



Name of meeting	CABINET
Date:	20th March 2018
Title of report	2018/19 Road Surfacing Programme (large schemes)
Purpose of Report	This is a key decision to seek approval for a programme of road resurfacing schemes for 2018/19. These are schemes that each requires spend of more than £250,000 on the road network

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?	Yes Greater than £250k
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports)?	Yes
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by Strategic <u>Director</u> & name	Karl Battersby - 6.03.18
Is it also signed off by the Service Director, Finance, IT, and Transactional Services?	Debbie Hogg - 7.03.18 <i>Eamonn Croston for and on behalf of</i>
Is it also signed off by the Service Director Legal, Governance and Commissioning?	Julie Muscroft - 9.03.18
Cabinet member portfolio	Corporate - Cllr Graham Turner/Cllr Musarrat Khan

Electoral [wards](#) affected: Batley East, Batley West, Greenhead, Kirkburton, Mirfield, Newsome.

Ward councillors consulted: Cllr Mahmood Akhtar, Cllr Fazila Loonat, Cllr Habiban Zaman, Cllr Gwen Lowe, Cllr Marielle O'Neil, Cllr Shabir Pandor, Carole Pattison, Cllr Mohan Sokhal, Cllr Sheikh Ullah, Cllr Bill Armer, Cllr Richard Smith, Cllr John Taylor, Cllr Martyn Bolt, Cllr Vivien Lees-Hamilton, Cllr Kath Taylor, Cllr Karen Alison, Cllr Andrew Cooper, Cllr Julie Stewart-Turner

Public or private: PUBLIC

1. Summary

Road resurfacing works are proposed within the Highways Capital plan for the following roads. The extent of works is shown on the attached plans.

Scheme	From	To	Ward	Scheme Estimate	Programme	Plan
A 62 Castlegate, Huddersfield	Manchester Rd	Trinity St	Newsome	£420,000	Principal Roads	DS/49/99999/CAB
A652 Bradford Road, Batley	North Street	Rouse Mill Lane	Batley East	£680,000	Principal Roads	DS/25/23673/CAB
A644 Huddersfield Road, Mirfield	Steanard La	Knowl Rd	Mirfield	£400,000	Principal Roads	DS/49/48337/CAB
C641 Luck Lane, Paddock	Church St	Link Road	Greenhead	£270,000	Roads Connecting Communities	DS/25/64492/CAB
C574 Farnley Rd, Farnley Tyas	Storthes Hall Lane	Manor Rd	Kirkburton	£310,000	Roads Connecting Communities	HM25/64480/CAB
C996 Newsome Road South, Newsome	Jackroyd La	Bridge St	Newsome	£250,000	Roads Connecting Communities	25/64491/CAB
Healey Lane, Batley	Batley Rd	B6123 Healey La	Batley West	£370,000	Local Community Roads	DS/25/43259/CAB

Table 1

2. Information required to take a decision

2.1 Annual surveys of road condition identify the backlog of road repairs. The current backlog by road classification is shown in table 2. These schemes will repair roads and improve the backlog of repair.

Road type	backlog	Year on year performance
A Roads	7km (3%)	improving
B Roads	3km (3%)	improving
C Roads	6km (4%)	improving
Other roads (U)	220km (15%)	declining

Table 2

2.2 The funding source is a grant through the Local Transport Plan (LTP) Grant allocation. Road surfacing schemes consider the needs of all road users hence elements of road safety e.g improved skid resistance, network management, drainage etc are included in the schemes.

2.3 The schemes will be discussed during Utility Liaison Meetings by the Streetscene - Streetworks Co-ordinator and any necessary utility works will be carried out prior to the resurfacing. A Section 58 Protection has been issued for the extents of the proposed surfacing, which will provide a 5 year protection from utility excavations unless in an emergency situation.

2.4 We are aware that these schemes may cause significant difficulties for through traffic. Officers will be in discussions with local councillors about the proposed improvements, and how delay and disruption can be minimised

where possible. Early contractor involvement on the resurfacing works should help to mitigate some of the problems which the works will cause.

2.5 A62 Castlegate, Huddersfield

2.5.1 The works comprise road resurfacing, re-lining/re-signing to improve highway capacity. The scheme is estimated to cost a total of £420k, of which £300k is funded from the Principal Roads Programme 1A, £100k is funded through Network Management and £20k is funded through the Safer Roads programme to improve skid resistance, all within the approved Highways Capital Plan.

2.5.2 It has been identified that drivers travelling clockwise on the Castlegate section of Huddersfield Ring Road between Chapel Hill and the A629 slip tend to 'hog' the nearside lane, with spare capacity available in lanes two and three. This results in unnecessary queueing and congestion and wasted traffic signal capacity, in particular at the Outcote Bank and Merton Street junctions.

In order to address this imbalance, in flows a scoping study was undertaken by the council's Urban Traffic Control (UTC) team, which:

- Reviewed the current operation of this section of the Ring Road;
- Assessed the performance of the Ring Road in 2016 (baseline year)
- Identified a short term highway capacity improvement scheme.

The outcome of this study (attached) supports a lane drop scheme with the nearside lane being dedicated to the A640 (where it is currently a slip from Castlegate) with left turners to Merton Street also accommodated at the preceding junction. The study also highlights that in order to direct traffic into the new lane allocations it will be necessary to resurface the Castlegate approach to the Trinity Street junction. This area is currently heavily rutted and the new lane markings would require drivers to cross the rutting. For further information, please see the attached Technical Note - *A62 Huddersfield Ring Road - Highway Capacity Improvements*

2.5.3 Subject to Cabinet Approval, works are programmed to start June 2018.

2.5.4 The A62 Castlegate is part of the Ring Road for Huddersfield, providing a vital link from the A616, A62, A640 and A629 for access to the Town Centre.

2.5.5 Proposed actions to minimise disruption:

- Advanced vehicle messaging signs will be erected informing drivers about the intended works and to expect delays.
- Working at off-peak times to minimise the impact of the work to through traffic.
- A temporary road closure of the outer Ring Road will be necessary to allow the works to be undertaken safely and for the programme to be expedited, reducing disruption to a minimum. Traffic will be diverted along the inner Ring Road whilst works take place.

- Some sections of the work will require junctions onto Castlegate to be closed to allow work to be carried out safely. The timings of these closures will be considered in order to minimise disruption to local residents and through traffic.
- The works will be phased, and access to the maximum amount of the Outer Ring Road will be maintained as much as is possible. Local and digital media will be used to inform road users of the progress and potential for delay and disruption.
- The method of work will be twilight shifts between the hours of 7pm and 11pm.

2.6 A652 Bradford Road, Batley

2.6.1 The works comprise road resurfacing with minor footway repairs and drainage repairs.

2.6.2 Subject to Cabinet Approval, works are programmed to start June 2018.

2.6.3 Proposed actions to minimise disruption:

- Advanced vehicle messaging signs will be erected informing drivers about the intended works and to expect delays.
- Working at off-peak times to minimise the impact of the work to through traffic.
- Local and digital media will be used to inform road users of local road closures, the progress and potential for delay and disruption.
- The method of work will involve a mixture of weekend work, weekday work through the off peak period and twilight shifts between the hours of 7pm and 11pm.
- Side roads will be closed as necessary

2.7 A644 Huddersfield Road, Mirfield

2.7.1 The works comprise road resurfacing with minor footway repairs and drainage repairs.

2.7.2 Subject to Cabinet Approval, works are programmed to start June 2018.

2.7.3 Proposed actions to minimise disruption:

- Advanced vehicle messaging signs will be erected informing drivers about the intended works and to expect delays.
- Working at off-peak times to minimise the impact of the work to through traffic.
- The method of work will involve a mixture of weekend work, weekday work through the off peak period and twilight shifts between the hours of 7pm and 11pm.
- Side roads will be closed as necessary

2.8 C641 Luck Lane, Paddock

2.8.1 The works comprise drainage repairs, road resurfacing and reconstruction of the existing footways and traffic calming features.

