

Contact Officer: Jodie Harris

**KIRKLEES COUNCIL
CABINET COMMITTEE - LOCAL ISSUES
MONDAY 27 FEBRUARY 2023**

Present:

Councillor Graham Turner
Councillor Paul Davies
Councillor Eric Firth

In Attendance:

Elizabeth Cusick, Operational Manager - Highways and Streetscene
Karen North, Principal Technical Officer - Highways and Streetscene
Gary Sutcliffe, Senior Engineer

Mr Matthew Beardsworth

Apologies:

Councillor Naheed Mather

1. Membership of the Committee

Apologies were received from Councillor Naheed Mather. Councillor E Firth attended as substitute.

2. Minutes of the Previous Meeting

To approve the Minutes of the meeting of the Committee held on 19th December 2022.

RESOLVED: That the Minutes of the meeting of the Committee held on 19th December 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 noted a deputation in relation to item 8 presented by Mr Matthew Beardsworth who raised concerns around how the proposed changes may affect access to his businesses, for staff and large vehicles including tractors. Road safety issues were also highlighted particularly in relation to the need to do a U- turn into one of the premises. Mr Beardsworth had been supportive of the previous proposals to add roundabouts to the staggered crossroads but felt that the new plans to add more traffic lights in the area would exacerbate the current problems further.

RESOLVED: The Committee noted the deputation in relation to Item 8 from Mr Beardsworth.

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, A649 Halifax Road / A643 Walton Lane / B6120 Scholes Lane, Hartshead Moor staggered crossroads junction.

The Committee considered a report in respect of the objections received in response to the Proposed Casualty Reduction Scheme, A649 Halifax Road / A643 Walton Lane / B6120 Scholes Lane, Hartshead Moor staggered crossroads junction, which was presented by Gary Sutcliffe, Senior Engineer.

It was explained that the original reason for the proposals were to allow better turning movements from side roads onto Halifax Road which achieved several benefits for vehicles. However, the original proposals included the introduction of roundabouts which didn't introduce the same benefits for pedestrians and cyclists. In implementing the current proposal including traffic lights, the outcome would achieve benefits for all road users. The current proposals considered the nature of the staggered crossroads, and the traffic lights would operate in an integrated manner and pedestrians would be catered for with green man facilities. There was more resilience in the traffic light scheme than the roundabout scheme through a more flexible system of traffic management, but this required restrictions on U-Turns.

The traffic regulation order to introduce the moving traffic restrictions required to support the traffic signal proposals, and all the associated junction improvement measures were publicly advertised between 17 November 2022 and 15 December 2022, alongside the proposed 30mph speed limit proposal, advertised 24 Nov and 22 December 2022. During those advertising periods 2 objections were received to the proposed U-turn bans.

The Officer recommendations was that the objections be overruled to enable the schemes to be implemented and operated, as designed and as advertised. This was because the proposed scheme had been designed to ensure that road traffic injury collisions involving turning vehicles were kept to a minimum. The restrictions on U turns would allow the full potential benefits of the scheme to be realised, whilst keeping traffic flowing at its maximum capacity through the junction.

The Committee noted the report and asked a question in relation to the proposed changes to the U-Turn. In response Gary Sutcliffe, shared the plan of the proposals to show the Committee where U-Turns would be permitted. These were on Halifax Road at Sunny Bank Close, West to East and on Halifax Road at the new central reserve gap, east to West.

The Committee asked about the sharp right into Mr Beardsworth's business, Elizabeth Cusick, Operational Manager - Highways and Streetscene responded to highlight that the approach as per the new proposals would be across a single lane of traffic instead of two, and the introduction of traffic lights would ensure that the flow of traffic would be slowed. Elizabeth Cusick further added that officers understood current difficulties faced by businesses and that the introduction of the traffic lights would increase travel time, but the aim of the scheme was to reduce the risk of collisions and increase safety for all road users.

The Committee agreed that the safety of road users was central to the scheme and wanted to understand more about the sequencing of the traffic lights to control traffic flow. Gary Sutcliffe responded to advise that the Urban Traffic Control Department was producing an arrangement to reduce conflicts between road users and increase flexibility to changes in traffic flows. Traffic lights also shared out delays across all flows of traffic whereas the dominant flow would cause delays to other entry points when using a roundabout system.

The Committee noted that there had been a significant number of accidents in the area, and it was important to act to prevent further collisions from occurring. Having considered the information presented verbally and in writing the Committee agreed;

RESOLVED: That the objections be overruled, and that the Proposed Casualty Reduction Scheme, A649 Halifax Road / A643 Walton Lane / B6120 Scholes Lane, Hartshead Moor staggered crossroads junction be implemented as advertised.