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Friday 9 December 2022

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 **Monday 19 December 2022**.

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

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

Julie Muscroft

Service Director – Legal, Governance and Commissioning

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

The Cabinet Committee - Local Issues members are:-

Member

Councillor Graham Turner

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 - 2

To approve the Minutes of the meeting of the Committee held on 2nd November 2022.

3: Interests

3 - 4

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

4: Admission of the Public

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

5: Deputations/Petitions

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

In accordance with Council Procedure Rule 10 (2), Members of the

Public should provide at least 24 hours' notice of presenting a deputation.

6: Public Question Time

The Committee will hear any questions from the general public.

7: Member Question Time

To receive questions from Councillors.

8: Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield

5 - 36

The Committee will consider the objections received to the Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield.

Contact:

Dean Barker, Principal Engineer – Highway Safety

Contact Officer: Jodie Harris

**KIRKLEES COUNCIL
CABINET COMMITTEE - LOCAL ISSUES
WEDNESDAY 2nd November 2022**

Present:

Councillor Graham Turner
Councillor Paul Davies
Councillor Naheed Mather

In Attendance:

Phillip Waddington, Group Engineer
Ken Major, Principal Engineer – Environment Services

John Proctor – Kirklees Motorcycle Action Group
Ian Thompson - Kirklees Motorcycle Action Group
Sallyanne Slater - Kirklees Motorcycle Action Group

Apologies: N/a

1. Membership of the Committee

No apologies were received

2. Minutes of the Previous Meeting

To approve the Minutes of the meeting of the Committee held on 17 August 2022.

RESOLVED: That the Minutes of the meeting of the Committee held on the 17 August 2022 be approved as a correct record.

3. Interests

There were no interests declared.

4. Admission of the Public

All agenda items were considered in public session

5. Deputations/Petitions

A deputation was received in relation to item 8 and was presented by Mr John Proctor representing the Kirklees Motorcycle Action Group (MAG). Mr Proctor addressed the committee in support of the current 50mph speed limit on Barnsley Road, Denby Dale, and the groups objection to this being changed to 40mph as proposed. It was highlighted that the A635 section of the road was more rural in comparison with its junction with the more urban A636. It was felt

that driving at 40mph would feel uncomfortable on this section of road and would be less likely to be adhered to by motorists or enforced. Given the nature of the area the MAG felt that there were no reasons to reduce the speed limit adding that there were no outstanding safety issues at the current 50mph scheme.

6. Public Question Time

No public questions were received.

7. Member Question Time

No member questions were asked.

8. Objections to Speed Limit Order No 116 Order 2022, Proposed 40mph speed limit Barnsley Road, Denby Dale.

The Committee considered a report in respect of the objections received in response to Speed Limit Order No 116 Order 2022, Proposed 40mph speed limit Barnsley Road, Denby Dale presented by Ken Major, Principal Engineer – Environment Services.

The Committee were informed that planning permission had been granted for a housing development at Inkerman Court, Denby Dale, and as part of that planning permission Section 106 monies were secured to reduce the speed limit on the A635 Barnsley Road, in the vicinity of the site. The speed limit order was formulated, consulted on and legally advertised between 27 July 2022 and 24 August 2022, during which time two objections were received, one requesting the speed limit be reduced further to 30mph and one requesting it remained at 50mph. It was also highlighted that there had been 2 recent accidents at the vicinity of the crossroads.

The Committee noted that it was important to balance the wants and needs of community groups and road users, alongside the need to consider the safety of both motorists and residents. The Committee recognised the urban and rural nature of the district and noted that in reducing the speed limit to 30mph would be a restriction on traffic in a rural setting, and contrast with the later increase to 50mph thereafter. The Committee highlighted that on balance it felt the reduction to 40mph as per the proposed approach was appropriate.

Considering the information presented both verbally and in writing the Committee expressed that it was satisfied that the objections had been responded to in highlighting that the schemes impact would be continually monitored. The Committee noted that 60% of residents, and all ward councillors support the scheme, and it was agreed that:

RESOLVED: That the objection be overruled, and that the proposals for Speed Limit Order No 116 Order 2022, Proposed 40mph speed limit Barnsley Road, Denby Dale be implemented as advertised.

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: 19 December 2022

Title of report: Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield

Kirklees Council Traffic Regulation [No. 12] Order 2022 – Proposed prohibition of waiting on Kitson Hill Road, and proposed prohibition of loading on Water Royd Lane, Old Bank Road, Kitson Hill Road, and Lee Green, Mirfield

Proposed road humps and proposed relocation of zebra crossing, Water Royd Lane, Mirfield

Purpose of report: To consider objections received the 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 – 07 Dec 2022
Is it also signed off by the Service Director Finance?	Eamonn Croston – 05 Dec 2022
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 28 Nov 2022
Cabinet member portfolio	Cllr Naheed Mather

Electoral wards affected: Mirfield

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 Saville Arms Crossroads is formed at the junction of Water Royd Lane, Old Bank Road, Kitson Hill Road, and Lee Green, in central Mirfield. The Personal Injury Collision [PIC] record of the crossroads has been monitored by Highway Safety over many years, and the junction has been the subject of previous improvements to reduce PIC numbers and severities. The improvements have been successful to a degree; however, PICs continue to occur at the junction involving vehicles emerging from the side roads conflicting with those in the main road. Whilst average long-term frequency of junction emergence PICs is low at 1 every 2.5 years, the proportion of Killed and Seriously Injured [KSI] Casualties remains stubbornly high at 50%. Following requests from Ward Councillors, Highway Safety agreed to revisit the site with the aim of introducing further improvements.
- 1.1 A scheme was developed for the crossroads by Highway Safety to target PICs as per Appendix A Plan 25-65869-P02. The primary aims were/are: -
- To slow vehicles down along the main road approaches to the crossroads through the introduction of road humps (one being at the nearby zebra crossing), thus reducing emergence collision likelihood and severity outcomes
 - To improve signing along the minor road junction approaches, increasing junction conspicuity and improving driver compliance with the compulsory STOP requirements (details to be finalised during detailed design, i.e., post-CCLI)
 - To improve safety for pedestrians crossing around the junction mouth via new uncontrolled crossing points
 - To discourage hazardous parking close to the junctions through the introduction of loading restrictions and extension of zigzag markings at the zebra crossing
 - To improve safety at the existing zebra crossing through minor revisions to kerblines reducing crossing width, with refreshed road markings, High Friction Surfacing, and new high intensity LED globes; and widening of the existing “half layby” to allow vehicles to park fully behind the zig zag markings outside of the crossing’s forward visibility splay
 - To target the high proportion of PICs occurring darkness through improved street lighting
- 1.2 At the time that Plan P02 was circulated to Members it was intended to carry out a Stage 1 Road Safety Audit [RSA]. However, the Team only had a small number of qualified RS Auditors available, and unfortunately the intended RS Auditor submitted his resignation, leading to reprioritisation of his outstanding workload. To avoid delaying public consultation (as the scheme programme was already constrained), it was decided to subject the scheme to a combined Stage 1-2 RSA on completion of detailed design, and to abandon the Stage 1 RSA. Nevertheless, informal discussions took place between the RS Auditor and Scheme Designer about the proposals.
- 1.3 The intention was for the RS Auditor to identify any safety problems that he would have submitted in the Stage 1 RSA report had it gone ahead, to allow changes to be made prior to public consultation, thus avoiding delays later. The RS Auditor observed that the existing loading layby on Water Royd Lane south of the crossroads had a detrimental effect upon visibility to the left for drivers waiting to emerge from Lee Green, which could increase the likelihood of junction emergence collisions, and

therefore it should be removed by the scheme if possible. The Ward Members strongly supported his viewpoint, and subsequently the layby was removed, and a revised plan produced – Appendix B Plan 25-65869-P04. This was then used for public consultation and formal advertisement. The RS Auditor had no other safety concerns.

- 1.4 At the time, the Scheme Designer understood the professional concerns about retention of the loading layby and was happy to support the consensus and remove it; however, it was also pointed out to Members that its removal could be very unpopular, there being no alternative place to stop on-street nearby. It was suggested – if strong objections to removal of the layby were received – that the Council's position could be reconsidered after formal advertisement.
- 1.5 Orders associated with the scheme for loading and waiting restrictions (Kirklees Council Traffic Regulation [No. 12] Order 2022), and notices associated with proposed road humps and relocation of the zebra crossing, were then advertised between 28th July 2022 and 25th August 2022. During advertisement 5 objections to the scheme were received (Redacted copies at Appendix C).

2. Information Required to Take a Decision

- 2.1 During advertisement of the proposals, five objections were received as detailed below. Objections 1 to 4 primarily relate to the removal of the loading layby and the difficulties that would cause, and Objection 5 focusses on the zebra crossing.