2.8.2 Subject to Cabinet Approval, works are expected to start May 2018.

2.8.3 Luck Lane, Paddock provides a vital link for residents in Paddock and the surrounding area to the A640 Westbourne Road, Marsh.

2.8.4 Proposed actions to minimise disruption:

- Advanced vehicle messaging signs will be erected informing drivers about the intended works and to expect delays.
- Working at off-peak times to minimise the impact of the work to through traffic.
- The resurfacing works will be undertaken during the School Holidays.

2.9 C574 Farnley Road, Farnley Tyas

2.9.1 The works comprise drainage and road resurfacing and will complement the previously completed footway reconstruction scheme providing improved safety.

2.9.2 Subject to Cabinet Approval, works are programmed to start May 2018.

2.9.3 The C574 Farnley Road is an important link between local communities and serves local business and farming. It carries a well-used bus service.

2.9.4 Proposed actions to minimise disruption:

- Advanced information signs will be erected informing drivers about the intended works and to expect delays.
- Working at off peak times to minimise the impact of the work to through traffic.
- A road closure will be put in place to allow work to be carried out safely. The timings of this closure will be considered in order to minimise disruption to local residents and through traffic.
- Works will be phased, and access to the maximum amount of businesses/properties will be maintained as much as is possible. Residents and businesses within the road closure will be updated regularly.
- The method of work will be daytime off peak working.
- Temporary traffic lights will also be required.

2.10 C996 Newsome Road South

2.10.1 The works comprise drainage repairs, road resurfacing and reconstruction of the existing traffic calming features.

2.10.2 Subject to Cabinet Approval, works are expected to start May 2018.

2.10.3 Newsome Road South provides a vital link to Huddersfield Town Centre and the Holme Valley for local communities.

2.10.4 Proposed actions to minimise disruption:

- Advanced vehicle messaging signs will be erected informing drivers about the intended works and to expect delays.
- Working at off-peak times to minimise the impact of the work to through traffic.
- The method of work will be a split between daytime off-peak working and twilight shifts, between the hours of 7pm and 11pm.

2.11 Healey Lane, Batley

2.11.1 The works comprise drainage repairs, kerb and footway works and road resurfacing. Precast concrete flags will be replaced by bituminous footway surfacing.

2.11.2 Subject to Cabinet Approval, works are expected to start autumn 2018.

2.11.3 Proposed actions to minimise disruption:

- Working at off-peak times to minimise the impact of the work to through traffic.
- Road closure of Healey Lane through narrower sections.
- Use of temporary traffic signals.

3. Implications for the Council

3.1 Early Intervention and Prevention (EIP)

There will be no impact.

3.2 Economic Resilience (ER)

A well maintained road network supports the development of local businesses and helps develop Kirklees as a quality place where people want to live, work and visit.

3.3 **Improving Outcomes for Children**

There will be no impact.

3.4 **Reducing demand for Services**

The scheme contributes to providing real help for communities by halting the deterioration and reducing the need for reactive maintenance.

4. **Consultees and their opinions**

Consultation will be undertaken with local businesses/residents and the local ward Councillors. A further information letter will go out to all frontage properties/businesses in advance of each scheme starting, detailing the programme for the works.

5. **Next steps**

Officers will progress the design and construction of the works.

6. **Officer recommendations and reasons**

That Cabinet approves the large scheme road surfacing programme.

Reasons:

The schemes improve important local routes and reduce the maintenance backlog.

7. **Cabinet portfolio holder's recommendation**

These schemes support the National Asset Management Strategy network and allows the Authority to meet the criteria for a level 3 Highways Efficiency self-assessment. The incentive fund introduced in April 2016 is a system of penalisation and limits Councils from making decisions on a local needs basis. We are faced with penalties and possible loss of adhoc grants if the criteria for the incentive fund are not met. In practice, this means, that limited resources are directed to the maintenance of principal A, B and C roads and not in residential streets. The incentive fund is dependent upon compliance with the Governments directive to divert resources from unclassified roads to principal roads. Under this regime a Council loses its ability to respond to residents requests to fix streets in total disrepair.

8. **Contact officer**

Graham Mallory

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9. **Background papers and History of Decisions**

Papers: Appendix 1 Location Plans

A62 Huddersfield Ring Road - Highway Capacity Improvements

10. Service Director responsible

Joanne Bartholomew
Service Director
Commercial, Regulatory and Operational Services
Tel: 01484 221000
Email: joanne.bartholomew@kirklees.gov.uk

Technical Note

Project:	A62 Huddersfield Ring Road – Highway Capacity Improvements
Subject:	Technical Note Assessing Options
Prepared by:	Louise Hewlett

Introduction

It has been identified that drivers travelling clockwise on the Castlegate section of Huddersfield Ring Road between Chapel Hill and the A641 slip tend to 'hog' the nearside lane with spare capacity available in lanes two and three. The outcome of this is unnecessary queuing and congestion and wasted traffic signal capacity, in particular at the Outcote Bank and Merton Street junctions.

In order to address this imbalance in flows a scoping study has been undertaken to:

- Review the current operation of the Ring Road;
- Assess the performance of the Ring Road in 2016 (baseline year);
- Determine any short term highway capacity improvement schemes for the Ring Road.

The outcome of this study supports a lane drop scheme with the nearside lane being dedicated to the A640 (where it is currently a slip from Castlegate), with left turners to Merton Street also accommodated at the preceding junction.

A review of traffic figures has been undertaken for the existing operation of Castlegate and two proposed lane configurations. The results of this exercise are discussed later in this note.

Data Used

The traffic data used for this assessment was collected for the City Connect cycle scheme with the surveys undertaken in late November and early December 2015. The fully classified turning counts were then converted to Passenger Car Units (PCUs).

Whilst an extensive origin – destination survey for the study area would give comprehensive data regarding vehicle routes on Castlegate, the time and budget constraints were prohibitive.

Options

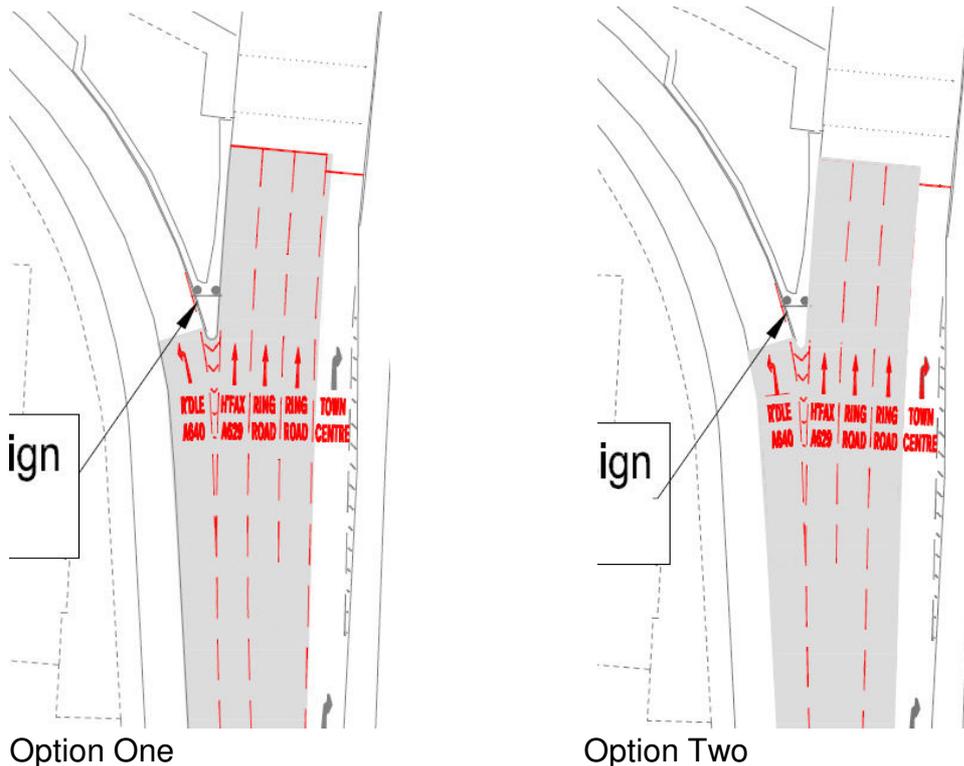
Two options for lining with an associated signing strategy, have been prepared for assessment. Both have the nearside lane as a dedicated lane for the A640 whilst also accommodating the left turn to Merton Street.

