

Name of meeting: Cabinet Committee - Local Issues

Date: 29 March 2023

Title of report: Holmfirth Town Centre Access Plan

Purpose of report: To consider any objections received to Kirklees Council (Speed Limit) (No. 115) Order 2022, Holmfirth and the proposed conversion of the existing zebra crossings on Towngate, Victoria Square and Victoria Street to puffin crossings and amendments to their extents

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 <a href="#">Council's Forward Plan (key decisions and private reports?)</a>	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 27/02/2023
Is it also signed off by the Service Director Finance?	Eamonn Croston – 24/02/2023
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 27/02/2023
Cabinet member <a href="#">portfolio</a> - Environment	Cllr Naheed Mather

Electoral wards affected: Holme Valley South

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

## 1. Summary

- 1.1 The Council have been preparing a major scheme known as the Holmfirth Town Centre Action Plan (HTCAP) which is part of the West Yorkshire Combined Authority Corridor Improvement Programme (CIP). The CIP aims to address the need for the Leeds City Region to attract more inward investment and take advantage of the opportunities for economic growth, reversing the tide of industrial decline. Traffic congestion and the inadequacies of the district's road network are perceived as the main obstacles to growth.

Issues with the Holme Valley highway network include:

- Severe congestion and poor journey time reliability in the AM and PM peak periods.
- Delays and unreliable journey times for bus services.
- Conflicts between turning movements and general traffic flow.
- Accessibility impacts to employment, proposed housing sites and local town centre tourism.
- Risk of flooding along the Corridor.
- Poor air quality.
- Poor quality public realm and landscaping, affecting pedestrians, cyclists and visitors.

- 1.2 The HTCAP scheme is a key element of the strategy to provide the area with the infrastructure it needs to support growth. It will deliver a package of measures which seek to address the causes of vehicle-based congestion in Holmfirth town centre, thus, reducing congestion, improving reliability and journey times. This will be achieved by making proposed improvements to the traffic signals, pedestrian crossing arrangements and relocating on-street parking from areas of conflict. At the same time, the scheme will support the proposed development sites allocated in the Local Plan.

- 1.3 The Scheme objectives are as follows:

- 1.3.1 Reduce congestion and improve accessibility to Holmfirth by improving journey times along through Holmfirth town centre by a minimum of 12% compared to the 2018 observed traffic data within 12 months of the scheme opening.
- 1.3.2 Support the aspirations of the Holme Valley Neighbourhood Plan to encourage tourism and increase Holmfirth's visitor appeal by improving pedestrian facilities within Holmfirth town centre.
- 1.3.3 To maintain the character of the Conservation Area, improving public realm and creating a Quality Place by using high quality materials during the delivery of the project.
- 1.3.4 To have a neutral impact on the Killed and Seriously Injured accidents by 2027 against the 2015 – 2019 baseline and where possible positively contribute to the West Yorkshire target to reduce Killed and Seriously injured casualties resulting from road traffic collisions by 42% by 2027.
- 1.3.5 To have a neutral and, where possible, positive impact on local Air Quality by not negatively impacting local air quality against the 2019 baseline.

- 1.4 As part of these works there are proposals to introduce a 20-mph speed limit within the town centre, (Appendix 1) and to convert the two existing zebra crossings to puffin crossings on Towngate, Victoria Square and Victoria Street and amend their extents. (Appendix 2)
- 1.5 The proposals were prepared to support the Holmfirth Town Centre Access Plan and are designed to provide improvements to the current congestion in the town centre, to improve journey times and access and safety for pedestrians and cyclists using this area. These proposals also include the demolition of the former market hall building and the extension of the adjacent Huddersfield Road car park. These proposals required planning permission, which was granted in February 2022.
- 1.6 Kirklees Council, in partnership with the West Yorkshire Combined Authority (WYCA), are developing the scheme to create a more attractive environment for residents, businesses, and visitors; improve efficiency and journey time reliability for all road users; ease traffic congestion; and create better access for residents, businesses and visitors within the area.

## **2. Information Required to Take a Decision**

- 2.1 The introduction of a 20-mph speed limit order and conversion of the existing zebra crossings to puffin crossings and changes to their extents on Towngate, Victoria Square and Victoria Street to help achieve the above aims were advertised from 20 January 2023 to 10 February 2023. During the formal advertising process one objection was received in response to each proposal.