Objection 1 – Removal of Loading Layby, Water Royd Lane

The owner of the takeaway business on Water Royd Lane located close to the layby, objects to its removal on the grounds that the loss of an essential loading facility would be severely detrimental to his long-established business. The layby is used for stock deliveries, and for takeaway meal collection by customers. The owner states that there is no reasonable alternative.

He also states that his business provides a 'counter to car-door' delivery service for mobility-impaired customers, enabling them to park in the layby and collect meals without leaving their vehicles, which could not continue if it was removed.

He alleges – whilst he has witnessed many collisions at the crossroads and been the first on scene to assist injured parties – that no collision has ever occurred whilst a vehicle was using the layby, and therefore its retention would not be detrimental to road user safety.

He further submits that traffic signalisation would be a better improvement option for the junction, and that alternatively, reversing the priorities at the junction should also be considered.

The Objector also alleges that, 20 years ago when the zebra crossing and bus stop were relocated to their current positions, during pre-scheme consultation a compromise was agreed between him and Kirklees Council whereby the layby in question was created with double yellow lines for loading, and in return he withdrew an objection to that scheme.

Response:

With the layby removed, the nearest locations to the takeaway for stopping on-street would be either be on Lee Green east of the crossroads, or Water Royd Lane south of

the zebra crossing. From Water Royd Lane, depending upon other parked vehicles the distance to walk would be at least 40m, and from Lee Green at least 55m. These distances are reasonable for able-bodied customers collecting food; however, for those carrying heavy or large loads and/or having to make multiple trips, they could be considered excessive. Additionally, the footway along Lee Green is very narrow, and it would be difficult to pass other pedestrians whilst carrying loads. Walking along Water Royd Lane carrying loads could cause conflicts with pedestrians at the zebra crossing, or at shop doorways located north of it.

The car park located off Water Royd Lane south of the zebra crossing is not publicly owned, and regardless, access to and from it could be difficult for delivery vehicles.

The objection to the removal of the layby is, therefore, considered reasonable.

There is no evidence to undermine the Objector's assurance that no vehicles were parked in the loading layby when collisions occurred at the crossroads, as detailed in Paragraph 2.3 below.

The alternative suggestion of traffic signalisation is not considered viable for the reasons given in Paragraphs 2.2 below.

Reversing priorities at the crossroads is not considered appropriate. Traffic flows along Water Royd Lane – Old Bank Road are considerably higher than along Lee Green – Old Bank Road (approximately double), and the current priority layout is therefore the most representative. Whilst the Objector's statement that visibility might improve with the priorities reversed is reasonable, the change would lead to a significant increase in the number of vehicles forced to stop/give-way when travelling straight across the junction, which would be likely to significantly increase the number of collisions occurring. This is the current dominant collision scenario type, despite existing visibility being adequate. Delays along Water Royd Lane – Old Bank Road would also be considerable, and significantly greater than those currently experienced along Lee Green and Kitson Hill Road.

We have no record of the events pertaining to the zebra / bus-stop / layby scheme introduced 20 years ago and the Objector's involvement (if any), and so we cannot comment on the validity of the agreement alleged to have been made with the Council at that time.

Objection 2 – Removal of Loading Layby, Water Royd Lane

The Objector is a resident living close to the takeaway on Water Royd Lane. She objects to the removal of the layby, on the grounds that she works from home and often takes deliveries of heavy project materials via the layby, and furthermore uses it to drop off shopping and other loads before parking up on Lee Green. She argues that there is no viable alternative for loading, as she has declining health and mobility, and carrying loads over distance is not possible for her.

She also states that to her knowledge no collision has ever occurred at the crossroads whilst a vehicle was using the layby, and that traffic signals should be considered as an alternative solution.

Response:

The alternatives for this resident in terms of loading with the layby removed are almost identical to those for the takeaway owner, detailed above. Therefore, considering this Objector's health and mobility problems, the grounds that her business and personal health would be damaged by removal of the layby are considered reasonable.

Removal of the layby may also constitute non-compliance with our obligations under the Equality Act 2010, in terms of discrimination against mobility impaired users.

There is no evidence to undermine the Objector's assurances that no vehicles were parked in the loading layby when collisions occurred at the crossroads, as detailed in Paragraph 2.3 below.

The alternative suggestion of traffic signalisation is not considered viable for the reasons given in Paragraph 2.2 below.

Objection 3 – Removal of Loading Layby, Water Royd Lane

This Objector is a close relative of the above resident of Water Royd Lane, living remote to the area in southern England. He objects on the grounds that he suffers severe mobility impairment, can only walk very short distances using walking sticks, and uses the layby to be dropped off by taxis when he visits, travelling by train. He states that removal of the layby would prevent him from visiting his relative, as there is no alternative.

Response:

With the layby removed there would be no viable alternative means of access to this Objector's relative's property frontage, and therefore this objection is considered reasonable.

Removal of the layby could also constitute non-compliance with our obligations under the Equality Act 2010, in terms of discrimination against a mobility impaired user.

Objection 4 – Removal of Loading Layby, Water Royd Lane

A resident living to the south of the zebra crossing Water Royd Lane objects on the grounds that removing the loading layby would displace parking, with a likelihood that parked vehicles would block his driveway, preventing access to his property.

The Objector also states that traffic signals should be considered as an alternative solution.

Response:

The Objector's driveway is protected by double yellow lines; however, these are faded (but will be renewed by the scheme). That said, drivers are permitted to park on these restrictions for loading. This would be the first location encountered by southbound drivers after passing the takeaway where stopping on-street would be permitted for loading. Therefore, if other vehicles were already parked in the unrestricted section south of the driveway (i.e., longer term parking by residents) the location could be attractive. On that basis, the grounds for objection could be considered reasonable.

The alternative suggestion of traffic signalisation is not considered viable for the reasons given in Paragraph 2.2 below.

Objection 5 – Relocation of Zebra Crossing

This Objector is a resident of Water Royd Lane, who lives close to the crossroads. The main basis of their objection is that the zebra crossing is positioned dangerously close to the crossroads. Additionally, the Objector suggests that traffic signals should be provided at the crossroads to replace the current scheme proposals.

Response:

During the past 15 years there have been only two injury collisions in the vicinity of the zebra crossing. Whilst both resulted in pedestrian injuries, neither occurred on the crossing itself, but 10m to 15m south of it i.e., the injured parties were not using the crossing. One of these collisions yielded a fatal casualty, the other slight. In neither case did the Police records infer that the zebra crossing was a factor in terms of its layout or its location, or that inappropriate driver behaviour played a part. The crossing, therefore, has an exemplary safety record, meets current guidance in terms of its location and layout, and the safety of pedestrians using it could only improve with the measures currently being proposed – conversion to a humped crossing, re-marking, new high-intensity LED crossing globes, and new High Friction Surfacing.

The Objection, therefore, has no reasonable grounds.

The alternative suggestion of traffic signalisation is not considered viable for the reasons given in Paragraph 2.2 below.

2.2 **Objections 1, 2, 4 and 5** all submit that traffic signalisation would be a more effective improvement option for the crossroads, a position that the Ward Councillors have also taken in the past. However, traffic flows along Water Royd Lane–Old Bank Road are approximately double those across the side roads, and repeatedly interrupting these flows with red traffic signals every few minutes would give rise to a high likelihood of shunt collisions, and of driver frustration, and red-light running collisions. When introducing traffic signals at priority junctions, the risk of future collisions of new types like these must be considered. The collision record at the existing junction, whilst concerning in terms of severities, has a low overall frequency. We could, therefore, have more collisions occurring here with traffic signals than with priority control. Traffic signals would also incur substantial new delays to traffic. Furthermore, traffic signals would be problematic to install due to limited footway widths to house equipment (on Lee Green in particular), the extensive amounts of statutory undertakers apparatus located around the site, and the proximity of accesses. It would also be a considerably more expensive scheme than currently proposed, and we could not justify these costs against the limited collision reduction benefits available here.

2.3 **Objections 1 and 2** state the residents have witnessed the aftermath of many collisions at the crossroads, but that vehicles have never been parked in the loading layby on Water Royd Lane at the times that they occurred. On that basis, they argue that removal of the layby cannot be justified on road safety grounds. This led Highway Safety to carry out additional collision analysis of long-term Police STATS19 data to identify whether parked vehicles blocking side road visibility had ever been a factor, particularly vehicles parked in the loading layby. Our standard historical investigation period of 5 years was extended to 15 years, during which period there were 8 injury collisions, 6 of which involved vehicles emerging from the side roads colliding with through traffic. None of these collision records cited parked vehicles blocking visibility as a contributory factor (in any location). Whilst it is acknowledged that parked vehicles *may* have been present but not recorded by the Police, it should be noted that in only 25% of the collisions would it have even been *possible* for a vehicle parked in the layby to have contributed, due to circumstances (i.e., where a vehicle emerged from Lee Green into the path of another heading north along Water Royd Lane). The Police data, therefore, supports the Objectors' argument.

