

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

WEDNESDAY 23 JUNE 2021

Present: Councillor Peter McBride (Chair)
Councillor Musarrat Khan
Councillor Paul Davies

In attendance: Elizabeth Twitchett, Operational Manager, Environment Services – Highways Design and Road Safety
Andrew Perry – Senior Engineer, Street scene and Housing – Area Working and Safety
Ken Major, Principal Engineer - Environment Services
Muhammad Qadri, Principal Engineer - Environment Services

Councillor Bernard McGuin

Margaret Shaw

Apologies: Councillor Naheed Mather

1. Appointment of the Chair

The Committee put forward nominations to appoint a Chair for the 2021/22 municipal year. Councillor Naheed Mather nominated Councillor Peter McBride and Councillor Davies seconded the nomination.

RESOLVED: It was agreed that Cllr Peter McBride be appointed Chair for the 21/22 municipal year.

2. Membership of the Committee

Councillor Musarrat Khan attended as a substitute for Councillor Naheed Mather.

3. Minutes of the Previous Meeting

Councillor Peter McBride approved the Minutes of the meeting held on 24 March 2021.

4. Interests

No interests were declared.

5. Admission of the Public

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All agenda items were considered in public session.

6. Deputations/Petitions

No deputations or petitions were received

7. Member Question Time

No member questions were asked.

8. Objection to Kirklees TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting, and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury.

The Committee considered a report presented by Ken Major, Principal Engineer - Environment Services in respect of an objection received to TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting, and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury.

It was explained that following local consultations with residents' concerns were raised about the loss of 12 metres of residential parking. The Committee were advised that in response to the consultations, the scheme had been revised to extend the length of Permit Holder parking by 12 metres to the south-east, thus maintaining the original length provided prior to the development. This meant that the combined Limited Waiting and Permit Holder parking bay covered the same length of roadside as it previously had.

An objection had been received in writing from Councillor Bernard McGuin, which highlighted further concerns in respect of residential parking and requested an extension of the permit parking scheme on the road.

In response to the objection, it was advised that the requirement to extend the No Waiting at Any Time restriction by 12 metres was the result of a planning condition and was required to allow delivery vehicles clear access to the site. To accommodate it the existing Limited Waiting area needed to be shortened by 12m and in doing so the current length of Permit Holder bays had been maintained.

It was noted that some of the challenges were an inevitable result of the loss of parking facility at the Rose and Crown pub, but the proposed scheme maintained the on street parking provision.

Councillor Bernard McGuin advised that he agreed with officers' responses, he understood that there was limited parking for residents and had therefore requested the extension, however it was importance to balance this against other conflicting needs such as access for deliveries. He added that it was important to articulate this clearly to residents.

The Committee considered all the information received both verbally and in writing and;

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RESOLVED : It was agreed that the objection be overruled, and TRO No 19 Order be implemented as advertised.

9. Objection to Kirklees TRO No 4 Order 2017, Proposed No Waiting at Any Time restrictions, Thorpe Lane, Almondbury

The Committee considered a report presented by Ken Major, Principal Engineer - Environment Services in respect of an objection received in response to the public advertisement of 'No Waiting at Any Time' parking restrictions on Thorpe Lane, Almondbury in Kirklees (TR) (No 4) Order 2017.

The Traffic Regulation Order was advertised between 21 February 2020 and 21 March 2020, and followed complaints from residents, including a petition. Site visits showed that drivers regularly park on the footway on the blind bend on Thorpe Lane, Almondbury on the right hand side of the junction of Thorpe Grange Gardens. The proposed restrictions aim to improve road safety for all road users and increase visibility for drivers exiting from Thorpe Grange Gardens

During the consultation Councillor Bernard McGuin objected on the basis that that these proposals would have had an adverse effect on one of the residents .

The response given to the objection was that the proposed parking restrictions were to extend up to the boundary of the residential property that Councillor McGuin believed to be affected. As part of the consultation process, prior to the advertisement of the traffic regulation order, affected local residents were consulted and at that time no adverse comments were received.

Councillor Bernard McGuin advised that after considering the information presented that he formally withdrew his objection.

RESOLVED: That Councillor Bernard McGuin formally withdrew his objection for TRO No 4 Order 2017 and that the order be implemented as advertised.

10. 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

The Committee considered a report which outlined 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.

Elizabeth Twitchett, Operational Manager, Environment Services - Highways Design and Road Safety advised that the Moving Traffic Order Number (No. 27) Order 2020 had been brought in to support a major traffic scheme funded by the West Yorkshire Plus Transport Fund.

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The Traffic Regulation Order was advertised between 24 March 2021 and 24 April 2021. During this time one objection was received specifically to the implementation of the mandatory left turn.

In response to the objection, it was advised that the mandatory left turn was needed as the road layout at the new junction did not allow for a turn to the right. The Committee also noted that there were other routes to allow residents of Almondbury, Lowerhouses, Castle Hill, Dog Hill Bank and Longley to access the town centre.

The Committee considered all the information received both verbally and in writing and;

RESOLVED: It was agreed that the objections be overruled, and the Mandatory Left Turn be implemented as advertised.

11. Objection to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

The Committee considered a report which outlined two objections received to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

The Traffic Regulation Order for the implementation of the traffic calming measures was advertised between 10th March 2021 and 1st April 2021 and during that time two objections were received.

Member of the Public, Margaret Shaw, also attended the meeting to speak under the item. The Committee noted that:

- There had never been a collision on the route and therefore it was felt that the proposed traffic calming measures were not needed;
- Funding, in the context of the Covid-19 pandemic, may be put to better use.
- There were concerns that mobility scooters may be unable to transverse any speed bumps, and therefore would be unable to use the road where the pavements were too narrow for mobility scooters.
- The use of bollards, a 20mph speed limit zone and the introduction of traffic lights were suggested as possible alternatives.

In response, Elizabeth Twitchett, Operational Manager, Environment Services - Highways Design and Road Safety advised that this proposal was funded by the Public Realm budget ,which did not have a collision reducing element attached to it, thus enabling the delivery of highway schemes that are generating genuine concern but fall short of reaching the criteria required for funding from mainstream budgets. There had been no collisions on the route along which the traffic calming has been proposed but concerns regarding the flow of traffic and vehicle speeds had been highlighted via the Ward Councillors who requested the scheme.

Andrew Perry – Senior Engineer, Street scene and Housing – Area Working and Safety, added that:

- The decision was taken to use round top speed bumps to achieve a maintained speed of 20-30mph along the route.

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- The funding for the scheme was derived from the Public Realm budget for 2019/20 and had been allocated before the pandemic.

The Committee asked questions around the issue of mobility scooters raised and highlighted the importance of supporting residents and ensuring accessibility for all.

Elizabeth Twitchett reassured the Committee that the height and shape of the speed bumps detailed in the proposals were the FDA approved design and that a mobility scooter would be able to transverse the speed bumps. It was also advised that any individuals with any concerns could contact the Council directly to receive support and advice if needed. The Committee also noted that the alternative traffic calming options put forward by objectors had been explored as possible options but were not viable and the reasons for this were explained.

The Committee thanked Margaret Shaw for her contributions and highlighted that her comments provided the Committee with a wider perspective on the proposals from the point of view of the resident. Overall, members were satisfied that the responses given to the objections demonstrated that the concerns raised, and the possible alternative options had been explored.

In considering all the all the information received both verbally and in writing;

RESOLVED: It was agreed that the objections to the proposed traffic calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield, be overruled and the Traffic Regulation Order be implemented as advised.