

Contact Officer: Jodie Harris

**KIRKLEES COUNCIL
CABINET COMMITTEE - LOCAL ISSUES
MONDAY 19th DECEMBER 2022**

Present:

Councillor Graham Turner
Councillor Paul Davies
Councillor Naheed Mather

In Attendance:

Councillor Vivien-Lees Hamilton

Phillip Waddington, Group Engineer
Ken Major, Principal Engineer – Environment Services
Dean Barker, Principal Road Safety Engineer
Elizabeth Cusick, Operational Manager – Highways and Streetscene

Ms Janet Gibson
Mr Mohammed Abid

Apologies: N/a

1. Membership of the Committee

No apologies were received

2. Minutes of the Previous Meeting

To approve the Minutes of the meeting of the Committee held on the 2nd November 2022

RESOLVED: That the Minutes of the meeting of the Committee held on the 2nd November 2022 be approved as a correct record.

3. Interests

There were no interests declared.

4. Admission of the Public

All agenda items were considered in public session

5. Deputations/Petitions

The Committee considered two deputations which were received in relation to item 8 - Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield.

The deputations highlighted concerns over the removal of the loading bay as part of the proposals noting issues related to the receipt of deliveries (including

heavy items) and parking access for residential use and disabled visitors to both the nearby Paradise Takeaway and residential property.

RESOLVED: The Committee noted the deputations in relation to item 8 - Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield.

6. Public Question Time

No public questions were received.

7. Member Question Time

No member questions were asked.

8. Objections to Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield

The Committee considered a report in respect of the objections received to the Proposed Casualty Reduction Scheme, Saville Arms Crossroads, Mirfield presented by Dean Baker, Principal Road Safety Engineer.

It was explained that Saville Arms Crossroads formed at the junction of Water Royd Lane, Old Bank Road, Kitson Hill Road, and Lee Green, in central Mirfield. The Personal Injury Collision [PIC] record of the crossroads had been monitored by Highway Safety over many years, and the junction had been the subject of previous improvements to reduce PIC numbers and severities. The improvements had been partly successful, but the PICs continued to occur at the junction involving vehicles emerging from the side roads conflicting with those on the main road. Whilst average long-term frequency of junction emergence PICs was low, the proportion of Killed and Seriously Injured [KSI] Casualties remained high at 50%. Following requests from Ward Councillors, Highway Safety agreed to revisit the site to introduce further improvements.

Plan P02 was circulated to Members, however ward councillors did not agree to support the proposals without the removal of the loading layby, as it inhibited visibility to the left and it was felt that this was dangerous. At the time, the Scheme Designer understood the professional concerns about retention of the loading layby and was happy to support the consensus and remove it; however, it was also pointed out to Members that its removal could be very unpopular, as there was no alternative place to stop on-street nearby. It was suggested that if strong objections to the removal of the layby were received that the Council's position could be reconsidered after formal advertisement.

Orders associated with the scheme for loading and waiting restrictions (Kirklees Council Traffic Regulation [No. 12] Order 2022), and notices associated with proposed road humps and relocation of the zebra crossing, were then advertised between 28th July 2022 and 25th August 2022. During advertisement 5 objections to the scheme were received. Four of these related to the removal of the loading layby, and Objection 5 focussed on the zebra crossing.

Following receipts of the objections, Highway Safety revisited the design to ascertain whether a loading facility could be retained without causing significant collision risk which resulted in the production of plan PO5. The P05 version of the scheme retained a loading layby designed for vehicles up to 7.5t (as used for deliveries to the takeaway). For the P05 layout, the visibility splay plan evidenced significant improvements in views to the left for drivers emerging from Lee Green over the existing layout.

Regarding the unresolved related issue of the loading layby. The Committee were asked to consider Objections, and the other related information provided, to reach a decision on whether a scheme was to be implemented without a loading layby as supported by the Ward Members (P04), or if a scheme was to be implemented including a loading layby in support of the Objectors (P05).

Councillor Vivien-Lees Hamilton, Ward Member for Mirfield highlighted the safety concerns about the retention of the loading layby. Councillor Hamilton expressed understanding for the needs of the Paradise Takeaway and residents but stressed the importance of a traffic calming scheme in the area.

The concerns of Ward Councillors for Mirfield regarding the proposals were also circulated to Committee members by email for background information and context, alongside the objection report.

In considering the information presented both verbally and in writing the Committee expressed reassurance that ward members concerns had been fully noted by the Committee. The Committee noted that it was satisfied that the objections had been responded to, and that the P05 scheme balanced the need to improve safety as well as supporting residents and businesses. It was also highlighted that any scheme once implemented would be reviewed for a period of 2 years to monitor effectiveness. It was agreed that:

RESOLVED: the objections 1 to 4 be upheld, and that the scheme will be implemented on site as per Plan 25-65869-P05.