- 2.4 Considering the results of our further investigations, Highway Safety revisited the design to ascertain whether a loading facility could be retained without causing significant collision risk, and to establish what the implications of doing so would be. This resulted in the production of **Appendix D Plan 25-65869-P05**.
- 2.5 The **P05** version of the scheme retains a loading layby designed for vehicles up to 7.5t (as used for deliveries to the takeaway). It is, however, important to note that its layout is materially different to that of the existing layby, and for that matter the layby originally proposed in the first version of the scheme (Plan **P02**). The changes were made to attempt to address the RS Auditor's and Members' concerns about visibility blockage by loading vehicles.
- 2.6 The differences are that the (Plan **P05**) layby would be much deeper than the existing layby allowing vehicles to park further back into the footway, and that vehicles parked at the rear/northern end of the layby would be significantly further away from the Lee Green junction, namely some 6.5m further. The effect would be to significantly reduce the degree to which vehicles in the layby would restrict visibility to the left, for drivers emerging from Lee Green, compared to the existing facility. **Appendix E – Plan "Visibility Splays"** shows visibility splay comparisons between the existing loading layby, and the proposed **P05** loading layby (this plan was provided to Members).
- 2.7 Visibility splays for side roads at junctions would normally be measured across the full width of the carriageway. In this case – for drivers' looking left from Lee Green across the layby – visibility across both the northbound and southbound lanes of Water Royd Lane would normally be measured. The southbound lane would be included only to make allowance for any northbound vehicles overtaking along the junction approach. However, the splay shown only extends across the northbound lane (i.e., the lane in which traffic approaches the Lee Green conflict point), and there are good reasons pertaining to this site which led to this relaxation.
- 2.8 There is a zebra crossing with zigzag markings which extend southwards away from the Lee Green junction for some 55m, legally prohibiting northbound overtaking along the junction approach. The requirement not to overtake through zebra crossings is generally very well adhered to, but a road hump would also be installed at this crossing, so the likelihood of overtaking would be exceptionally low. The only scenarios where a northbound vehicle might overtake here would likely be rare and/or extreme – for example an emergency services vehicle on call, or a Police car chasing a stolen vehicle. Under such circumstances drivers would be warned by approaching sirens, and visibility splays would be highly unlikely to have any significant effect upon the outcomes of these incidents.
- 2.9 For the **P05** layout, the visibility splay plan clearly evidences significant improvements in views to the left for drivers emerging from Lee Green over the existing layout. Visibility across the width of the approaching northbound traffic lane would meet Manual for Streets requirements for 85th percentile speeds of between 25.3mph and 27.3mph, depending upon where the vehicle was positioned within the layby. With road humps in-situ, it is entirely realistic to expect speeds at these levels. Under the current layout, speeds would have to be between 14mph and 19.8mph for visibility to be considered adequately safe; however, current speeds will be much higher.

- 2.10 Plan **P05** and our related findings about visibility were then shared with Ward Members. In view of these findings – and considering the strength of objection to the removal of the loading layby and the significant problems that could cause – Highway Safety requested that Members reconsidered their positions, and that a loading layby be retained. Whilst Members’ concerns are understood, Highway Safety do not believe that this layby would result in any significant risk to road users. We reiterated that this would be a significant improvement over the existing layby, the use of which has not contributed to any injury collisions over the past 15 years. It was hoped that with Members’ support, Highway Safety could then contact the Objectors with the revised plan **P05** leading to the objections being withdrawn.
- 2.11 There has been concern expressed by two of the three ward Councillors that the most recent proposal is contrary, or indeed contradicts recommendations arising from Stage 1 Road Safety audit on the original scheme. (but this is not the case – see Para 1.2 / 1.3) The latest proposal, however, is a solution that the design team believes is one that will resolve objections without creating additional road safety issues, and would in fact improve existing visibility at this junction, which is the concern that was raised by Councillors on the original concept.
- 2.12 Officers are now in a position where there are two potential schemes at this location, that will achieve the aims as set out in the original brief, and do so in a safe manner, namely :.
- one layout as formally advertised, with no loading layby (**Appendix B Plan 25-65869-P04**)
 - one layout, retaining a loading layby with improvements over the existing facility (**Appendix D Plan 25-65869-P05**)

3. Implications for the Council

- 3.1 **Working with people** - The improved Zebra crossing, new uncontrolled crossings, improved street lighting, traffic calming and other traffic signing measures would improve safety for residents and other road users in this area.
- 3.2 **Working with Partners** – No partnerships under this scheme.
- 3.3 **Place based Working** - The Traffic Regulation Orders are intended to prevent parking close to junctions and crossings. Implementation of the orders would improve road safety in this area.
- 3.4 **Climate Change and Air Quality** - The scheme would be unlikely to have any significant effect upon Climate Change or Air Quality, however, street lighting upgrades would provide much more efficient/better illumination.
- 3.5 **Improving outcomes for children** - The measures would provide new crossings and reduce vehicle speeds, reducing the future likelihood of children being injured in road traffic collisions when crossing the roads on journeys to and from school. The crossroads junction lies along local walking routes to and from Crossley Fields J & I school
- 3.6 **Other implications** (HR/Legal/Financial etc) - The costs to the Council of the scheme are currently estimated to be £50,000, pending completion of detailed design work and a commercial cost estimate. This would be covered by The Safer Roads (Casualty Reduction Schemes) Capital Budget, carried over from the 2021-22 financial year.

Irrecoverable costs have already been incurred for staff time and surveys, TRO processing, and Street Lighting upgrades already carried out on site. Funding for this scheme was carried over from Safer Roads LTP settlement, carried over from 2021-22. If this scheme cannot be agreed and constructed during this financial year, the funding will be lost since the criteria now used for prioritising funding of Casualty Prevention schemes are more stringent, via City Regions Sustainable Transport Schemes ('CRSTS') fund. This scheme would be highly unlikely to be ranked highly enough against others to be funded under said criteria.

4. Consultees and their opinions

Statutory consultees were approached, and no concerns were raised.

All affected residents were consulted by Highway Safety, since which time the original scheme has been revised numerous times to try and alleviate concerns raised both prior to, and after advertisement.

All three Mirfield Ward Councillors support a scheme, on condition that it does not include retention of a loading layby on Water Royd Lane (**Appendix B - Plan P04**).

Cllr Bolt has not committed to comment on the revised scheme and is concerned officers are "changing their minds"— See Appendix G for correspondence
Cllr Lee- Hamilton feels unable to support the scheme developed to address objections to the advertised scheme – See Appendix H for correspondence

5. Next steps and timelines

The proposed loading/waiting restrictions and the proposed road humps received no objections and should be implemented.

The proposed relocation of the Zebra Crossing received one objection (**Objection 5**); however, Highway Safety consider this has no grounds. If CCLI chooses to uphold this Objection, neither of the current scheme options could be progressed; if they overrule it, either scheme could be progressed.

Regarding the unresolved related issue of the loading layby. CCLI to consider **Objections 1 to 4** and other related information provided, to reach a decision on whether a scheme is implemented without a loading layby as supported by the Ward Members (**25-65869-P04**), or a scheme is implemented including a loading layby in support of the Objectors (**25-65869-P05**).

If CCLI chooses to overrule **Objections 1 to 4** the scheme will be implemented on site as per Plan **25-65869-P04** provided.

If CCLI chooses to uphold **Objections 1 to 4** the scheme will be implemented on site as per Plan **25-65869-P05** provided.

6. Officer recommendations and reasons

Officers recommendation:

Based upon the information provided the Officer recommendation is that **Objections 1 to 4** are upheld, and **Objection 5** is overruled, to enable the zebra crossing relocation, traffic calming measures and associated Traffic Regulation Orders to be implemented as advertised alongside the physical layout changes (including retention of a loading layby) as per **Appendix D Plan 25-65869-P05** provided, allowing the expected benefits of reduced injury collision frequency/severity to be realised.

Reasons:

The proposed scheme aims to improve safety for all road users as far as reasonably practicable. Highway Safety understands Ward Members' concerns that allowing vehicles to load from a layby on Water Royd Lane limits visibility to the left from Lee Green, and the potential for that to negatively impact road user safety. However, considering the specific site conditions here, the collision history, and the significant problems that removing the layby could cause the Objectors, on balance, the negligible risks associated with retaining a loading layby are considered entirely justifiable.

A summary of considerations informing the recommendation and its reasoning are: -

- The only part of the visibility splay to the left for Lee Green drivers that could be blocked by a vehicle loading in the layby, would be views to vehicles in the southbound lane, which should be travelling away from the crossroads
- Visibility to vehicles approaching Lee Green along the northbound lane would meet criteria and be safe for predicted 85th percentile approach vehicle speeds, as would forward visibility to the zebra crossing
- The only potential problem for Lee Green drivers would be blocked visibility of northbound vehicles overtaking through the southbound lane along the junction approach, *however*, the likelihood of overtaking through this humped zebra crossing is extremely low, and therefore resulting risk is considered negligible
- In the past 15 years no injury collision has occurred at the crossroads involving a parked vehicle (according to Police records), and in only two of the eight injury collisions would it have even been *possible* for a vehicle in the layby to have contributed
- Vehicles using the layby for loading would only be present for short periods of time
- Proposed significant improvements to visibility past the layby combined with the other proposed improvements, could only make the junction much safer than it currently is

7. Cabinet portfolio holder's recommendations

The Cabinet portfolio holder supports the officer recommendations.

