

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES WEDNESDAY 24<sup>TH</sup> NOVEMBER 2021

Present: Councillor Peter McBride (Chair)  
Councillor Paul Davies

In attendance: Ken Major, Principal Engineer - Environment Services  
Philip Waddington, Group Engineer – Commercial,  
Regulatory and Operational Services.

Apologies: Councillor Naheed Mather

1. **Membership of the Committee**  
Apologies were received from Councillor Naheed Mather
2. **Minutes of the Previous Meeting**  
The Committee approved the Minutes of the meeting held on 8 October 2021 as a correct record.
3. **Interests**  
No interests were declared.
4. **Admission of the Public**  
All agenda items were considered in public session.
5. **Deputations/Petitions**  
No deputations or petitions were received
6. **Public Question Time**  
No public questions were asked.
7. **Member Question Time**  
No member question were asked.
8. **Objection to the proposed traffic calming features on the junction of Crosland Road and Cowrakes Road, Lindley, Huddersfield.**

The Committee considered a report presented by Ken Major, Principal Engineer – Environment Services and Phil Waddington Group Engineer – Commercial, Regulatory and Operational Services, in respect of 2 objections received to: The Flat

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– Topped Plateau Road Hump to be formed at the junction of Cowrakes and Crosland Road, Lindley, Huddersfield.

The Committee were informed that Cowrakes Road and Crosland Road junction had been identified as a cause for concern regarding personal injury collisions. As a result, funding had been identified within the capital budget to address the collisions through the introduction of traffic calming measures to reduce the speeds of vehicles approaching the junction.

As a part of the investigation, it was identified that a flat-topped road hump was the best solution for the junction. Residents were consulted on the proposed scheme from Wednesday 21st July 2021 through to Wednesday 11th August 2021. 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.

The objections/ comment referred to the best solution for the junction suggesting traffic signals or a mini roundabout as a better alternative to slow down traffic and reduce confusion at the busy junction during peak times.

In response, it was explained that prior to suggesting the flat-topped road hump as a solution, investigation was undertaken into the possibility of traffic signals or a mini roundabout. The traffic signals were rejected, as this option would result in longer delays at the junction, and the mini roundabout was rejected as the dominant direction of traffic flow would mean that any other vehicles from opposing directions would be unlikely to get a safe opportunity to exit increasing the potential for collisions.

The Officers recommendation, which was supported by the Cabinet Portfolio Holder for Environment, was that the objections to the installation of the proposed traffic calming features were overruled, and the proposals were implemented as advertised, to allow the proposed road safety benefits to be realised.

Having considered the information presented both verbally and in writing the committee:

**RESOLVED** – That the objections be overruled, and the traffic calming measures and TRO proposals are implemented as advertised.