### **2.2 Objection to Kirklees Council (Speed Limit) (No 115) Order 2022**

#### **2.2.1 Resident objection (Appendix 3)**

The reduction to 20mph is welcome but there is an element of Monty Python in keeping a 30mph on parts of the same street. It should be across the whole of the town centre, including the Huddersfield Road, and not just in bits. This is rather typical of Kirklees which tries to do the absolute minimum so as not to alienate anyone but then fails to do its job properly.

The new draft Manual for Streets from the Department for Transport, if it is made policy at the end of the year, would seem to put the kibosh on aspects of the Road Access Plan for Holmfirth. It will put the new Highway Code into law with a hierarchy of needs with pedestrians and cyclists at the top, followed by public transport, then [electric cars] and petrol/diesel at the bottom. It would pave the way for more 20mph limits instead of the distinctly odd mix of 20/30mph planned by Kirklees. The current plan reverses the hierarchy by increasing traffic flow, less priority for pedestrians and no extra provision for bus routes.

#### **2.2.2 Officer response sent to objector and officer comments:**

The 20mph speed limits are proposed throughout the centre of Holmfirth including Victoria Street, Hollowgate and Lower Mill Lane. It is also proposed to introduce a 20mph speed limit on approaches to Victoria Street and Hollowgate, including on Rotcher Road, Dunford Road and Towngate, as shown on the plans in Appendix 1, therefore the majority of the centre will now be 20mph from 30mph. A reduction in

speed limits to 20mph will reduce the frequency and severity of injury accidents to all road users.

We have reviewed the request of the objector with the traffic modelling team to try to accommodate their request, however one of the main scheme objectives is to improve journey times through Holmfirth by a minimum 12%. We have been advised by the traffic modellers and the Project Team that this would not be achievable if the 20mph zone was extended along Huddersfield Road as this would result in longer journey times along Huddersfield Road at the lower speed limit. The 20mph may be extended in the future as this proposal has been included in a potential list of improvements for Holmfirth covered by the Local Centres Fund if a future assessment deems the 12% objective to be less of a priority over lowered speed limits.

The revised Manual for Streets guidance document is yet to be published and we can only make use of current standards and guides for our designs. The first objective of the scheme is to reduce congestion in the town centre and reduce journey times and this will be accomplished in tandem with a number of improvements to pedestrian and cyclist infrastructure. For instance, we have proposed to widen the footway south of Huddersfield Road to between 1.5m and 2m (it should be noted that in places along Huddersfield Road footway widths are as low as 0.78m), we have proposed to widen footways along Victoria Street through inclusion of build-outs and we have proposed the inclusion of new 1.2m and 1.5m wide footways along Hollowgate through the introduction of the priority passing area.

There is now pedestrian connectivity between Huddersfield Road and Hollowgate through the introduction of steps and ramps accessible to all and we have included new planting throughout Holmfirth for visual amenity and air quality (reduced vehicle idling will also improve air quality). For cycling we have included a new cycle hub on land adjacent to Huddersfield Road and provided cycle stands at several locations. Furthermore, we are widening the existing footbridge which will, along with improvements to the car park, create both an amenity and event space for pedestrians.

### **2.2.3 Objector further response:**

Thank you for your response, it is much appreciated. However, I have to take issue with a number of points that you raise. In fact, I would suggest that the whole basis on which the changes are predicated is ill-conceived and will make matters worse for pedestrians and cyclists, who, as I pointed out in my original objection, should as per the Highway Code take precedence over car users in the hierarchy of users.

This is admitted in the 'first objective ... reduce congestion' and the wish to 'improve journey times .... By a minimum of 12%'. The scientific evidence suggests that this will, in fact, increase carbon levels as a) less congestion is likely to increase the numbers of cars and b) the cars will be consuming more petrol as they will despite the 20mph increase speed. There is no aim here – and by default it is admitted as such – to reduce car usage and the number of cars.

There is also bad science in claiming that "reduced idling will also improve air quality". Research suggests that this is in fact incorrect. Whilst it is indeed a problem with older cars, modern cars are much more efficient and turning off/on is actually less of a pollution problem than free flowing cars which increase speeds and consume more and emit more carbon. The fact that there will no reduction in the speed limit on the main Huddersfield Road can only lead to an increase. And given that reducing congestion

will almost certainly lead to increased usage by cars and probably lorries, the problem on Huddersfield Road will again increase.