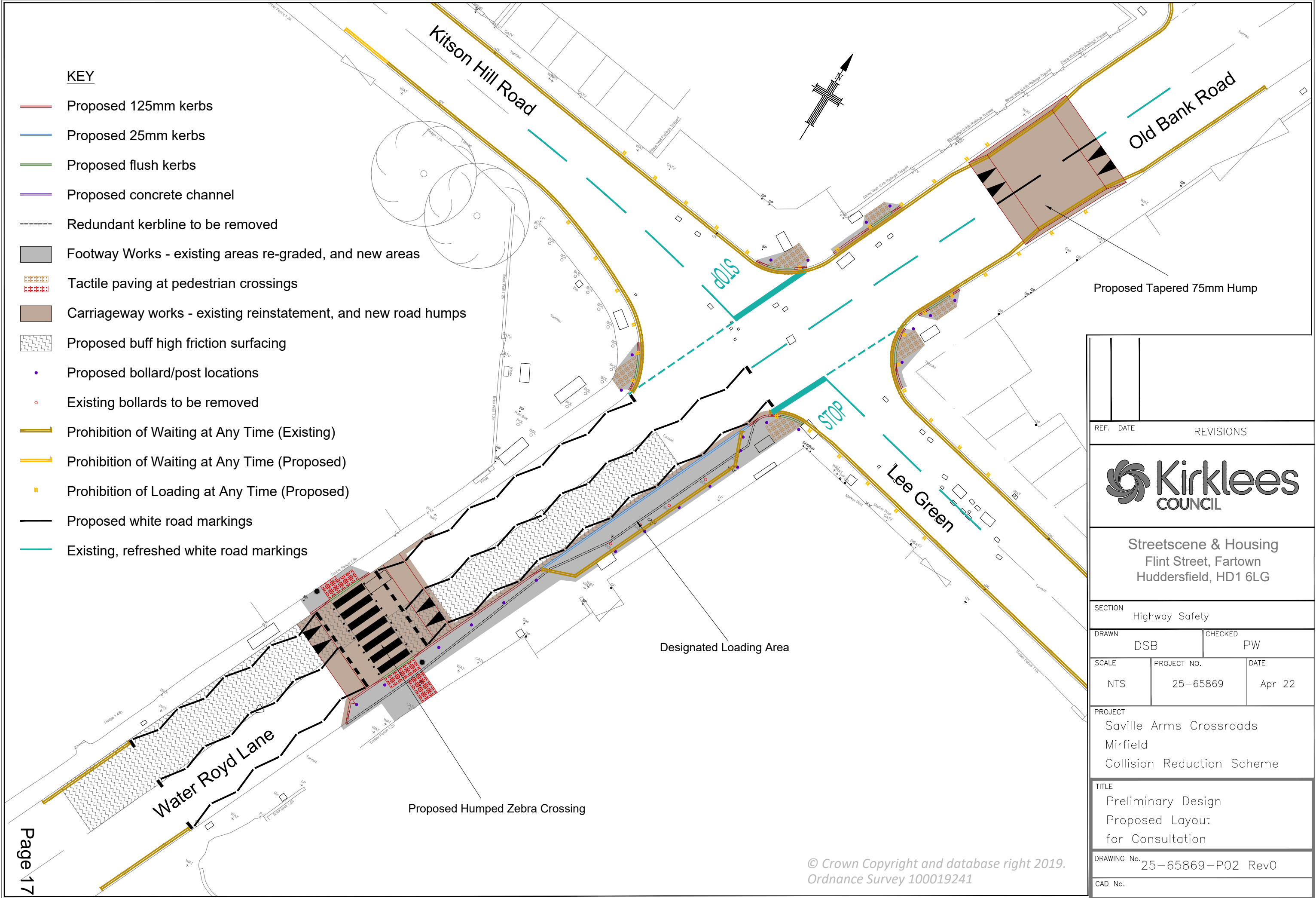
8. Contact officer

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

9. Service Director responsible

Colin Parr
Service Director – Environment and Climate Change
(01484) 221000
colin.parr@kirklees.gov.uk

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KEY

- Proposed 125mm kerbs
- Proposed 25mm kerbs
- Proposed flush kerbs
- Proposed concrete channel
- Redundant kerbline to be removed
- Footway Works - existing areas re-graded, and new areas
- Tactile paving at pedestrian crossings
- Carriageway works - existing reinstatement, and new road humps
- Proposed buff high friction surfacing
- Proposed bollard/post locations
- Existing bollards to be removed
- Prohibition of Waiting at Any Time (Existing)
- Prohibition of Waiting at Any Time (Proposed)
- Prohibition of Loading at Any Time (Proposed)
- Proposed white road markings
- Existing, refreshed white road markings

Proposed Tapered 75mm Hump

Designated Loading Area

Proposed Humped Zebra Crossing

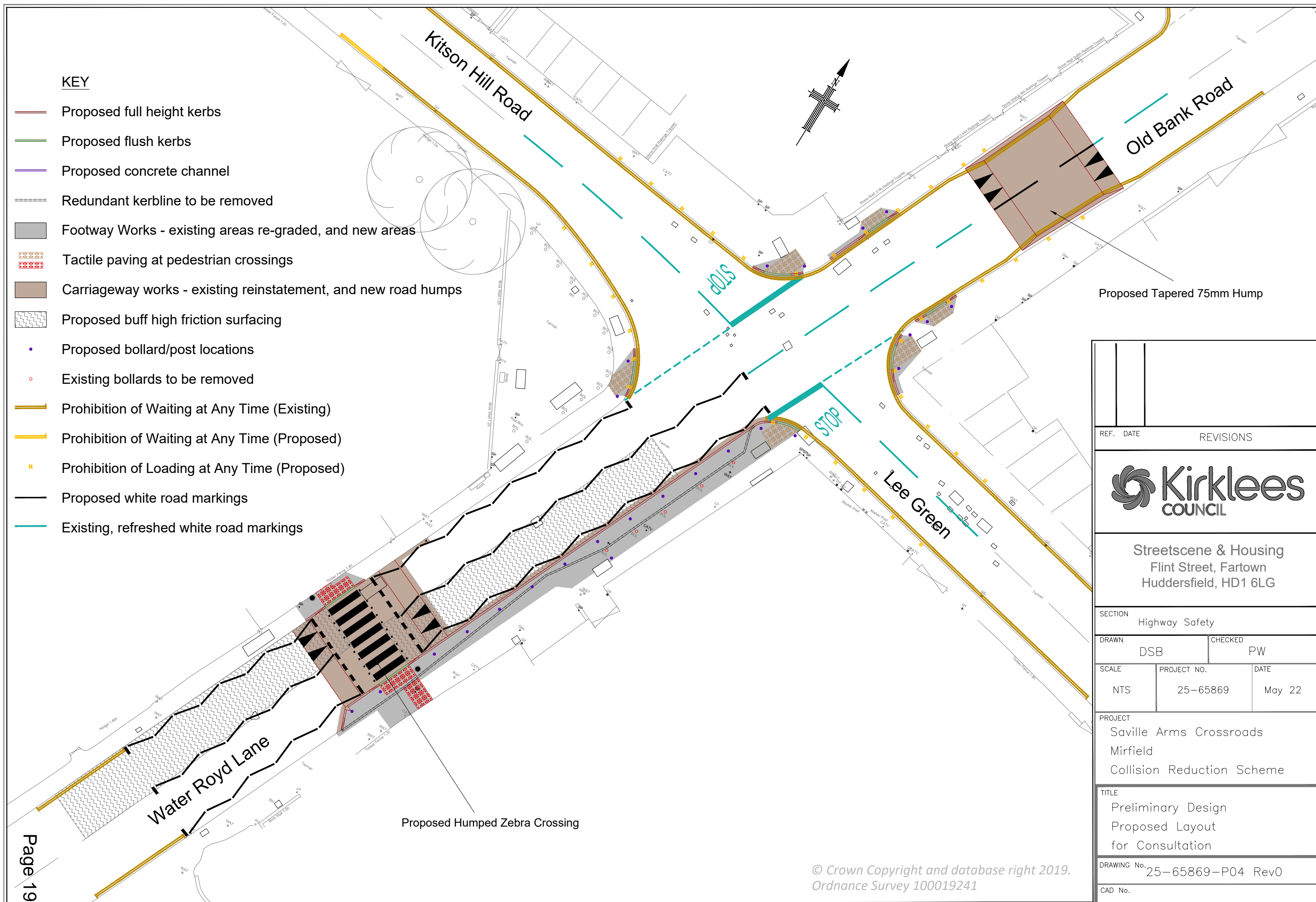
REF.	DATE	REVISIONS
<div><div>Kirklees COUNCIL</div></div>		
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG		
SECTION Highway Safety		
DRAWN DSB	CHECKED PW	
SCALE NTS	PROJECT NO. 25-65869	DATE Apr 22
PROJECT Saville Arms Crossroads Mirfield Collision Reduction Scheme		
TITLE Preliminary Design Proposed Layout for Consultation		
DRAWING No. 25-65869-P02 Rev0		
CAD No.		