Option one has lane two as a dedicated lane for the A629 Halifax Road with lane three opening into lanes three and four at the Castlegate / Trinity Street stopline with lanes three and four being for Castlegate. Lane five, the right turn into the Town Centre also opens off lane three.

Technical Note

Option two has lane two carrying traffic for the A629 Halifax Road and Castlegate, and opens into lanes two and three at the Trinity Street stopline with lane two for the A629 Halifax Road and lane three for Castlegate. The remaining Castlegate lane (lane three approaching the junction, lane four at the stopline) continues to be for Castlegate. Lane five, as for the existing and option one, opens off lane three.

The two proposed layouts are demonstrated below and larger copies are shown at Appendix A.



For both options one and two, there is no change from the existing lane designations at the stop line position at the Trinity Street junction, lane one is the A640, lane two is the A629 Halifax Road, lanes three and four are Castlegate and lane five is the right turn into the Town Centre. It is the configuration of lanes up to this point that will change.

Assessment

It was agreed that due to time and budget constraints, no capacity modelling of the junctions would be undertaken. The assessment would be purely based on a comparison of the changing lane flows.

The lane allocations for both the existing and proposed layouts have been determined from the turning count information (giving some destination information) and on-site observations. Traffic turning into the network (from Outcote Bank, Merton Street and Market Street) has been allocated to lanes based on existing proportions.

Technical Note

The flows on Castlegate for the three scenarios (existing, option one, option two) have been tabulated at the following locations:

- The stop line at the junction with Outcote Bank;
- The exit from the Outcote Bank junction, before the right turn lane splits off;
- The stop line at the junction with Merton Street / Market Street;
- The exit from the junction with Merton Street / Market Street before the right turn lane splits off;
- The stop line at the junction with Trinity Street.

These locations are shown on the plan at Appendix B.

		AM PEAK					PM PEAK				
		Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5
1	Outcote Bank Stop Line - Existing	725	353	538	-	-	681	322	412	-	-
	Outcote Bank Stop Line - Option 1	477	248	892	-	-	430	251	734	-	-
	Outcote Bank Stop Line - Option 2	477	601	538	-	-	430	574	412	-	-
2	Outcote Bank Exit - Existing	930	453	690	-	-	862	408	521	-	-
	Outcote Bank Exit - Option 1	612	318	1143	-	-	544	318	929	-	-
	Outcote Bank Exit - Option 2	612	771	690	-	-	544	726	521	-	-
3	Merton Street Stop Line - Existing	930	453	448	242	-	862	408	316	205	-
	Merton Street Stop Line - Option 1	612	318	901	242	-	544	318	724	205	-
	Merton Street Stop Line - Option 2	612	771	448	242	-	544	726	316	205	-
4	Merton Street Exit - Existing	838	510	503	-	-	874	510	394	-	-
	Merton Street Exit - Option 1	481	357	1013	-	-	476	398	904	-	-
	Merton Street Exit - Option 2	481	867	503	-	-	476	908	394	-	-
5	Trinity Street Stop Line - Existing	481	357	510	214	289	476	398	510	218	176
	Trinity Street Stop Line - Option 1	481	357	510	214	289	476	398	510	218	176
	Trinity Street Stop Line - Option 2	481	357	510	214	289	476	398	510	218	176

The above table shows that option one would move the queues from lane one to lane three, with predicted lane three traffic volumes significantly larger than those currently experienced in lane one, in particular at locations two and four. Whilst moving a large volume of traffic from lane one to lane three would help to move traffic for the A640 around Castlegate, it would create additional problems over and above the ones currently experienced. Long queues in lane three would lead to the right turn lanes for Market Street and the Town Centre being blocked, which in turn would add to the queues. The right turns are heavily used by buses that would incur additional delay.

Technical Note

Any scheme which has a negative impact on the buses, especially in such close proximity to the bus station, is not acceptable and cannot be supported.

The results for option two show that the traffic flows would become more balanced across all three lanes, especially at the stop lines. This may allow a small amount of green time to be reallocated to a conflicting approach as the required green time shouldn't be as long as the flows across the lanes will be more balanced.

It is considered that if a lane drop scheme is to proceed, then it should be option two.

Other Considerations

A number of other schemes / improvement works are taking place in the Castlegate area in the upcoming months. These include:

- UTC upgrading the SCOOT operation;
- City Connect facilities at Outcote Bank and Trinity Street;
- Replacement of existing 'snow' signs.

UTC are relocating a number of SCOOT loops so that they are able to provide better information to better inform the green splits at the Castlegate junctions. Whilst this will have some beneficial impact on the traffic travelling on Castlegate it will not be enough to alleviate the existing queues in lane one. This work is currently progressing and should not require any further on-street work as a result of any lane drop scheme being undertaken. It will require some modification to the database in the office as the some of the lane destinations will change, but no loops should require re-cutting.

It is also proposed to introduce cycle crossing facilities at both the Outcote Bank and Trinity Street junctions. Both of these facilities are to be 'cycle with traffic' and mimic the existing 'walk with traffic' pedestrian facilities and will therefore have no negative impact on the operation of the junctions from a traffic point of view. It is envisaged that work on these City Connect cycle facilities will commence in summer 2017. Due to the widening of the central island at the Trinity Street junction, there will be some resurfacing work required – it has been confirmed that the extent of the resurfacing will not impact on the cutting and location of the new UTC SCOOT loops.

UTC are leading a project to replace the existing 'snow' signs around the Kirklees district with free text variable message signs (VMS). It has been noted during the preliminary work on this scheme that the location of the new VMS will clash with the required location of new signage associated with the lane drop scheme. In order to allow the signing positions for the new Castlegate signs it will also be necessary to remove an existing car park sign to enable the new VMS to be located in its place.

Coordination of Works

If the Castlegate lane drop scheme is to proceed, the works must be coordinated with the works detailed above.

Technical Note

In order to direct traffic into the new lane allocations it will be necessary to resurface an area on the Castlegate approach to the Trinity Street junction. This area is currently heavily rutted and the new lane markings would require drivers to cross the rutting. This has been identified as a problem and it will be rectified by completing an area of resurfacing. As detailed above, there will also be a resurfacing element to the City Connect cycle scheme due to the widening of the central island, therefore the City Connect cycle scheme must be completed first, then when the resurfacing is completed the new lining can be laid and the new advanced direction signs unveiled. It is important that the signing is in place and bagged off before the new lining is laid in order to reduce confusion for motorists. It is anticipated that the existing car parking sign will be removed to allow the siting of the new VMS, this will then allow the siting of the new advanced direction signs around the existing signs. The new signs can be bagged off until the lining is completed at which time the existing advanced direction signs will also be removed.

Conclusion

The works undertaken have demonstrated that if a lane drop scheme is to be implemented, then it should be option two as option one simply moves the long queues to lane three which not only wouldn't solve any problems, it would also introduce further problems for buses.

If the lane drop scheme is going to go ahead then the implementation must be scheduled to coordinate with the other schemes in the vicinity.