It might be argued, as I have heard done Councillor attempt to do, that increased numbers of electric cars would help but that doesn't, in fact, deal with congestion or free flow of cars and the low rate of changeover means that any gains from lower emissions do not cancel those from more car usage, which not only includes carbon but also tyre wear which is doubly polluting.

As you admit there are no extra provisions for cycle usage on the Road. No specific cycle lanes. And increased car usage/flow is likely to make it even more dangerous for cyclists and pedestrians.

No mention is made at all of Buses. Should they not have priority - in particular, in the exit from the bus station.

Whilst I do appreciate that Manual for Streets is not yet law, admitting that you are only abiding by "current standards and guides for our design" is hardly in line with Kirklees commitment to zero carbon or a great advert when compared to other Councils which have welcomed going beyond them. Going for low hanging fruit when we have a self-admitted 'climate crisis' is a pretty terrible indictment. It would be good to know whether this is at the direction of the Councillors or of whom. Aim higher...

As I understand it the Carbon assessment of the Road Plan, which was clearly rushed and not comprehensive and is currently being assessed by an independent panel, is flawed because of some of the factors noted above.

For those reasons I stick my objection to what is an ill-thought out and piecemeal plan.

## **2.3 Objection to Conversion of existing Zebra Crossings to Puffin Crossings on Towngate, Victoria Square and Victoria Street**

### **2.3.1 Resident objection (Appendix 3)**

1. According to the 110 page London Transport Report, Puffin crossing and behaviour study (2005), "49% of pedestrians crossed without using the signal demand", whilst "vehicles that were stopped by the signals had to wait longer at Puffins than at Pelicans".
2. The conversion of the Zebra to Puffin appears to invert the Highway Code making it less useful and less priority for pedestrians than the Zebra.

It doesn't potentially comply with the new draft Manual for Streets from the Department for Transport, if it is made policy at the end of the year, would seem to put the kibosh on aspects of the Road Access Plan for Holmfirth. It will put the new Highway Code into law with a hierarchy of needs with pedestrians and cyclists at the top, followed by public transport, then [electric cars] and petrol/diesel at the bottom.

3. London has stopped installing Puffins as pedestrians disliked the degree of uncertainty of the 'green man' when crossing. Likewise, Birmingham because of concern that pedestrian indicators can be obscured by crowds - a problem on Holmfirth's narrow pavements. Also, they should not be installed within 20 metres

of a junction -the Highway Code has specific rights for pedestrians on junction crossing. There is no definitive research on the safety issue between the two types of crossing. Puffins are more expensive to install and maintain.

4. The siting of the Puffin is against best practice in that they should be at least 20 metres from a junction. This is clearly not. Is there adequate footpath width for pedestrians who might gather there, especially as it is near the Church and the pick-up for the Last of the Summer wine trips.
5. The plans to view are inadequate. Not sure if it includes rails for the blind and disabled.

### **2.3.2 Officer response sent to objector and officer comments:**

The traffic modelling that has been undertaken for this scheme has demonstrated that control of pedestrian and vehicle movements, through changing the two zebra crossings to puffin crossings will greatly improve traffic flows.

The document quoted by the objector is a London Transport Report with observations of sites in London and is not applicable to the Holmfirth site. Decisions to create, remove or replace a crossing are made on a site-specific basis and are based on many factors including traffic flows, speeds, age, and number of pedestrians etc. The revised Manual for Streets is yet to be published and we can only make use of current standards and guides for our designs. It is correct that puffin crossings are more expensive to install and maintain but the benefit to the scheme warrants their installation.

One of the main scheme objectives of the project is to improve journey times through Holmfirth by a minimum 12% and this has been accomplished through introduction of Puffin crossings. The Highway Code states that vehicles must give way to pedestrians crossing at both a zebra and puffin crossing. A puffin crossing is more appropriate at this location. It is considered that many users will be elderly or disabled, vehicle flows are very high, and pedestrians may have difficulty in asserting precedence and there is a need to link with adjacent controlled junctions or crossings to reduce congestion as currently delays to vehicular traffic are excessive. Furthermore, the signalised junctions will give greater control to pedestrian and vehicle manoeuvres with less likelihood for collisions / conflict.

