

Name of meeting: **Cabinet Committee - Local Issues**

Date: **11 February 2019**

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

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

Electoral [wards](#) affected: **Mirfield and Liversedge and Gomersal**

Ward councillors consulted: **On the TRO Proposals - Yes**

On the content of this report - No

Public or private: **Public**

1. Purpose of report

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

2. Key points

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

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

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

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

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

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

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

The TRO was publically advertised between 21 December 2018 and 21st January 2019, and during that period 47 objections have been received (See Appendix 3 – Objections).

The objections have been summarised, categorised by issues, and set out in the section below, but, in general, the objections relate, as a whole, to concerns of potential increased local traffic congestion and accidents. (See Appendix 4 – Objections summary).

Issue 1 from Objectors

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

In response:

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

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

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

Actual Flows 2018 (single day count)

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

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

Issue 2 from Objectors

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

In response:

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

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

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

Issue 3 from Objectors

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

In response:

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

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

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

Issue 4 from Objectors

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

In response:

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

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

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

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

Issue 5:

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

In response:

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

3. Implications for the Council

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

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

Other (eg Legal/Financial or Human Resources)

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

4. Consultees and their opinions

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

In response to the consultation:

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

In response:

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

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

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

In response:

These concerns have been addressed in the body of the report

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

In response

Cllr Lees Hamilton has been sent the link to the Transport Impact Assessment undertaken for this scheme.

With regards to the concerns of drivers who choose to ignore the banned movements proposed in this TRO – this will be a matter for West Yorkshire Police, as with all other moving traffic offence – they are aware of these proposals

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

5. Next steps

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

6. Officer recommendations and reasons

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

Reasons:

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

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

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

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

7. Cabinet portfolio holder recommendation

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

8. Contact officer and relevant papers

Contact Officer: Rashid Mahmood
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9. Service Director responsible

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