

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

**Date:** 8 October 2021

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

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

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the <a href="#">Council's Forward Plan (key decisions and private reports?)</a>	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 23/09/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 23/0/9/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 24/09/2021
Cabinet member <a href="#">portfolio</a>	Councillor Naheed Mather

**Electoral wards affected:** Denby Dale

**Ward councillors consulted:** Yes

**Public or private:** Public

**Has GDPR been considered:** Yes

## 1. Summary

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

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

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

## 2 Information required to take a decision

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

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

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

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

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

**In response:**

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

**Objection 2:**

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

My objection to road humps are as follows:

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

The objector goes on to suggest the following alternatives:

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

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

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

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

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

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

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

### **3 Implications for the Council**

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

**3.5 Working with Partners** – Not applicable

**3.6 Place based Working** – The advertisement of the proposed traffic calming here is intended to reduce traffic speeds to improve road safety in this vicinity for all road users.

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

**3.8 Improving outcomes for children-** These proposals are aimed at controlling traffic speeds in order to make the road a safer place to cycle and walk for all users, including children.

#### **3.9 Other**

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

#### **4 Consultees and their opinions**

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

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

#### **5. Next steps and timelines**

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period for the proposed traffic calming features and reach a decision on whether the 'Road Hump Notice' should be implemented as advertised.

If Cabinet Committee Local Issues chooses to overrule the objections received the scheme will be implemented as advertised.

If Cabinet Committee choose to uphold the objections, then the traffic calming cannot be installed as shown on the plan, the proposed speed reduction will not be realised, and the developer will be informed.

#### **6. Officer recommendations and reasons**

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

For these reasons, the Officer recommendation is that the objections to the installation of the proposed traffic calming features are overruled and the proposals are implemented as advertised, to allow the proposed road safety benefits to be realised.

#### **7. Cabinet portfolio holder's recommendations**

The Cabinet Portfolio Holder TBC.

#### **8. Contact officer**

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

#### **9. Service Director responsible**

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