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KEY

- Proposed full height kerbs
- Proposed flush kerbs
- Proposed concrete channel
- Redundant kerbline to be removed
- Footway Works - existing areas re-graded, and new areas
- Tactile paving at pedestrian crossings
- Carriageway works - existing reinstatement, and new road humps
- Proposed buff high friction surfacing
- Proposed bollard/post locations
- Existing bollards to be removed
- Prohibition of Waiting at Any Time (Existing)
- Prohibition of Waiting at Any Time (Proposed)
- Prohibition of Loading at Any Time (Proposed)
- Proposed white road markings
- Existing, refreshed white road markings



REF.	DATE	REVISIONS
<div><div>Kirklees COUNCIL</div></div>		
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG		
SECTION Highway Safety		
DRAWN DSB		CHECKED PW
SCALE NTS	PROJECT NO. 25-65869	DATE May 22
PROJECT Saville Arms Crossroads Mirfield Collision Reduction Scheme		
TITLE Preliminary Design Proposed Layout for Consultation		
DRAWING No. 25-65869-P04 Rev0		
CAD No.		

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Objection 1

From: [REDACTED]
Subject: Ref: HS-25-65869-01 Proposed Casualty Reduction Scheme, Saville Arms Cross Roads, Mirfield
Date: 9 June 2022 at 21:49:54 BST
To: dean.barker@kirkless.gov.uk

Dear Mr Barker and respected Councillors,

I write in response to your correspondence dated 01 June 2022 in respect of the aforementioned matter. I have also copied my local councillors, my local MP and the local MP for the respected area for reasons I shall set out in the following paragraph.

I have been furnished with a monochrome plan where it is difficult to establish exactly what is being proposed. For this reasons I apologise if I have got the wrong end of the stick.

BACKGROUND & PREVIOUS DEALINGS:

I have been trading from the premises Paradise Takeaway at 36A Water Royd Lane since 1996 and have good relationship with the local community. Around 20 years ago there was another consultation when the bus stop was moved from across the road from my premises and swapped with the pedestrian crossing. As you can appreciate this was a great impediment to my business operations, particularly with lack of access to stop a vehicle and unload and there are no parking facilities for the premises. On that occasion when I attempted to engage with your predecessor's colleague I was met with none engaging, condescending and a belligerent attitude. He even brought his colleague to act as an interpreter who constantly misinterpreted what was being said even though I could understand the English and I was responding in English. It is certainly not acceptable from any council employee and is for this reason that I have included everyone above into this email to ensure my voice is heard. You may be of the view that those events were from two decades away however recently, whilst loading my vehicle with surplus stock to take to the food bank I was approached by someone in your department who made the unrealistic suggestion that the vehicle should be parked 50 metres away to unload and to return each and every time, locking and unlocking the vehicle and premises on each occasion. It is clear that from that persons disposition that they were reluctant to hear anything that I had to say. Therefore, whilst you may refer to your scheme as a "consultation" my experience has been "this is the way it will be done".

Fortunately on the previous occasion your predecessor eventually reached out and a compromise was reached whereby it was **agreed that a lay-by with double yellow lines would be created in return for our objection being withdrawn.** As you can appreciate it with your current proposal we feel that we are back in the same scenario as before and it will be disingenuous for the Council to proceed to have the lay-by on Water Royd Lane removed as well as the provision of stopping for the purposes of unloading. I feel that the council are in a way wanting their cake and eating it and being double crossed.

Just to be clear, we do not park outside our premises. The lay-by is only used for unloading, often single handed ones where one person drives and unloads the vehicle, and collection of waste, including by Kirklees Council with who we have contracted for a number of years. Furthermore we have consolidated the number of deliveries from our suppliers to minimise the total period when vehicles are stopped for the purpose of unloading. I wish to point out that vans and 7.5 ton trucks used to deliver, but this stopped after we engaged with our suppliers.

ROAD SAFETY AND US:

Our view is that Road Traffic collisions, particularly those involving injury to individuals is a scourge on our streets that is primarily facilitated with road users not paying attention. We believe that traffic calming measures are important, however they should meet their purpose whilst not being at a disproportionate cost to affected premises.

We have witnessed many accidents from our premises and on each occasion, where they have happened during times of our operation, we have attended and assisted all those involved. This has included contacting the emergency services if required, pushing the vehicles to safe locations, assisting drivers and passengers with contacting loved ones and to arrange recovery of their vehicles and transport home as well assisting emergency services with their enquiries. This included the fatal collision that you state that there is no suggestion that the road environment was contributory where the road was closed in front of our premises on two separate occasions and CCTV was provided to assist the police in determining the driver's speed.

From our own experience, and in particularly having ***spoken to the drivers involved in the road traffic collisions immediately after the collisions***, time and again we are hearing that ***they did not realise there was a junction where they had to stop***. This is particularly so for traffic travelling up Lee Green towards the Saville Arms junction as premises are built next to a narrow footpath and therefore driver's do not see the road until they at the junction.

At no time in our 26 years has a collision occurred whilst we have been unloading our stock. Our own delivery drivers have express instructions to not park in the lay-by with disciplinary action is instigated for failing to follow these instructions. This inevitably results in delay to the service offered by us.

CONCLUSION & FURTHER SUGGESTIONS:

We agree that more has to be done to address issues at this junction. However, we believe, from our own experience trading from this location in excess of 26 years, your proposals are disproportionate to local premises yet do not go far enough. I say this because you are proposing taking away loading / unloading area that is essential to several premises that do not have parking. We are unaware of any RTC taking place as a direct result of a vehicle stopped in the lay-by.

You are proposing speed bumps, which we agree will assist in slowing down traffic. However this is for traffic travelling along Water Royd Lane / Old Bank Road. We note that your proposals are suggesting a disproportionate level of measures on the Water Royd Lane side when a lot of the accidents that we have attended to relate to traffic approaching the junction from Old Bank Road side. It should be noted that the double yellow lines are shorter and it bends such that vehicles travelling Old Bank Road approaching the junction appear to be coming out of no where for drivers approaching the junction from Lee Green.

From our experience the main contributory reason for collisions is that traffic travelling along Lee Green and Kitson Hill Road towards the Saville Arms Junction are failing to note that they are required to stop and give-away. In essence, the "Stop" signs are not working. Perhaps road narrowing points, giving priority to traffic exiting the junction, are set up prior to the junction on Kitson Hill Road and Lee Green will be more effective at slowing down drivers prior to reaching the

junction. This would enable drivers approaching the junction more time to process that they are approaching a “Stop” sign. Therefore your proposal of creating greater visibility does not address the underlying cause of the RTCs.

Many locals have been crying out for traffic lights for decades, but this has not materialised. I ask for this to also be considered.

Another proposal could be to change priorities, allowing traffic travelling along Kitson Hill Road / Lee Green priority over traffic travelling along Old Bank Road. This may work for two reasons. Firstly visibility travelling along Old Bank Road and Water Royd Lane approaching the junction is better, thereby allowing drivers to process the traffic situation better before proceeding. Secondly is that, particularly in Spring / Summer, low sun affects traffic travelling up Lee Green. So when vehicles are approaching the junction, the point where you want drivers to be giving their full concentration, you have drivers distracted trying to find shade and who are not paying attention to the junction ahead.

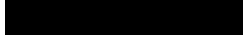
In essence your proposals do not address the cause.

I am happy to meet yourself or any councillor to discuss the proposed scheme.

Finally, kindly note that the yellow globes that form part of the zebra crossing have been discoloured and white for some years. Perhaps better maintenance is required.

I apologise for the lengthy email however I believe the above needs to be said.

Kind Regards



Objection 2

From: [REDACTED]
Sent: 20 August 2022 23:00
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: TRO NO:12 Order 2022

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

19/08/2022

I write to put forward my objection to the proposed traffic calming measures for Water Royd Lane in Mirfield.

I have lived here for almost 4 years [REDACTED] Paradise takeaway at 36 Water Royd Lane. I have a very narrow drive which is just wide enough to fit a small car. This space is generally used by my daughter as her car is slightly smaller. My only entrance to the road is my drive and my front door both opening onto the street.

Due to my work I often have deliveries of project materials often in heavy boxes. Delivery drivers generally need to stop outside in what at present is a layby.