The existing zebra crossing locations do not meet best practice guidance and are sited based on pedestrian desire lines. The desire lines have been maintained to ensure that pedestrians continue to use the crossings. Kirklees Highways no longer include the use of pedestrian guard rail at crossings.

### **2.3.3 Objector further response:**

Thank you for replying to my objection. It is appreciated.

However, my objections remain. Everyone I have informed about the aim to improve journey times by a minimum of 12% is astonished – shocked that you are putting traffic above pedestrians and, clearly, failing to deal in any way with the climate change. In fact, the science suggests that you will be increasing carbon and tire wear particle pollution.

The London Study (and not just this one) has been used by other cities and towns and led to a number of them rejecting the Puffin crossings (Birmingham is, I believe, a prime one).

Again, only observing 'current standards' is a poor advert and fails to appreciate what other councils are doing by going above current standards.

You mention "elderly and disabled". In Germany crossing times have been increased to accommodate the increasing numbers of elderly instead of increasing traffic flow.

If I understand your response correctly then you are not undertaking best practice with the siting of the Puffin crossing i.e. its closeness to the junction., rails etc..

For these reasons I will not be withdrawing my objections.

Given the reasons above and those in my objection to the speed changes I believe that there should be a new independent environmental assessment (by the Kirklees Independent Commission) of carbon levels and rubber particle pollution given the increased traffic flows expected and planned for.

I would like to be informed of what the next stages are with regard to objections.

### **3. Implications for the Council**

**3.1 Working with people** – Public engagement and consultation has been instrumental into shaping the scheme into the current proposal. At every stage of the scheme development, feedback from public engagement has been integrated into the proposals and as such has influenced significant change in the outcome of the scheme to achieve maximum benefit for the residents and businesses of Holmfirth. Ward Councillors have also been consulted with regularity throughout development.

Three major public engagements have taken place. Two public engagement exercises in March/April 2019 and September 2019 provided residents with a platform to influence the proposals for the scheme at that time. Three scheme proposals were exhibited at the first engagement, attended by over 1000 people over three days and subject to comment and feedback. Additional communications were circulated both physically and online during this period.

An estimated 84,000 individuals were reached about the activity through the engagement website, as well as the Council's social media and communication channels, and an estimated 2,500 people participated.

The response and feedback from this engagement led to a revision of the plans, which led to the development of Option 4 – Preferred Option, which was again subject to public consultation in September 2019.

Owing to persisting concerns from local ward members and the Holmfirth Business Association regarding changes to parking and loading arrangements on Victoria Street, a third consultation event was held on 21st January 2020.

During this engagement the Holmfirth Business Association requested the Zebra crossings at Towngate and Victoria Road were changed to signal controlled crossings

and synchronised with the traffic lights on Victoria Street. As a result of this engagement, several design changes were implemented to alleviate these concerns.

Following the above engagement events, local businesses and ward councillors have continued to be consulted on the proposals and feedback has been documented and has continued to influence development of the scheme. The scheme has been designed in line with the feedback from the Place Standards survey, the results of which can be seen on the following webpage.

<https://howgoodisourplace.org.uk/2022/03/15/your-voice-your-holmfirth-results/>

New cycle facilities will be introduced to the town centre as part of the scheme. The cycle hub design is a result of engagement with local cycle and community groups. Feedback indicated the location should be visible from the road and the adjacent 'cycle friendly cafe' Bloc/Cave, this will aid passive surveillance to give a feeling of security. The following businesses/groups were consulted:

Bloc/Cave café management  
Cycle Campaign Group  
EPIKS e-bike hire scheme.  
River Holme Connections  
Bikeability  
3 Rivers  
Holmfirth Transition Town Group

An Integrated Impact Assessment has been undertaken for the scheme and the outcome of this was positive and neutral for environmental and equality impacts respectively. A copy of the IIA can be seen in Appendix 4.

3.2 **Working with Partners** – This project is being delivered with support from West Yorkshire Combined Authority.

3.3 **Place based Working** – The scheme compliments the objectives outlined in the Holme Valley Neighbourhood Development Plan, such as improvements to traffic and enabling more people to work in the Valley through improved journey times.

Holmfirth is a town with significant pedestrian footfall and significant tourism owing to its distinct heritage. The scheme provides significant improvements to pedestrian access through widened footways and new access between Huddersfield Road and Hollowgate, whilst also improving the aesthetic of Hollowgate with new commercial waste bin storage under the extended car park, as well as soft landscaping and tree planting. Bins are currently stored in the road; relocating them has enabled a new footway to be created along that part of the road.

