

Name of meeting: Cabinet Committee - Local Issues

Date: 24 November 2021

Title of report: Objection to the proposed traffic calming features on the junction of Crosland Road and Cowrakes Road, Lindley, Huddersfield.

Purpose of report: To consider two objections received to: The Flat-Topped Plateau Road Hump to be formed at the junction of Cowrakes and Crosland Rd, Lindley, Huddersfield.

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 – 10/11/2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 4/11/2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 08/11/2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Lindley

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 Cowrakes Road and Crosland Road junction has been identified as a cause for concern regarding personal injury collisions, where the location would benefit from the introduction of traffic calming measures to reduce the approach speeds of vehicles approaching the junction.
- 1.2 The Capital Budget has identified funds to address areas in Kirklees where there are areas of concern with regards to collision rates.
- 1.3 Cowrakes Road and Crosland Road are predominately residential streets that have a 30mph speed limit along their length and form part of a Bus Route.
- 1.4 Cowrakes Road has speed cushions on it from Moor Hill Road to West Street and East Street.
- 1.5 The proposed scheme is aimed at reducing vehicle speeds travelling towards Cowrakes Road / Crosland Road, aimed at reducing the recorded personal injury collisions which have occurred at this junction.

2. Information required to take a decision

- 2.1 The proposed traffic calming feature includes the introduction of a junction plateau with the removal of 2 existing pairs of speed cushions on Cowrakes Road to facilitate this. The traffic calming feature is placed to avoid impeding accesses to residential properties and aimed at encouraging vehicles to travel at or below the speed limit of 30mph.
- 2.2 The vertical traffic calming proposals are as shown in Plan 1. The scheme is designed to address those personal injury collisions which have been occurring at the junction over the last 5 years.
- 2.3 Residents were consulted on the proposed scheme from Wednesday 21st July 2021 through to Wednesday 11th August 2021. Three comments were received- two of which welcomed the proposal but would like to see further traffic calming on Crosland Road, and one which stated traffic signals is the better option.
- 2.4 The Traffic calming proposals as shown on the Plan were formally advertised between 24 September 21 and 22 October 21, and during that period two objections and one comment were received.

Objection 1: I am writing regarding the above plans to put humps at the top of Moor Hill/Cowrakes Road to slow down traffic at this busy junction. I believe and lots of others believe it would be far better to install a mini roundabout. Not only would this slow down the traffic at this very busy junction, but it would also save a lot of confusion as to who has right of way. It works in other places and many years ago this was what we were anticipating when the original speed bumps were installed.

In response:

A number of traffic options were considered at this location, including a spot mini roundabout and traffic signals. The best suited option to address the collisions recorded, and to maintain traffic flows at this specific location, was the junction plateau which has been put forward for formal public advertisement.

Introducing traffic signals was considered not to be feasible at this location as they would introduce delays that do not occur at the moment, increased journey times on all arms of the junction would occur due to the traffic signal phasing plan where an all-red phase would be introduced for when pedestrians wish to utilise the crossing.

A small mini-roundabout was also considered but it was found not to be feasible as it would also increase journey times for drivers travelling through the junction. This is because of the unbalanced flows between the main road and the side roads in peak times. As with all roundabouts the main arm has the predominant traffic flows, and in this case the side roads would be unlikely to get an opportunity to exit resulting in drivers 'going for the gap' in what would be constant traffic flows increasing the potential for collisions. Introducing a roundabout at this location would only result in the side roads having major traffic build up and congestion. With an introduction of any roundabout there is also a greater collision risk than the introduction of a plateau.

Introducing a junction plateau will help reduce the personal injury collisions located at the junction, allowing journey travel times to continue as they currently are. It will assist in reducing vehicle speeds of those vehicles travelling on Cowrakes Road, and also help slow those vehicles on the side roads that approach to the junction. In addition, pedestrians will be able to cross the roads at the located tactile crossing points improving continuous footway travel links for pedestrians.

Objection 2: As a local who lives in Hill Grove and regularly uses this junction I see the problem as two fold -

- a) during the day it is traffic approaching up the main road from both directions at speed - despite the current traffic slowing measures
- b) at rush hours and other busy periods the traffic volume makes it very difficult for traffic on both sides of Crosland Road to easily determine who has right of way when a gap appears in traffic. This results in traffic queues on both sides of Crosland Road and increases the pressure on drivers to 'go' for the gap.

A traffic 'movement' solution like a mini roundabout or traffic lights would be far more effective for all 4 roads than just adding more ineffective traffic calming measures.

I would be pleased if you could forward my comments to the appropriate council committee - should you wish further information I am happy to comment if asked.

In response:

Please refer to the response made to Objection 1 which provides Highways Safety's explanation to the objectors suggested comments regarding traffic lights and spot mini roundabout.

Comment: A further comment was received but not through an official means of communication so cannot be considered as an objection. The comment was similar to the other objections so for completeness it has been included as follows:

I don't think the issue is a traffic calming issue i.e. down to speed, but more down to a bit of confusion with the junction itself, drivers not knowing who has right of way and

panicking in pulling out across each other, wouldn't a mini roundabout be better suited here? The raised area would still pose the same issues, where as a roundabout is something people know how to deal with.

In response:

Please refer to the response made to Objection 1 which provides Highways Safety's explanation to the objectors suggested comments regarding a mini roundabout.

3. Implications for the Council

3.1 **Working with people** - The proposed works are considered necessary to reduce personal injury collisions at this location.

3.2 **Working with Partners** – Not applicable

3.3 **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.

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

3.5 **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.

3.6 Other implications (HR/Legal/Financial etc)

There is a current cost to the Council of £5,554.00 to process the necessary legal order needed to allow construction, along with the cost of installing the traffic calming features. These costs, and those of the design and construction of the scheme, will be covered by funding identified and approved from the Capital Plan budget. There will also be an ongoing maintenance cost to the Council which will be funded through our capital maintenance for lining allocations as necessary.

4. Consultees and their opinions

Councillor Cahal Burke supports the proposals.

Councillor Anthony Smith supports the proposals.

Councillor Adam Gregg has not responded.

Statutory consultees were consulted on these proposals in July 2021 with no comments received from the statutory consultees except for the Huddersfield MAG Rep who had no concerns to the proposal as long as the junction plateau is in line with chapter 2.5 of the TfL Urban Motorcycle Design Handbook.

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 accident reduction will not be realised.

6. Officer recommendations and reasons

The proposed installation of the traffic calming features are designed to ensure that traffic speeds are maintained below, or no greater than the 30mph and assist with reducing personal injury collisions at the junction.

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 Councillor Mather supports the Officer recommendation.

8. Contact officer

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9. Service Director responsible

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