As I am not permitted to park my car in the car park which is provided for the air conditioning office the sandwich shop and the hairdressers my only option is to park down the road on Lee Green where ever I can find space for on street parking. On occasions this can be quite a distance. Therefore, if I have heavy shopping, I may drop it off at the doorstep before parking my car. I have never parked my car outside for any length of time and it is very rare that anyone else has been parked there for more than a couple of minutes.

Its also getting harder to manage with my declining health and strength!

The proposal gives the impression that the road would be narrowed and stopping at any time would be prohibited. This would cause a lot of inconvenience and stress to myself and to my neighbours. I also think it would devalue my house which I have put a lot of time and money into refurbishing.

Since moving to my house in Mirfield I have witnessed several accidents on the junction generally involving vehicles crossing from Lee Green or from Kitson Hill and colliding with vehicles coming along Old Bank Road. This junction at times can be very busy people get frustrated with waiting and others not paying attention dont always realise they should stop. On no occasion when an accident occurred was there anything parked between the junction and the zebra crossing outside my house. It is my opinion that the only effective solution to the accidents would be to install traffic lights on the crossroads. This would make negotiating the junction better and easier for all who use it.

I therefore appeal to you to reconsider and implement a scheme that would be effective and helpful rather than this which is upsetting to all concerned.

Yours Faithfully

Objection 3

From: [REDACTED]

Sent: 25 August 2022 23:52

To: TRO Objections <TRO.Objections@kirklees.gov.uk>

Subject: Traffic Regulation (No 12) Order 2022 - Kitson Hill Road, Lee Green & Old Bank Road, Mirfield DEV/HG/D116-2212

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- reference: DEV/HG/D116-2212
- Harry Garland, Kirklees Council Legal Services,
- Objection to the above order TRO (No 12) 2022

I wish to object as this change will prevent me from being dropped off outside my sisters house when visiting her at her home

Unfortunately following falls while in my former job as a postman, I am now disabled my mobility is severely impaired, this means I can only mobilise with crutches for short distances.

The removal of the bay, currently with double yellow lines, will prevent or at least make it hard for me to access my sisters home to visit.

Please consider alternative solutions for this junction such as the installation of traffic lights.

Kind regards

- by email: TRO.Objections@kirklees.gov.uk

Objection 4

-----Original Message-----

From: TRO Objections <TRO.Objections@kirklees.gov.uk>

Sent: 22 August 2022 10:37

To: Highways TRO <Highways.TRO@kirklees.gov.uk>

Subject: FW: quoting reference: DEV/HG/D116-2212) no la

-----Original Message-----

From:

Sent: 09 August 2022 22:34

To: TRO Objections <TRO.Objections@kirklees.gov.uk>

Subject: quoting reference: DEV/HG/D116-2212) no la

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

there was a fatal accident outside our address and by changing the road layout you are simply moving the problems to outside our address and causing a obstruction outside our driveway and the driveway for the takeaway and sand which shop.

None of the proposed plans are going to solve the issue that causes most accidents at this junction..... surely traffic lights would be the best answer which all the local residents have asked for for over 30years....

Kind regards

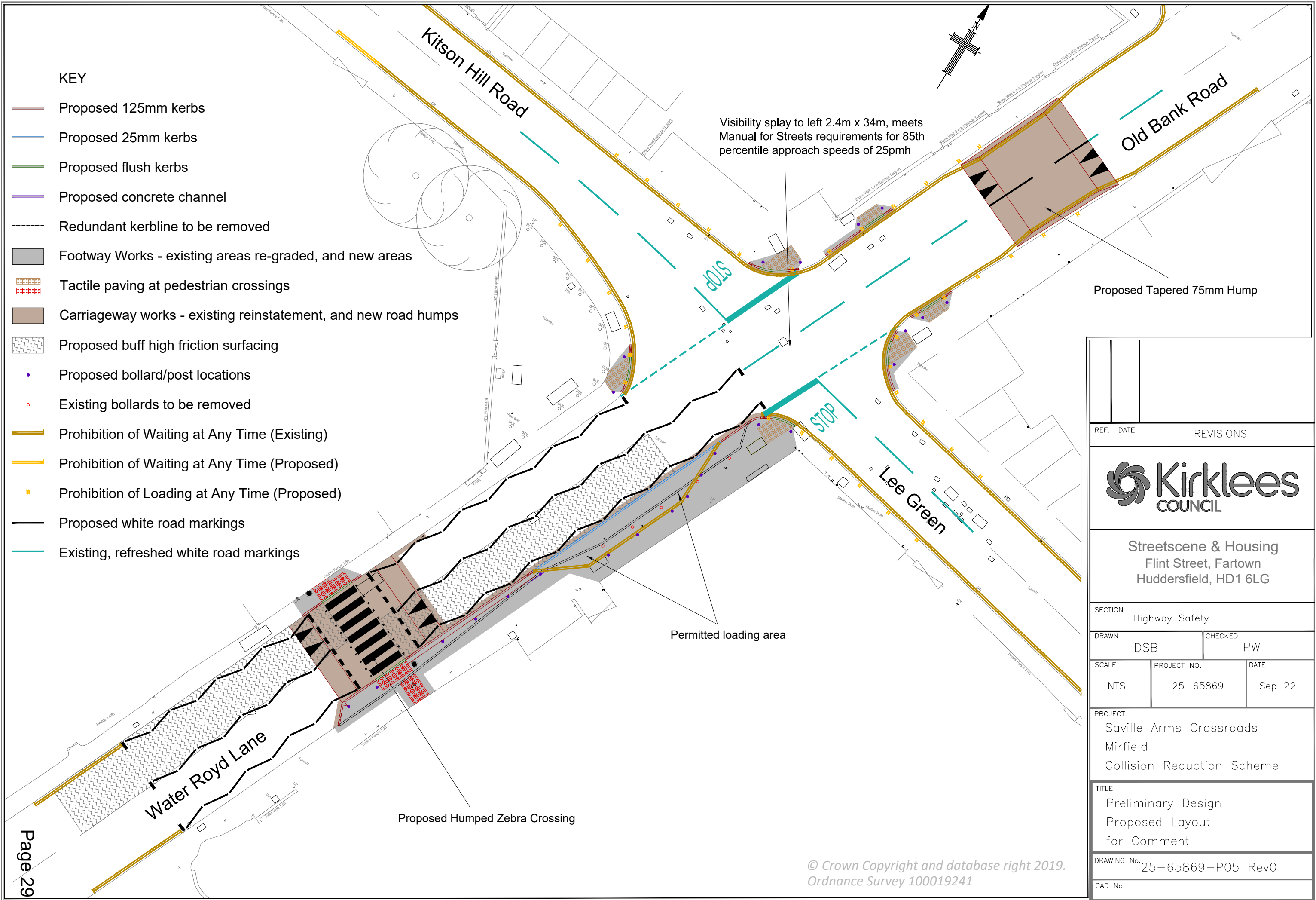
Objection 5


From: [REDACTED]
Sent: 12 August 2022 17:52
To: Cllr Martyn Bolt <Martyn.Bolt@kirklees.gov.uk>
Subject: Proposed safety road works at the junction of water royd lane