Improved travel times, Electric Vehicle charging points and improved pedestrian access contribute to the desired outcome of attracting people and business into the area and increasing employment opportunities.

The Holme Valley Neighbourhood Development Plan identifies a need for additional, affordable housing in the Valley; the increased road network capacity and reduced travel times provided by the scheme will assist in accommodating this increase in demand and reduce the impact of congestion.

Working with the public and ward members has been critical in ensuring the best outcome for the residents of Holmfirth and as such public engagement activities have significantly shaped the scheme development to date.

- 3.4 Climate Change and Air Quality** – Poor air quality is a significant public health issue, and recent Nitrogen Dioxide level monitoring indicates that the air quality in the Holmfirth town centre is poor, with levels just below the maximum objective threshold set in the National Air Quality Strategy.

The proposed scheme mitigates the impact of air pollutants by improving the flow of traffic and reducing the amount of stop/start traffic which is a particular influence on air quality.

The proposed green infrastructure also helps reduce the atmospheric concentration of carbon by locking it up in both soils and vegetation.

The scheme design interventions complement the recently adopted Kirklees Council Air Quality Strategy (2019-2024).

The scheme is anticipated to have relatively minimal carbon impacts during construction as a result of the relatively small physical scope of the scheme and no notable vegetation clearance is required to deliver the scheme.

The scheme includes the provision of four Electric Vehicle (EV) fast charging points and further charging points and storage for Electric Bikes. This will support the use of more sustainable modes of transport in the Holmfirth area. There is scope in the future for further implementation of EV rapid charging points in the new car park.

Improved bus journey times in and out of Holmfirth will help make this sustainable mode of travel more attractive.

- 3.5 Improving outcomes for children** – Improved journey times by bus and car will have a positive impact on travelling to school and colleges both in the Holme Valley and between Holmfirth and Huddersfield.

Improvements to air quality in the town centre will help ensure a healthy start in life.

The introduction of a 20mph zone in the town centre will create a sense of a safer town centre environment.

- 3.6 Other implications** – The provision of the Holmfirth Town Centre Access Plan is a key element of the strategy to provide the Holme Valley area with the infrastructure it needs to support growth; it will enable the local road network to operate efficiently by reducing congestion and improving journey times to support economic growth.

## **4. Consultees and their opinions**

### **4.1 Parish Council response to consultation:**

#### 1) 20mph speed limits

I very much welcome the 20mph speed limit for the roads indicated but I question why this cannot be extended to cover the whole of Holmfirth town centre? The extent of this

is indicated in your map in the Local Plan - <https://www.kirklees.gov.uk/beta/planning-policy/pdf/local-plan-maps/townCentres/highResolution/Town-Centre-Maps.pdf> and covers all the main shopping areas including the primary shopping frontage along Huddersfield Road.

Surely the extent of the 20mph area should cover this area as a whole? It does not make sense to me to have the Huddersfield Road section past the shops to the main lights at the top of Victoria Street remaining at 30mph?

This scheme is the right opportunity to extend the 20mph zone even if pavement improvements etc. along the routes outside of the Town centre action plan boundary are not within scope. Putting in signage for 20mph at the top of Victoria Street will also add clutter and is not in the right place. 20mph zones through the whole of the town centre should be provided. This is the opportunity to put the focus on pedestrian safety and a people centred environment and I would be confident that most traffic speeds along the Huddersfield Road from School Street in the NE along to the junction with the Greenfield Road in the SW of the town centre area would currently fall below 30mph on average due to the need to stop at the lights (and high number of pedestrians etc). Therefore justifying making this section 20mph seems perfectly possible and would reinforce and support a logical link between the official Holmfirth 'town centre shopping area' and slower traffic speeds / pedestrian safety. Using the town centre boundaries and therefore also introducing 20mph speeds just past the bus station on Station Road (as you are proposing and up the first part of the Dunford Road further than you have currently proposed also logically follows as well. Again, most traffic is slow speed through this area anyway so clarity of signage indicating when drivers are entering the 'town centre' seems to be the right approach.

