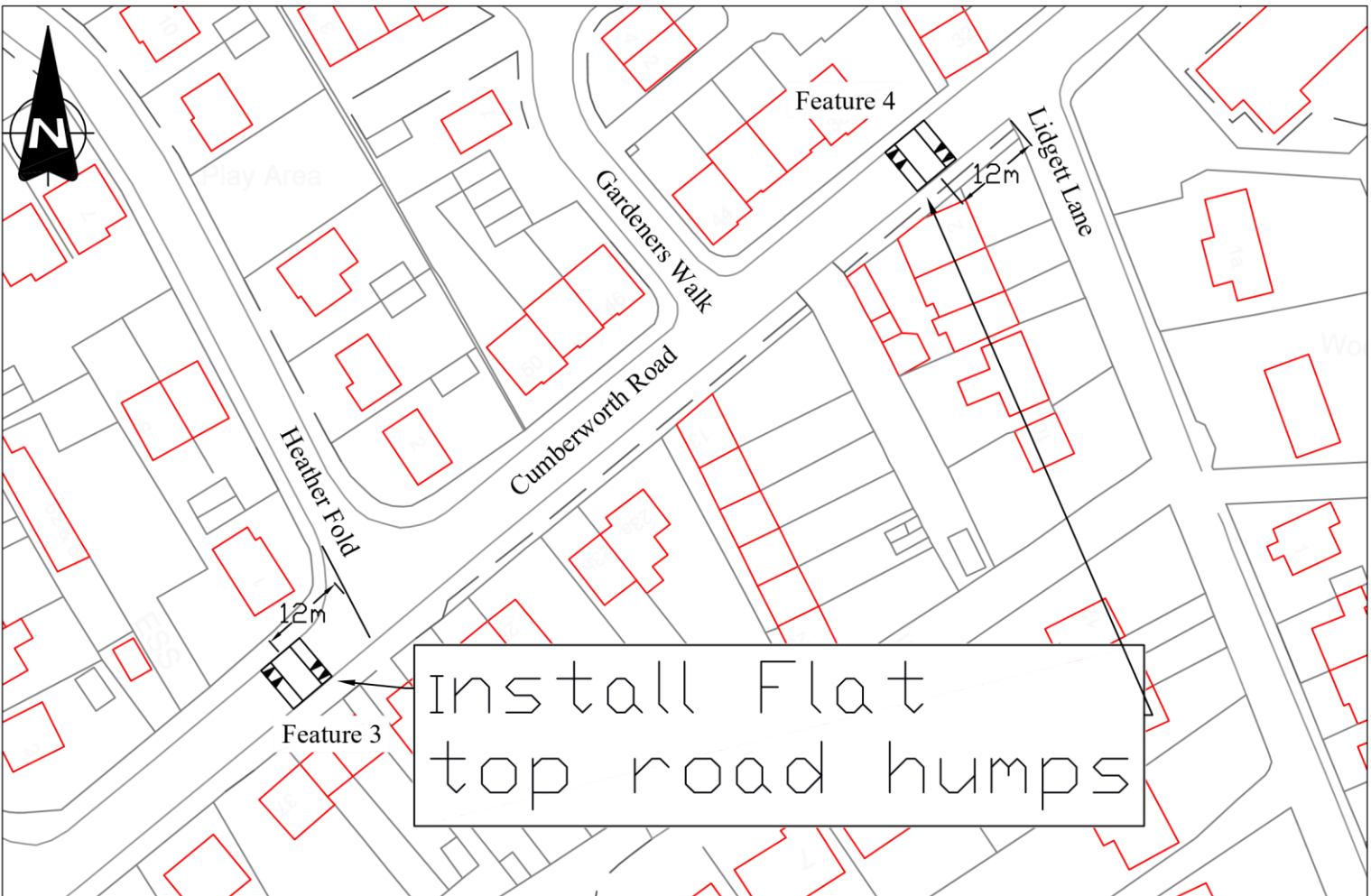
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KIRKLEES STANDARD DETAIL DRAWING -
TYPE C ROAD HUMPS (FLAT TOP)
NOT TO SCALE



KIRKLEES STANDARD DETAIL DRAWING - SPEED
CUSHION ROAD HUMPS - DOUBLE LAYOUT
NOT TO SCALE



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Huddersfield, HD1 6LG

Plan 2
Proposed traffic calming
as a result of planning permission

Cumberworth Road

Skelmanthorpe

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