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

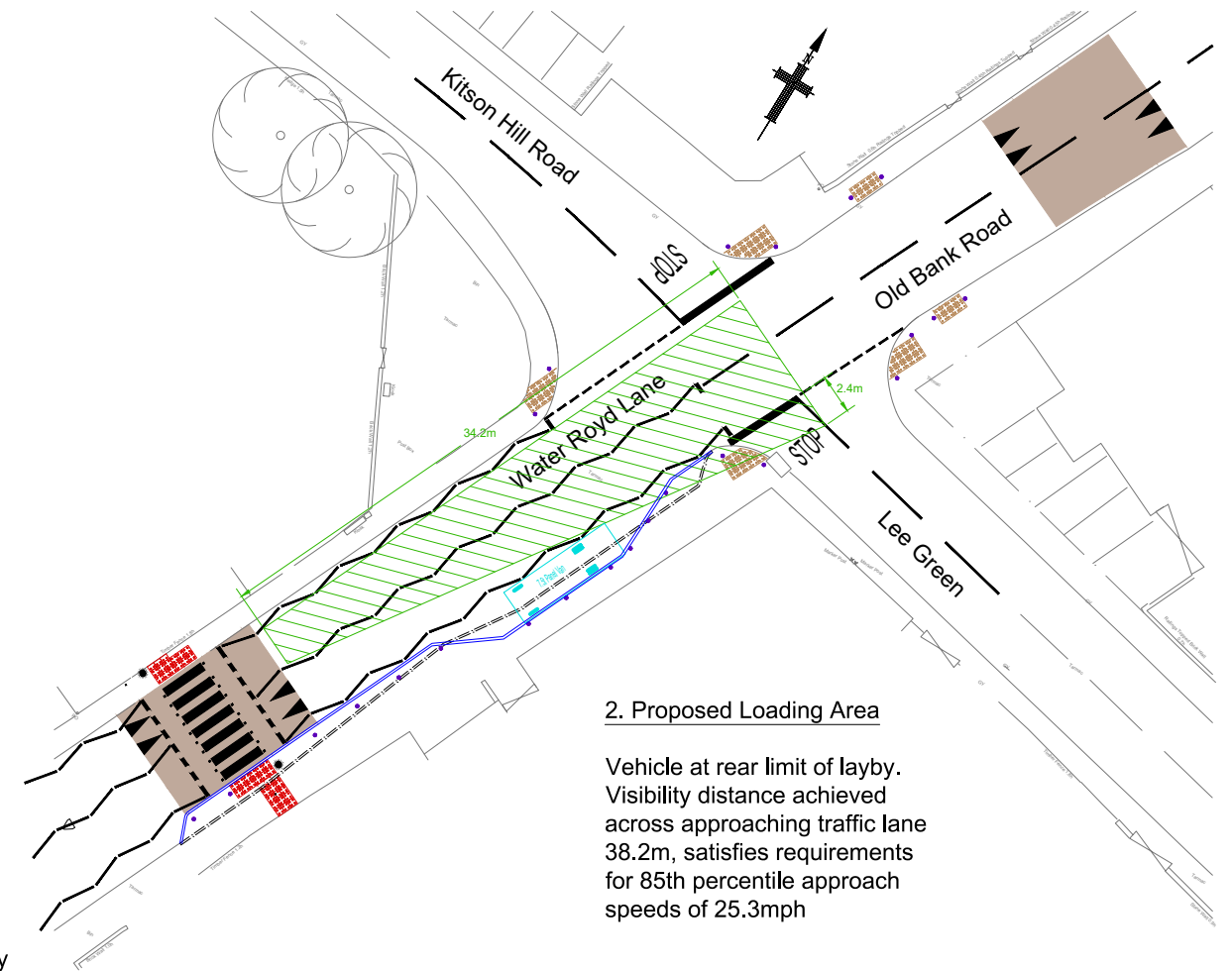
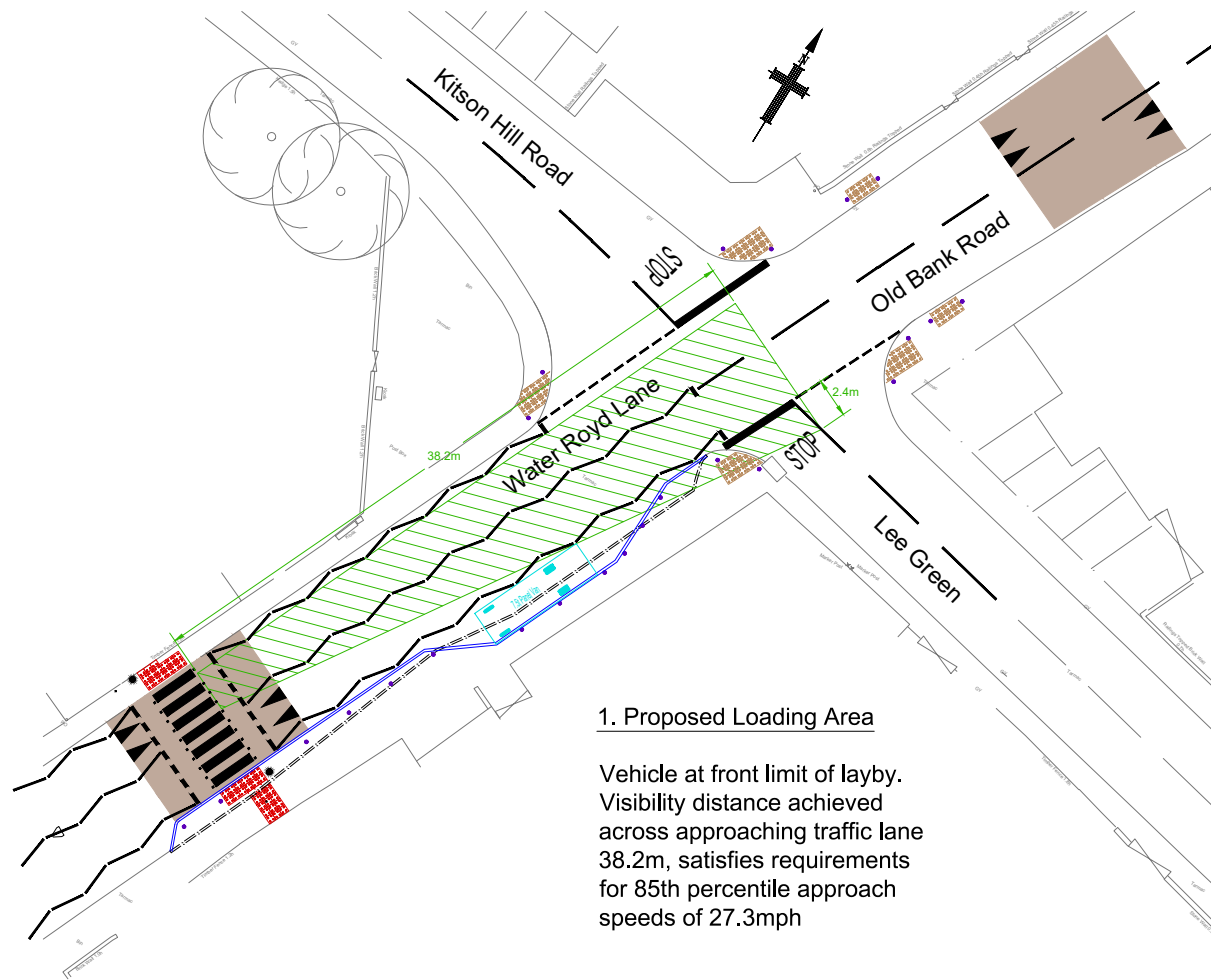
Hi Martyn hope you are well.
I live at number [REDACTED] which is the last house before the junction.
My wife and I have lived there for over 20 years and as you can imagine have witnessed many accidents over the years.
More so when the zebra crossing was swapped with the bus stop.
I'm a keen cyclist but also a driver and at peak times I feel the zebra crossing gets missed by drivers as their main concentration is on the junction.
In my opinion the zebra crossing is too close to the junction creating a dangerous hazard as there are too many things to look at at the same time.
Putting Chevrons down and such as proposed will only ask people to adhere to the new road rules. Some will, the majority will not.
Traffic lights will not ask drivers to adhere they will tell them to adhere.
Would traffic lights be a possibility?
This would probably be a bigger expense but would reduce accidents substantially.
Best Regards
[REDACTED]