Technical Note

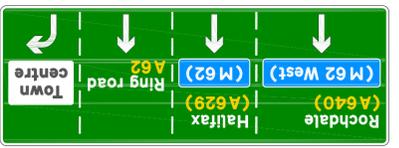
APPENDIX A

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S01
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	357.0mm
Height	167.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	5.97m ²



S01:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S02
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	466.0mm
Height	167.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	7.20m ²



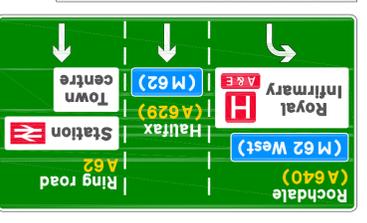
S02:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S03
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	357.0mm
Height	151.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	5.17m ²



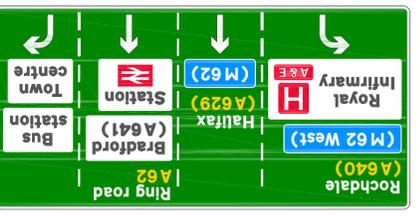
S03:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S04
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	416.0mm
Height	226.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	9.37m ²



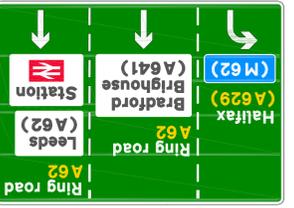
S04:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S05
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	475.0mm
Height	233.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	11.14m ²



S05:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S06
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	DARK GREEN
Width	331.0mm
Height	233.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	7.76m ²

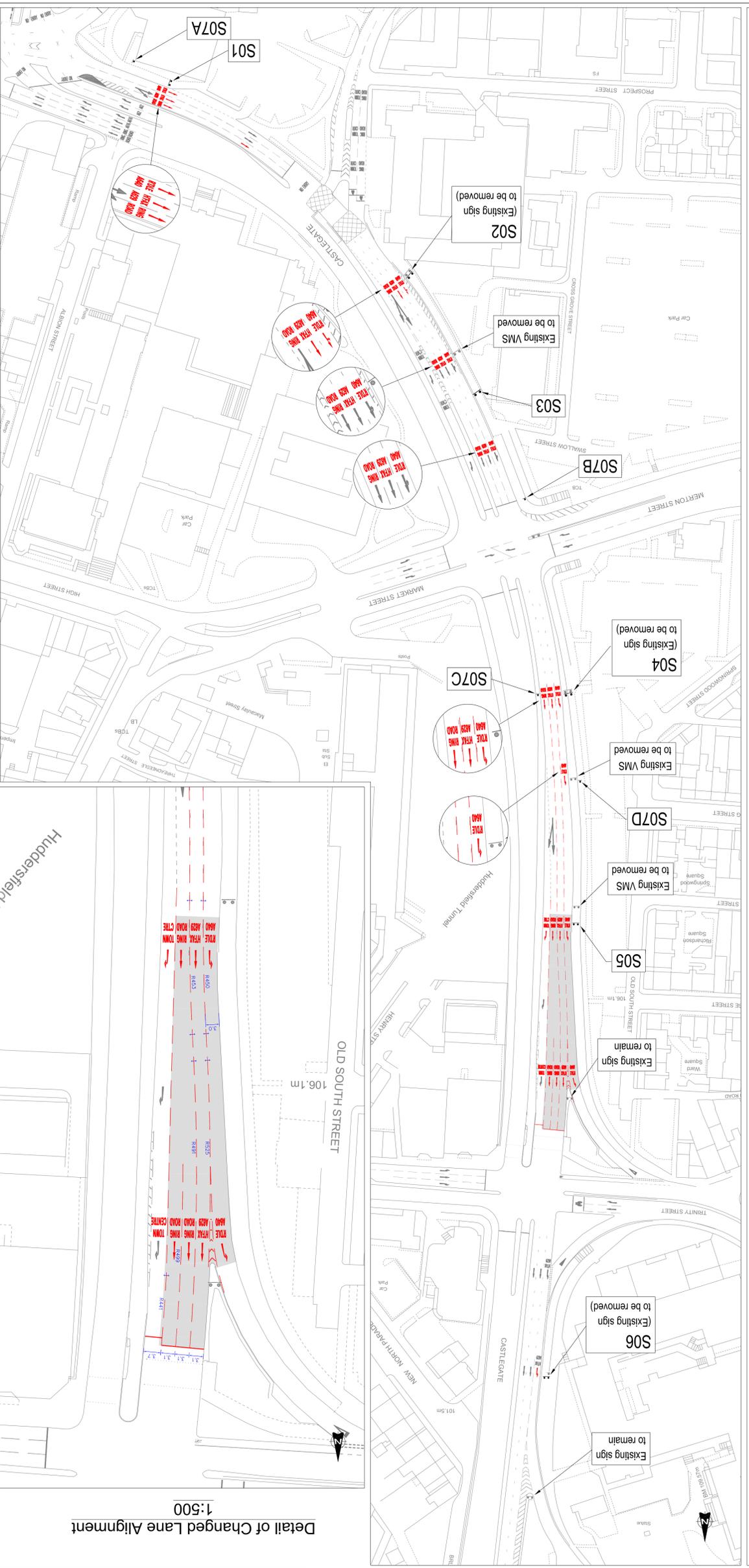


S06:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S07
x-height	100.0
Sign FACE	
Letter colour	WHITE
Background	RED
Width	93.0mm
Height	93.0mm
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	0.96m ²



S07:

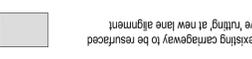


Detail of Changed Lane Alignment
1:500

NOTES:

1. This plan should be read in conjunction with scheme plan TS/01A showing existing road markings and traffic signs.
2. New road markings are shown in red on this plan.
3. Dimensions shown are in metres.
4. Insets showing road marking details at 1:500. Lane Regulations and arrows to Diagram 1035 of the Traffic Signs Regulations and General Directions. Text 1.8m, arrows 4m.
5. Temporary sign S07 to be installed for 6 months at locations:
 - A - ring road lighting mast by corner of LIDL store
 - B - ring road lighting mast on corner of Merton S1 with Castlegate
 - C - on new road in central reservation in line with S04
 - D - on ring road lighting mast between S04 and S05
6. New signs to be installed in conjunction with new road markings.

KEY:



Kirklees COUNCIL

Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

SECTION: HIGHWAY DEVELOPMENT

DRAWN: BV

CHECKED:

SCALE: 1:1000

PROJECT NO.: 25/64000

DATE: 08/11/16

PROJECT: A62 HUDDERSFIELD RING ROAD HIGHWAY CAPACITY IMPROVEMENTS A640 LANE DROP

TITLE: Option 1 Concept Proposed Road Markings and Traffic Signage

Drawing No: 25/64000/TS/02A

CAD No.:

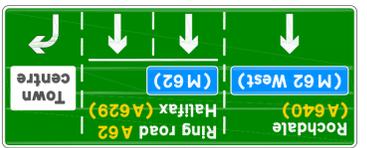
REF.	DATE	REVISIONS

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S01
Letter colour	WHITE
Sign FACE	100.0
Width	2180mm
Height	1635mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	5.21m ²



S01:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S02
Letter colour	WHITE
Sign FACE	100.0
Width	4070mm
Height	1635mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	6.67m ²



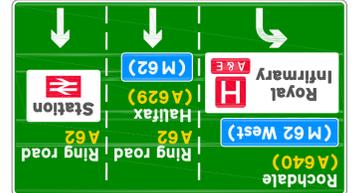
S02:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S03
Letter colour	WHITE
Sign FACE	100.0
Width	2180mm
Height	1635mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	5.21m ²



