

Contact Officer: Jodie Harris

**KIRKLEES COUNCIL
CABINET COMMITTEE - LOCAL ISSUES
WEDNESDAY 24TH FEBRUARY 2022**

Present:

Councillor Peter McBride
Councillor Paul Davies
Councillor Naheed Mather

In Attendance:

Ken Major, Principal Engineer – Environment Services
Karen North, Principal Technical Officer, Highways and Streetscene

Apologies: N/a

1. Membership of the Committee

No apologies were received.

2. Minutes of the Previous Meeting

The Committee were advised that the Minutes of the meeting held 24 November 2021 would be submitted for approval at the next meeting of the Committee.

3. Interests

No interests were declared

4. Admission of the Public

All agenda items were considered in public session

5. Deputations/Petitions

The Committee received a petition from residents of Luck Lane in support of the objection to the length of the double yellow lines in the proposed Luck Lane parking scheme.

RESOLVED: That the petition be registered.

6. Public Question Time

No public questions were asked

7. Member Question Time

No member questions were asked.

**8. Objection to the proposed extension to the 30mph speed limit on
Cumberworth Road and Ponker Lane, Skelmanthorpe.**

The Committee considered a report presented by Ken Major, Principal Engineer – Environment Services, in respect of 1 objection received in response to: the public advertisement of the traffic regulation order for the extension to the 30mph speed limit, and the consequent changes to the start point of the national speed limit, on Cumberworth Road/Ponker Lane, Skelmanthorpe.

The Committee were informed that planning permission was granted, in July 2020, for the erection of 190 dwellings and the associated landscaping and infrastructure at Land to the north of Cumberworth Road, Skelmanthorpe. The planning condition (no. 26) stated that before any dwelling was occupied a detailed scheme for the provision of the new relocation of the 30mph speed limit and any additional traffic calming provision should be submitted to, and approved, in writing by the Local Planning Authority.

The speed limit change proposals were formally advertised between 16 November 21 and 14 December 21, and during that period 1 objection was received. The main concerns raised in the objection were in relation to the current lack of adherence to the 30mph speed limit, and the lack of adherence in the future despite the proposed extension. The objector explained that they believed this was due to the 60mph section of the road and proposed that the 30mph restrictions instead be increased to the full length of the road.

In response, Ken Major explained that the extension of the 30mph section by a distance of 100 metres was specifically to move the start of the speed limit to an appropriate point before the new access road into the housing development. The position of the new speed limit change was to be outside the built-up area and placed at the transition point between a rural road and the village. The remainder of Ponker Lane was intended to remain national speed limit and under Department for Transport guidance – Setting Local Speed Limits - 01/2013, this was the appropriate speed limit for a road of such nature.

The Officers recommendation was that the proposed extension to the 30mph speed limit was to facilitate the safe operation of the access to the new housing development site, and to ensure that it was located within a suitable distance beyond the start of the 30mph. For these reasons, the Officer recommendation was that the objection to the extension be overruled, and the proposals be implemented as advertised.

The Committee confirmed that national Department for Transport Guidance was being applied and the Officer recommendations, supported by the Cabinet Member for Environment, would allow the road safety benefits to be realised. Having considered the information presented both verbally and in writing the committee:

RESOLVED: That the objection to the extension be overruled, and the proposals are implemented as advertised.

9. Objection to the proposed parking permit parking and 'no waiting at any time restrictions on Luck Lane, Huddersfield.

The Committee considered a report presented by Ken Major, Principal Engineer – Environment Services, in respect of one objection received to the double yellow lines, and consequently the remaining space for the permit parking bay, on Luck Lane, Huddersfield.

An application was made by the residents of Luck Lane for the introduction of a residents only permit parking bay outside their properties to help with the problem of parking due to people visiting and working in the shops on New Hey Road and the mill building on Luck Lane. The application was approved and in addition to this, new sections of double yellow line restrictions were included in the scheme to prevent any displaced parking in unsafe locations such as around the various accesses off Luck Lane.

The traffic regulation order was advertised in the local press, notices were placed on site and on the Councils website. The objection period covered 20 August 2021 to 20 September 2021, during which time 1 objection was received.

The Objector, David Richardson was in attendance and was invited by the Chair to explain their reasons for the objection. The Committee were informed that the objection related mainly to the double yellow line's element of the scheme, due to the consequent shortening of the available parking area. The Objector highlighted that 'Keep clear markings' were a preferred alternative measure for Luck Lane. It was further requested, if possible, that the Committee direct highways to revisit the scheme as residents felt that the proposed scheme no longer met their needs.

Ken Major responded to advise that 'Keep Clear Markings' were partially effective, but there was opportunity to implement double yellow lines and those parking restrictions would be enforceable by Kirklees's own enforcement team. Whilst accepting that this would shorten the available parking, the double yellow lines alongside the permit scheme would guarantee a degree of parking. In accordance with guidance in the highway code the 10-metre length would be required to achieve visibility from the accesses, and to prevent parking too near too them.

The Committee confirmed that in the officers view the double yellow lines were necessary for the scheme to be implemented. Ken Major confirmed and added that to amend the scheme, a new order with new information would need to be formally advertised.

The Committee further highlighted that the scheme safeguarded the visibility and ensured enforcement opportunities but did acknowledge that there was always an element of compromise required when implementing new schemes.

Upon hearing the Committee and officers' comments, the objector advised that residents of Luck Lane may prefer not to have a permit parking scheme. This was supported by a petition signed by residents of Luck Lane which was submitted to the Committee (under item 5) supporting the objection to the proposed double yellow lines and by alliance the parking permit scheme which included them.

The Committee felt that the decision to implement the scheme or not should be made following further consultation with residents highlighting that the scheme was requested by residents, and therefore it was important to get it right.

Karen North Principal Technical Officer, Highways and Streetscene agreed that further consultation was to be held with affected residents that set out clear details of the scheme and asked again if the resident was in favour of the scheme or not. The details of the consultation would then be presented to the Cabinet.

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

RESOLVED: Agreed that the scheme be deferred until further consultation be held with residents and that the details of the consultation should be provided to the Cabinet.