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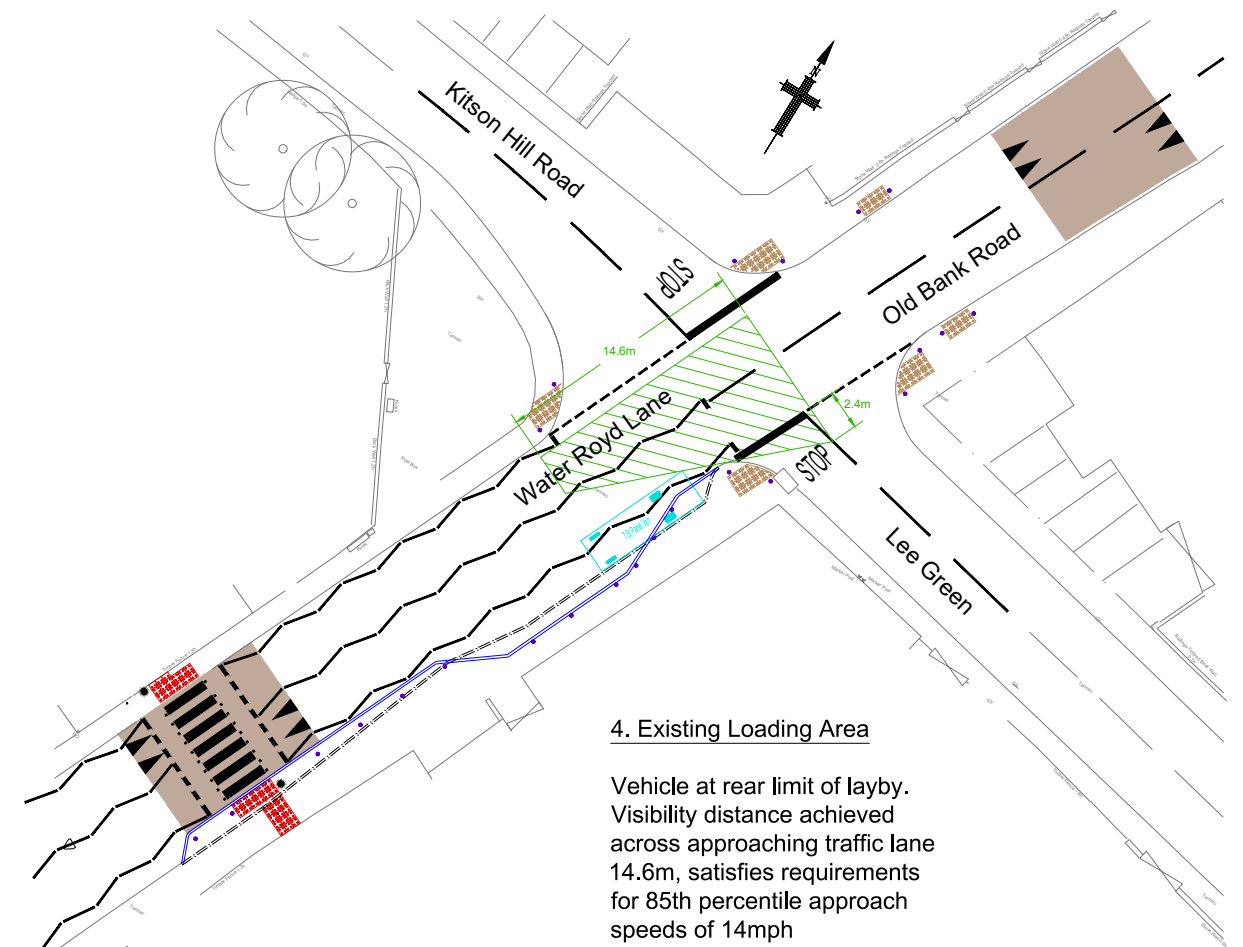
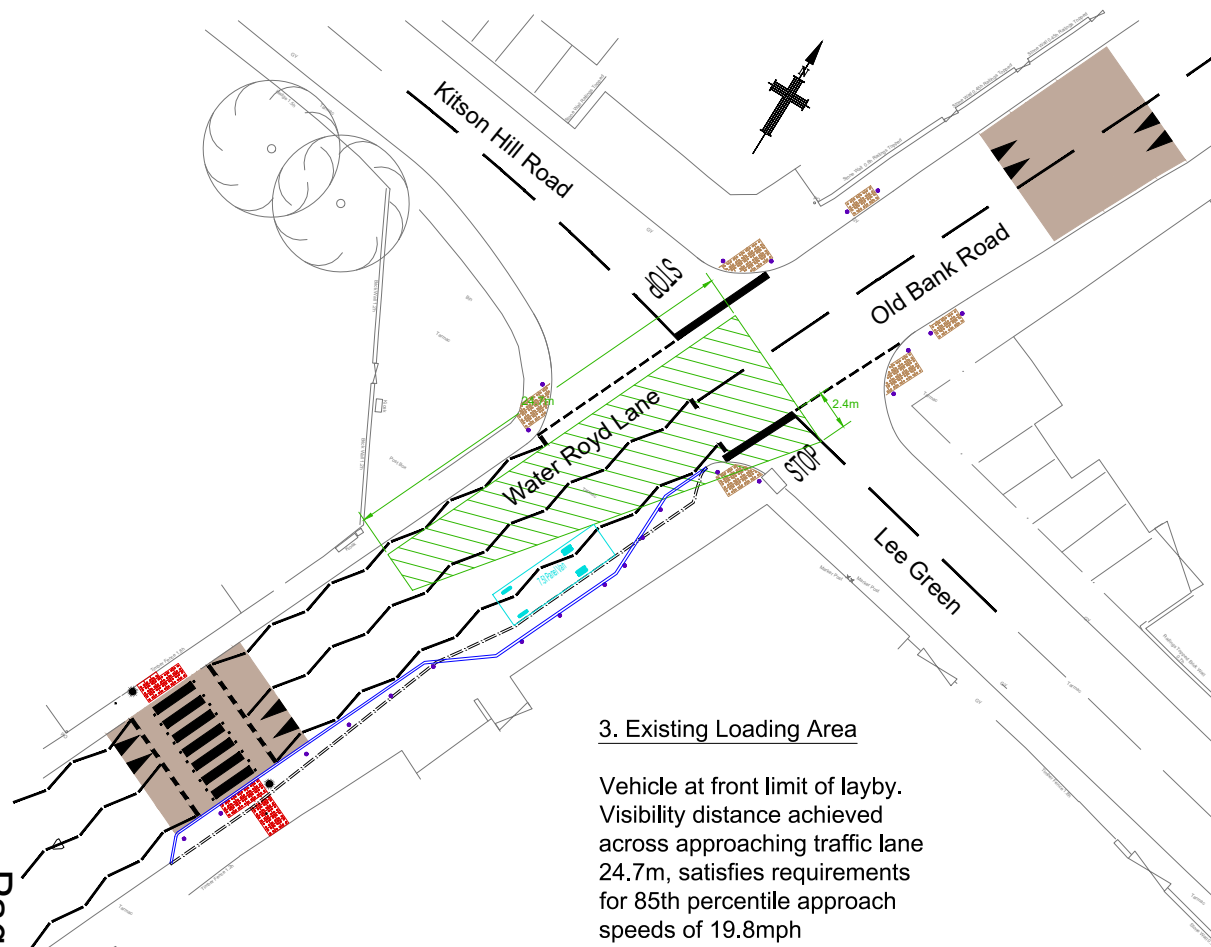


REF. DATE		REVISIONS
<div>Kirklees COUNCIL</div>		
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG		
SECTION Highway Safety		
DRAWN DSB		CHECKED PW
SCALE NTS	PROJECT NO. 25-65869	DATE Sep 22
PROJECT Saville Arms Crossroads Mirfield Collision Reduction Scheme		
TITLE Preliminary Design Proposed Layout for Comment		
DRAWING No. 25-65869-P05 Rev0		
CAD No.		

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-  Existing footway limits
-  Proposed proposed footway limits
-  7.5tonne Panel Van
-  Visibility splays



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Name of meeting: Cabinet Committee - Local Issues

Date: 19 December 2022

25-65869 Saville Arms Crossroads

APPENDIX G

Email from Cllr Bolt (25/10/2022) confirming that he will not take a position on retention of a layby, also including previous comments made, as below: -

“As per previous emails I request that the comment Dean [Barker – Scheme Designer] made earlier in this process is included: -

“However, during consultation with Ward Members, Cllrs Bolt and Lees-Hamilton felt strongly that the layby should be removed to maximise visibility. I fully understand this viewpoint, and it was supported by an internal road safety auditor. In all honesty, I can see the arguments for both options, and would be happy standing by either version.”

This clearly states that the removal of the layby WAS supported by internal road safety audit. From a position of Dean being happy to stand by either version we now have the situation of where staff would advise cabinet to support those wishing to retain the layby. I would also like details of any and all contact and correspondence by elected members or others (outside Mirfield) which may have influenced the situation. Hence until I get a full and detailed reply to my questions the only thing staff can say is “Cllr Bolt has requested full and detailed information on the scheme and has also, in support of residents asked, if Kirklees will give any personal or corporate guarantees that this will remove the hazards and dangers at this location“

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Name of meeting: Cabinet Committee - Local Issues

Date: 19 December 2022

25-65869 Saville Arms Crossroads

APPENDIX H

Email from Cllr Lees-Hamilton (05/09/2022) confirming that she will not support retention of a layby, also including other comments, as below: -

"The safety audit states it would be a safer scheme without the layby and reading what the objectors are saying it would appear that the current layby is in frequent use, thereby continually restricting the view for traffic exiting Lee Green.

The owner of the takeaway has previously stated that most collisions are caused by traffic exiting lee green.

If the disabled gentleman needs to be dropped off, you can pick up and drop off with a five-minute waiting period on double yellow lines.

As a driving instructor of 28 years, I have never encountered a problem with the location of the zebra crossing and to move the crossing would be placing it lower down the hill with much more limited visibility and further parking restrictions to properties further down the road, and it would be far too close to the entrance for Mirfield community centre car park. You cannot move it closer to the junction as that would be extreme folly.

There was a death on the zebra crossing recently but the coroner did not rule that the location of the crossing was the cause of the fatality. In my experience the zebra is fine where it is for the above reasons.

There is a car park for the sandwich shop and takeaway, customers should be able to use it.

The Saville arms crossroads is definitely the most dangerous junction in Mirfield, partly because a lot of reckless drivers break the law and do not observe the stop order, and partly because it has appalling visibility and space. In short it is a very small but very busy area of Mirfield.

It is illegal to park across a driveway and the offer of keep clear markings should give this objector peace of mind.

As to the statements that no collision has ever occurred when a vehicle is using the layby, someone forgot to add the word YET!

If we are to deliver a road safety scheme, it should be just that and improve the safety of that junction once and for all. No half measures. Why bother running the safety audit if we are just going to ignore the advice?

Several years ago when dealing with a road safety issue at Wate Royd Lane the residents and I would have preferred chicanes to slow the traffic but the safety audit ruled this out and left us with only alternative of speed humps. In short, the safety audit won."

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