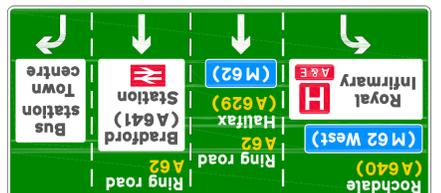
S03:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S04
Letter colour	WHITE
Sign FACE	100.0
Width	2845mm
Height	2260mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	8.70m ²



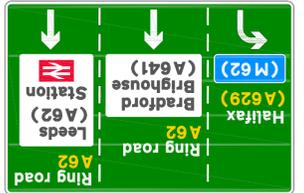
S04:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S05
Letter colour	WHITE
Sign FACE	100.0
Width	4820mm
Height	2300mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	11.00m ²



S05:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S06
Letter colour	WHITE
Sign FACE	100.0
Width	2315mm
Height	2230mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	7.38m ²

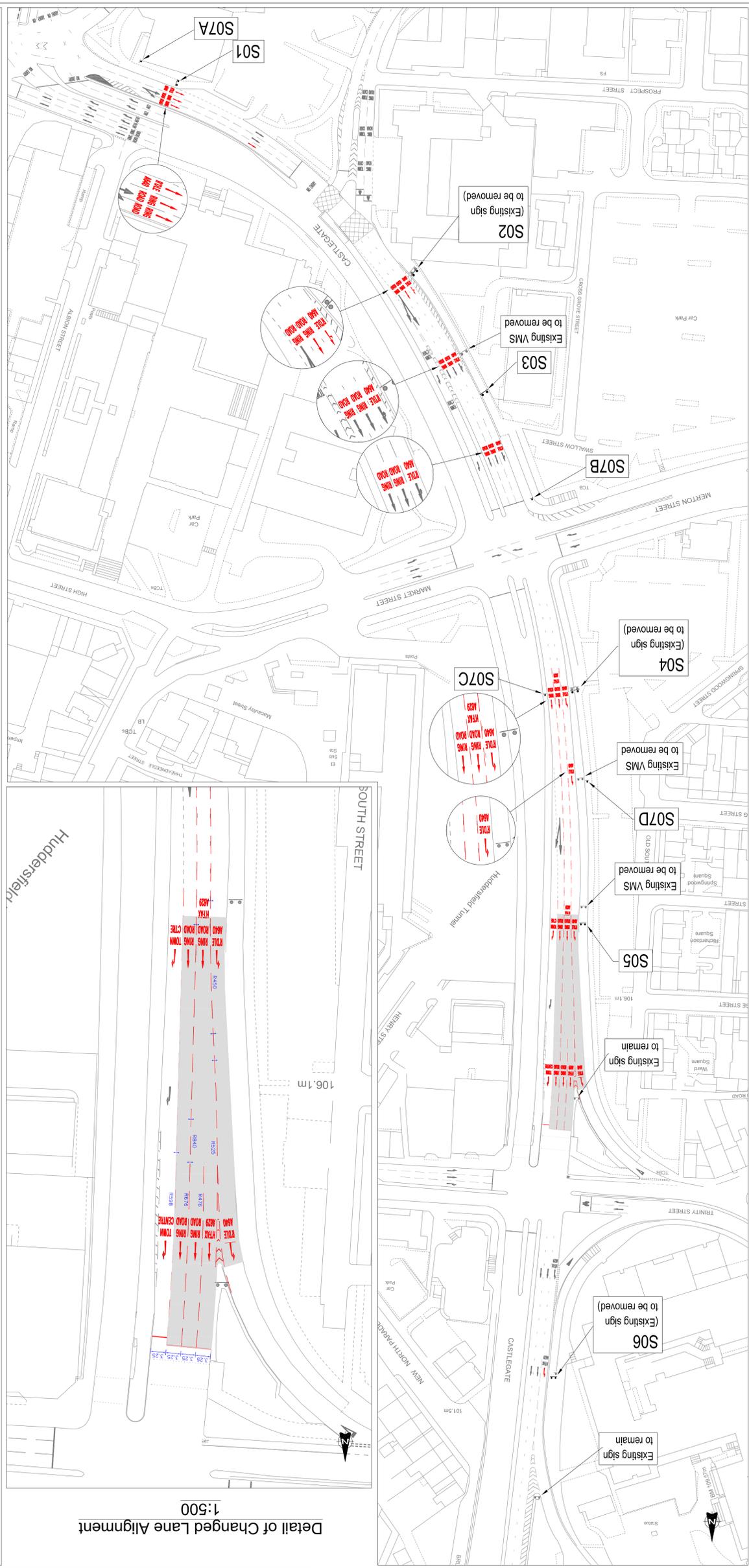


S06:

Scheme Ref.	Huddersfield Ring Road
Sign Ref.	S07
Letter colour	WHITE
Sign FACE	100.0
Width	955mm
Height	975mm
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1-2007)
Area	0.96m ²



S07:



Detail of Changed Lane Alignment
1:500

NOTES:

1. This plan should be read in conjunction with scheme plan TS/01A showing existing road markings and traffic signs.
2. Proposed road markings are shown in red on this plan.
3. Dimensions shown are in metres.
4. Insets showing road marking details at 1:500. Lane Regulations and arrows to Diagram 1035 of the Traffic Signs Regulations and General Directions. Text 1.8m, arrows 4m.
5. Temporary sign S07 to be installed for 6 months at locations:
 - A - ring road lighting mast by corner of LIDL store
 - B - ring road lighting mast on reservation in line with S04
 - C - on new post in central reservation in line with S04
 - D - on ring road lighting mast between S04 and S05

KEY:

Area of existing carriageway to be resurfaced to remove rutting at new lane alignment

Kirklees COUNCIL

Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

SECTION: HIGHWAY DEVELOPMENT

DRAWN: BV

CHECKED:

SCALE: 1:1000

PROJECT NO.: 25/64000

DATE: 03/10/16

PROJECT: A62 HUDDERSFIELD RING ROAD HIGHWAY CAPACITY IMPROVEMENTS

TITLE: Option 2 Concept Proposed Road Markings and Traffic Signing

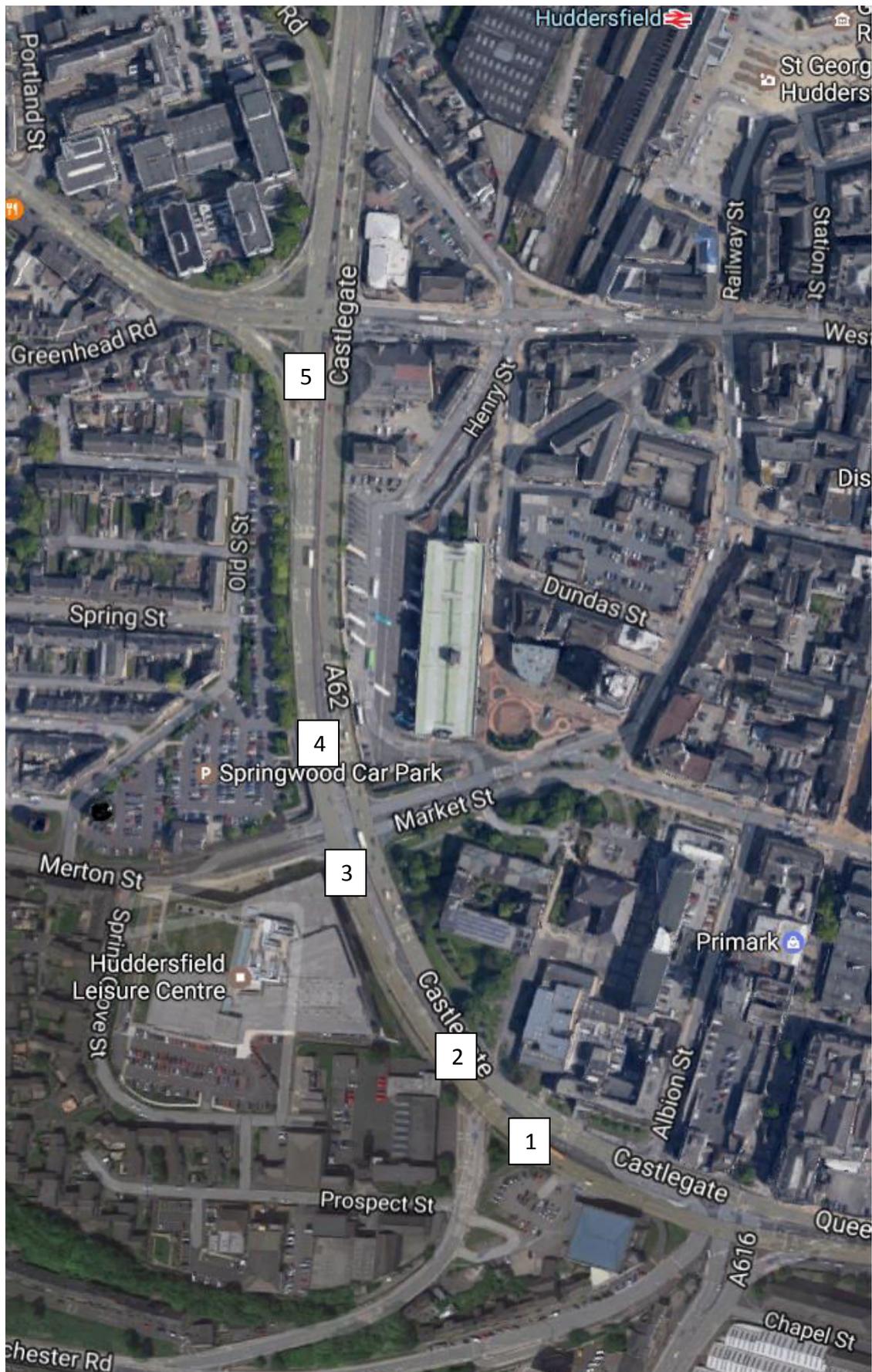
Drawing No: 25/64000/TS/02B

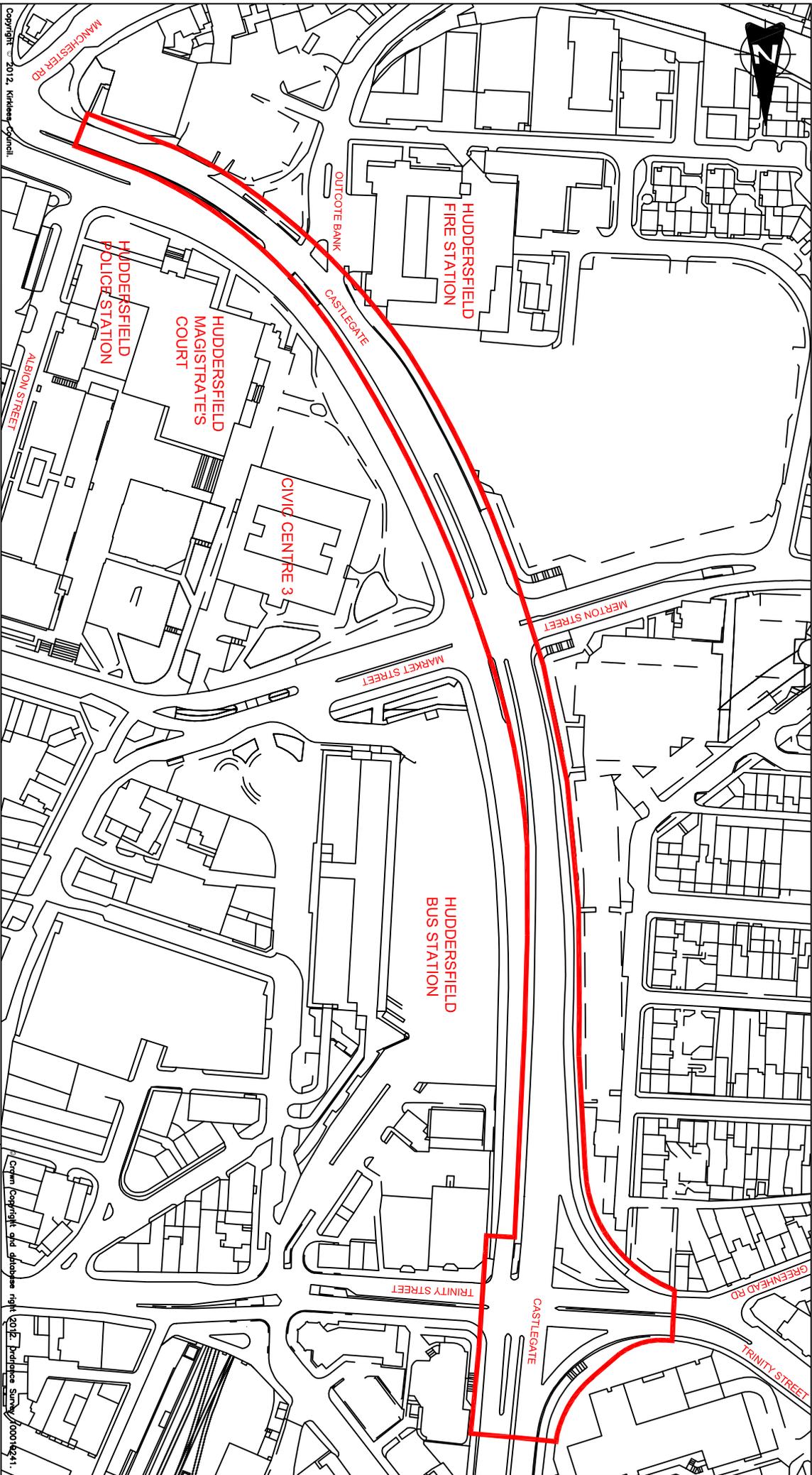
CAD No.:

Technical Note

APPENDIX B

Tabulated Flow Locations





Directorate of Place
 Civic Centre 3, Market Street
 Huddersfield, HD1 2TG

Project
 A62 CASTLEGATE,
 HUDDERSFIELD

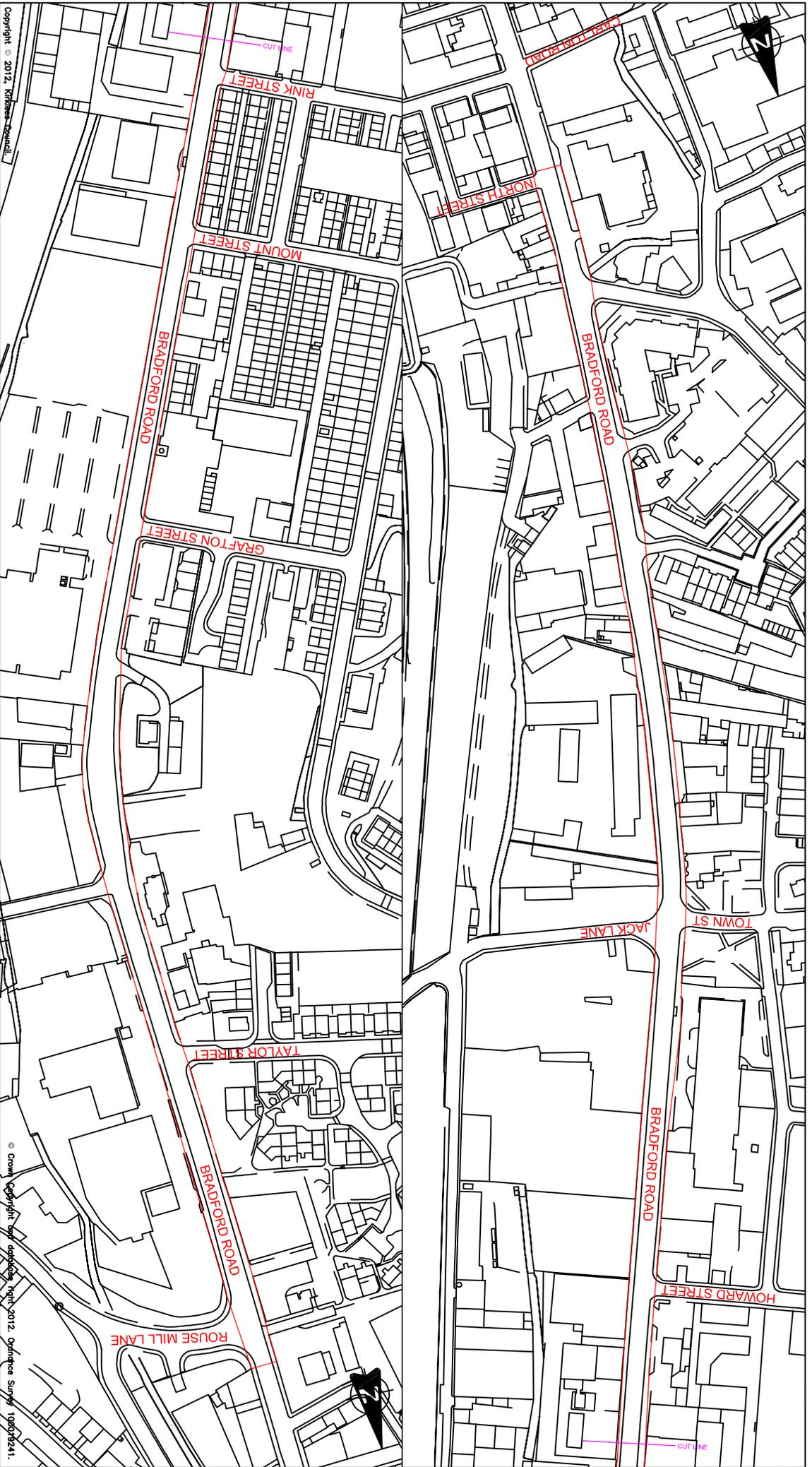
Title
 EXTENTS OF PROPOSED CARRIAGEWAY RESURFACING SCHEME

Scale
 NTS

Drawn DS	Checked DS
-------------	---------------

Section PW	Date Feb 18
---------------	----------------

Drawing No DS/49/99999/CAB



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Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

Project

A652 BRADFORD ROAD,
BATLEY

Title

PROPOSED EXTENTS OF CARRIAGEWAY RESURFACING SCHEME

Scale
NTS

Drawn DS	Checked DS
-------------	---------------

Section PW	Date FEB 18
---------------	----------------

Drawing No DS/25/23673/CAB



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Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

Project

A644 HUDDERSFIELD ROAD,
MIRFIELD

Title

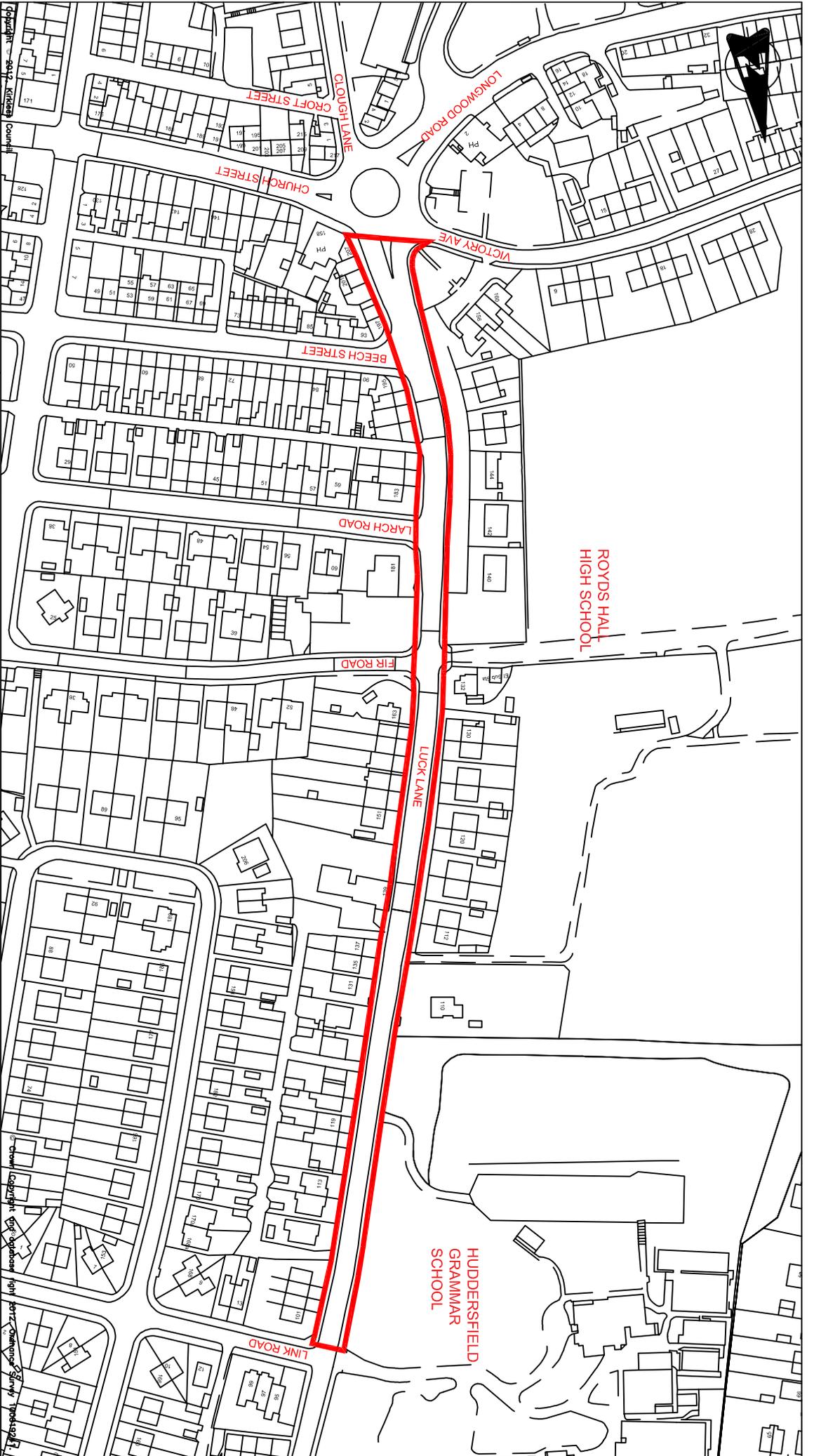
PROPOSED EXTENTS FOR CARRIAGEWAY RESURFACING SCHEME

Scale
NTS

Drawn DS	Checked DS
-------------	---------------

Section PW	Date FEB 18
---------------	----------------

Drawing NoDS/49/48337/CAB



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Project
 LUCK LANE,
 PADDOCK