## 2) Highways boundaries at the top of Victoria Street

The Parish Council recently removed two of its benches from outside the former YBS building at the top of Victoria Street as the new tenants (Bebes) wished to create an outdoor seating area there. We were shown some land registry information indicating that this land (at the top of the steps as shown below (highlighted)) was indeed theirs. This does not seem to align with your schematic of the highways boundaries so please can you confirm if this land is public highways as there may be some challenges for either Kirklees or the business owners if you both believe it is your land.

## **Officers Response to Parish Council consultation response**

We have reviewed the request of the objector with the traffic modelling team to try to accommodate their request, however one of the main scheme objectives is to improve journey times through Holmfirth by a minimum 12%. We have been advised by the traffic modellers and the Project Team that this would not be achievable if the 20mph zone was extended along Huddersfield Road. The 20mph may be extended in the future as this proposal has been included in a potential list of improvements for Holmfirth covered by the Local Centres Fund.

Regarding extending the 20mph zone, we have been able to extend the 20mph speed limit along Rotcher Road and Lower Mill Lane which will further improve safety in Holmfirth.

Regarding the Highways boundaries, the land including the steps leading up to 36 does appear from Kirklees records to be private and the boundaries have been updated to reflect this.

- 4.2 The three Holme Valley South Ward Councillors have been consulted about the scheme, but no comments were received.

#### **4.3 Statutory Consultees Opinion**

The statutory consultees have been consulted and no objections have received.

#### **4.4 Road Safety Auditor Comments**

At Road Safety Audit Stage 1, the Auditor has raised an issue regarding the conversion of the existing Zebra crossing into a Puffin crossing, stating that where the crossing would be so close to the junction, pedestrians could believe the entire junction is subject to signal control, including the crossings. This could confuse users and increase the likelihood of them crossing heedless of traffic. However, the Auditor's issue was withdrawn further to the Designer response, which was:

*'To avoid any confusion created from use of multiple different crossing types, we have changed the existing zebra crossing into a signalised crossing. The two crossings on Victoria Street and Town Gate can now be synchronised to ensure ample time for pedestrian movements on the junction. This is seen as a safer option over the existing zebra crossings as pedestrian and vehicle movements can be controlled, leading to less opportunity for conflict. When both crossings are on red for traffic, crossing the uncontrolled crossings will be easier for pedestrians as most traffic will be held back.'*

### **5. Next steps and timelines**

Cabinet Committee Local Issues to consider the objections to the proposed 20 mph speed limit, the representation regarding the proposed conversion of the zebra crossings to signalised crossings and changes to their extents raised during the formal advertising of these proposals.

If the Cabinet Committee Local Issues choose to overrule the objections, these schemes will be implemented as advertised.

If the Cabinet Committee Local Issues choose to uphold either of the objections, the proposals will not be implemented and will not be able to provide the anticipated benefits and the Project Team will be required to review the proposals.

### **6. Officer recommendations and reasons**

#### **Officer Recommendation**

That the objection to the speed limit order be overruled, the representation regarding the zebra crossings be noted, and approve the proposals be implemented as advertised, to allow the anticipated benefits of this scheme to be realised.

## **Reasons:**

The objective of the overall scheme is to reduce congestion in the town centre and reduce journey times and this will be accomplished in tandem, with a number of other proposed improvements to pedestrian and cyclist infrastructure and movement

The introduction of the 20mph zone is focussed upon the town centre area and will bring safety and air quality benefits. The extents of this zone have been balanced with the objectives of the Corridor Improvement Programme scheme; these objectives would not be fully achieved if the zone were to extend onto the A6024 Huddersfield Road due to the funding requirement for improved journey time saving.

The link between the Huddersfield Road / Victoria Street junction and the proposed controlled crossings at Victoria Street and Towngate is crucial to the improved flow of traffic through Holmfirth. The current situation causes traffic to be blocked during busy periods, as the zebra crossings are called regularly.

The two crossings on Victoria Street and Town Gate can, under these proposals, be synchronised to ensure ample time for pedestrian movements on the junction. This is seen as safer option over the existing zebra crossing as pedestrian and vehicle movements can be controlled, leading to less opportunity for conflict. When both crossing are on red for traffic, crossing the uncontrolled crossing will be easier for pedestrians as most traffic will be held back.

## **7. Cabinet portfolio holder's recommendations**

The Cabinet Portfolio Holder supports the Officer recommendations.

## **8. Contact officer**

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## **9. Service Director responsible**

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