

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Monday 11th February 2019

Present:

Councillor Peter McBride
Councillor Naheed Mather
Councillor Graham Turner

In attendance:

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

1 Membership of the Committee

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

All Cabinet Members are permitted to act as substitutes in the absence of a Member of the Committee.

RESOLVED - All members were present.

2 Minutes of Previous Meeting

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

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

3 Interests

No interests were declared.

4 Admission of the Public

All items were considered in public session.

5 Deputations/Petitions

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

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The Committee received representation from Cllr Lisa Holmes and local residents objecting to Kirklees (TR) (No 11) Order 2018, proposed 'no right turn' from Huddersfield Road, Mirfield into Child Lane and 'No left turn' from Child Lane, Roberttown on to Huddersfield Road in respect of Agenda item 10.

6 Public Question Time

No questions were asked.

7 Member Question Time

No questions were asked.

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

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

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

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

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

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

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

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

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

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

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

It was agreed that this would be kept under review.

RESOLVED - That Armitage Bridge Village Association are:

- a) Commended for their commitment to their local area and thanked for the work they have undertaken to highlight the issues that occur in the area
- b) Informed that there are already measures in place to control HGV traffic through Armitage Bridge and that any physical restriction would be diluted due to access required for specific types of HGVs. This coupled with the fact that the primary function of traffic calming is to manage driver behaviour that leads to road traffic collisions, not to deter through traffic, it is recommended that the scheme is not to be progressed: as it would not deliver the outcome that the residents desire.
- c) Assured that the safety record through the village is good, and on that basis there is no justification for expenditure, over and above that which is highlighted above (next steps), from mainstream budgets. Officers will continue to monitor the situation and, should it change, the issues will be revisited.

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

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

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

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

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

- a) Speed Counts are to be arranged and any traffic patterns of speeding will be passed to the Police to ask if they can undertake targeted enforcement as resources permit
- b) A zebra crossing cannot be provided, that will meet the needs and expectations of parents crossing to the school, as there is no safe location to install a formal pedestrian facility that meets current design guide standards
- c) The feasibility of guardrail is to be assessed and, subject to no impact on the location the School Crossing Patrol site will be provided if found appropriate
- d) The Council will continue to work to recruit a School Crossing Patrol at this location

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

The Committee considered a report which outlined the Objection to Kirklees (TR) (No 11) Order 2018, proposed 'No Right Turn' from Huddersfield Road, Mirfield into Child Lane and 'No Left Turn' from Child Lane, Roberttown on to Huddersfield Road.

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

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

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

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

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

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

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