

Name of meeting: Cabinet Committee - Local Issues
Date: 23 June 2021

Title of report: 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

Purpose of report: To consider objections received to the above advertised Traffic Regulation Order.

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 – 03.06.2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 02.06.2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 11.06.2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

To consider 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.

2. Information required to take a decision

- 2.1 The mandatory left turn is required as part of changes to the junction layout under the Huddersfield Southern Corridor improvements, this scheme at the junctions of Colne Road/Chapel Hill/Folly Hall and Folly Hall/St Thomas Road is the first of several improvements planned
- 2.2 The funding comes from the West Yorkshire Plus Transport Fund. It is a fund that was established in the Strategic Economic Plan of the Leeds City Region to provide “transformational strategic infrastructure” to unlock development and improve access to jobs. The funding is administered by the West Yorkshire Combined Authority.
- 2.3 The current traffic signal arrangement from Colne Road is to be changed because it is inefficient. If a vehicle wishing to turn right is at the head of the queue when the left turn filter operates no vehicle can progress past the stopline. The right turn movement is separately signalled and so introduces lost time at the junction when no traffic can progress. The proposal provides a more efficient junction layout. The additional time saved by the simplification in conflicting movements can be reallocated to benefit the A616 movements to reduce the current large queues and subsequent delays to buses and motorised vehicles. This change also provides the opportunity to significantly improve the pedestrian and cycle crossing facilities on a key strategic location in the cycle and pedestrian network.
- 2.4 The Traffic Regulation Order (TRO) was advertised between 24 March 2021 and 24 April 2021, when the notice was placed on site, in the local press and on the Council website. During that time one objection was received specifically to the mandatory left turn. No comments or objections were received to the No Right Turn in to Queen Street South element of the TRO.

Objection:

A resident of Almondbury has objected on the grounds that they currently use Colne Road and Chapel Hill to get into Huddersfield town centre and they will no longer be able to turn right as a result of this traffic regulation order.

In response:

The mandatory left turn is needed as the road layout at the new junction does not allow for a turn to the right. This issue has been anticipated so changes will also be made to Queen Street South to allow all vehicles of all sizes to access the ring road at the junction with Queensgate.

This allows any traffic that would have wanted to turn right out of Colne Road to turn up Queen Street South at the junction with Colne Road a short distance away. Then at the top of Queen Street South the vehicle can turn left on to Queensgate and thus have access to the ring road.

For residents of Almondbury, Lowerhouses, Castle Hill, Dog Hill Bank and Longley there are other routes into the town centre, and they do not necessarily have to travel on to Colne Road as a sole means of getting into the town centre.

As part of the consultation process, prior to the advertisement of the traffic regulation order, affected local residents/ businesses were consulted. At that time a couple of comments were received which related to increased traffic on Queen Street South as a result of the TRO.

3 Implications for the Council

3.1 Working with people - The proposed works are considered necessary to improve road safety, reduce congestion and improve the general travelling public experience.

3.2 Working with Partners – Not applicable

3.3 Place based Working – This is a local solution aimed at improving the highway network for local people travelling in and out of Huddersfield.

3.4 Climate Change and Air Quality – These proposals are expected to improve Air Quality locally due to reduced congestion at or in close proximity to a declared Air Quality Management Area.

3.5 Improving outcomes for children- No direct changes.

3.6 Other - If the TRO is not implemented, then the whole Huddersfield Southern Corridors project, to be funded mainly by West Yorkshire Combined Authority will not be workable in its current form and will require a further updated business case submission to understand the effects of change which may result in delay to the scheme delivery.

4 Consultees and their opinions

4.1 Statutory consultees have been consulted on these proposals prior to the advertising of the Order and no comments were received.

4.2 The Newsome Ward Councillors had been consulted on the proposals, prior to the formal advertising of the Traffic Regulation Order and no comments were received.

5. Next steps and timelines

Cabinet Committee for Local Issues to consider the objection raised during the formal advertising period for the proposed Mandatory Left Turn and reach a decision on whether the traffic regulation order should be implemented as advertised.

If the Cabinet Committee for Local Issues chooses to overrule the objection received the TRO proposals will be implemented during the scheme construction and after the Order is sealed.

If Cabinet Committee choose to uphold the objections, then the changes cannot be made and the scheme design will need to be reviewed.

6. Officer recommendations and reasons

That the objections be overruled, and the Mandatory Left Turn is implemented, as advertised, to improve road safety and reduce congestion for all road users at this location, as part of the overall scheme.

7. Cabinet portfolio holder's recommendations

The Cabinet Portfolio Holder supports the officer recommendation to overrule the

objection and implement the Traffic Regulation Order as advertised.

8. **Contact officer**

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9. **Service Director responsible**

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