Title

Directorate of Place
 Civic Centre 3, Market Street
 Huddersfield, HD1 2TG

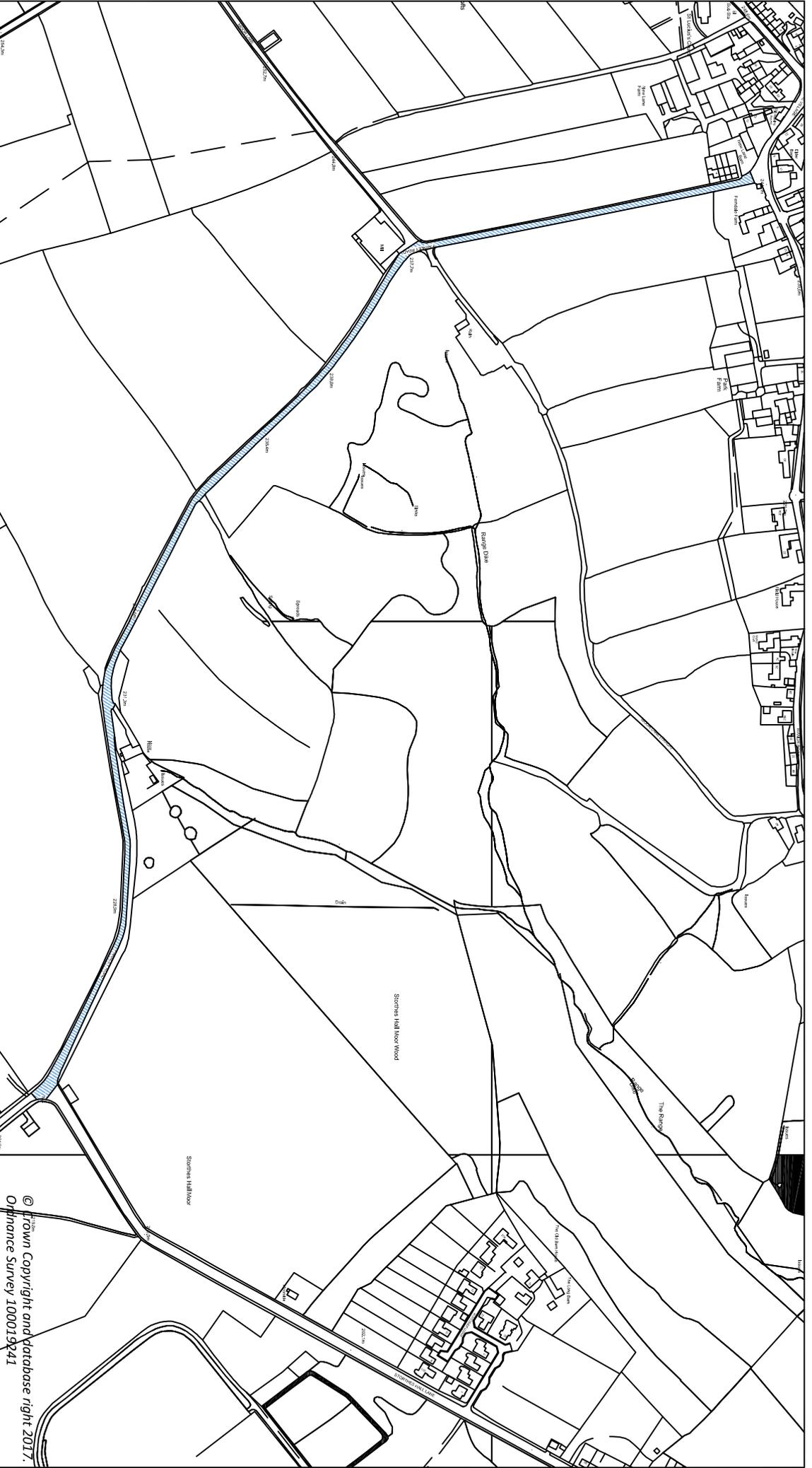
PROPOSED EXTENTS FOR FOOTWAY AND
 CARRIAGEWAY RECONSTRUCTION SCHEME

Scale
 NTS

Drawn	Checked
DS	DS

Section	Date
PW	Feb 18

Drawing No DS/25/64492/CAB



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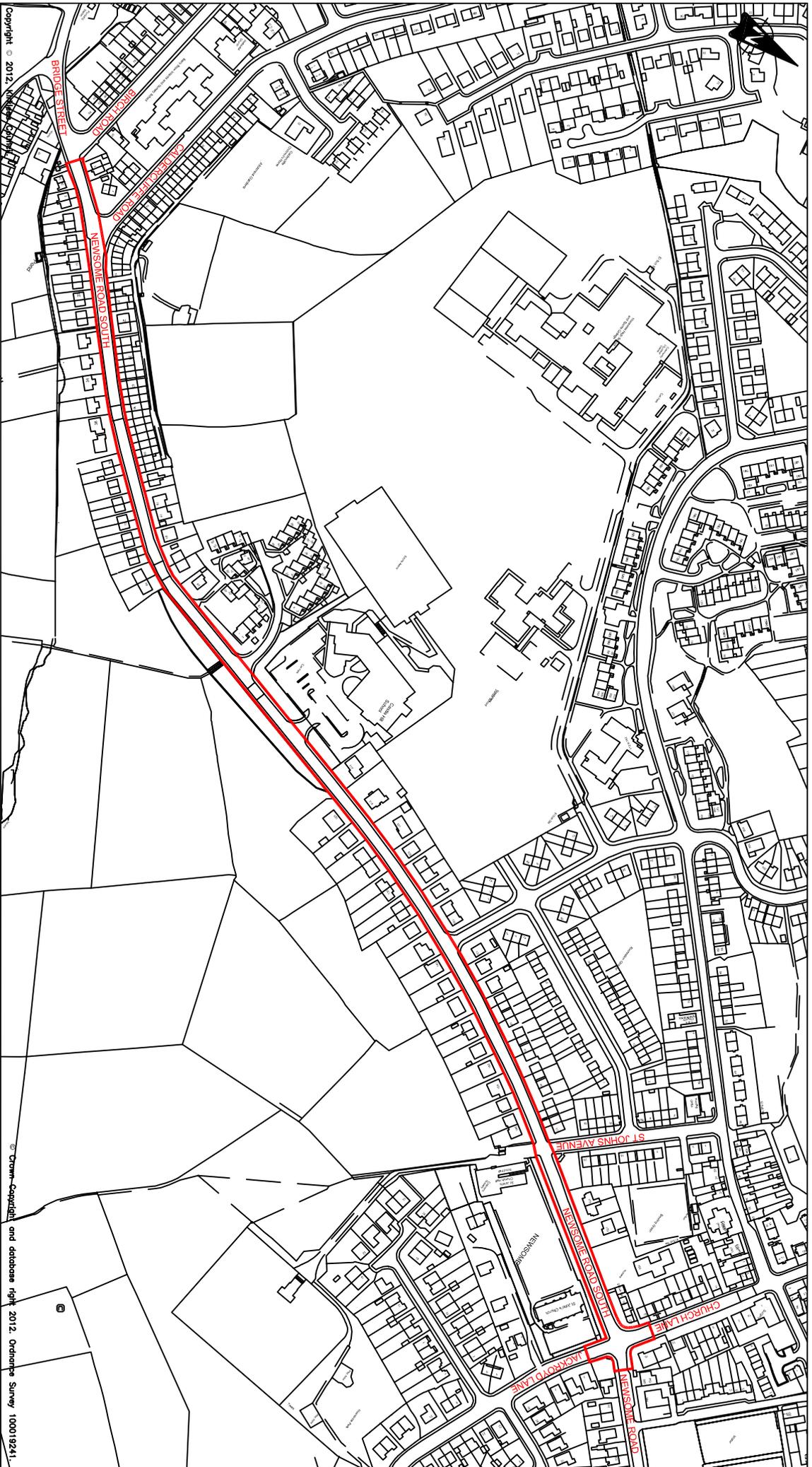


Streetscene & Housing
 Flint Street, Fartown
 Huddersfield, HD1 6LG

Project	Farnley Road HM25/64480/CAB
Title	Proposed Area of Resurfacing

Scale	NTS	
Drawn	OG	Checked
		JD
Section	PM	Date
		13/02/2018
Drawing No.		





Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

Project

NEWSOME ROAD SOUTH,
NEWSOME

Title

PROPOSED EXTENTS OF CARRIAGEWAY
RESURFACING SCHEME

Scale

NTS

Drawn

DS

Checked

DS

Section

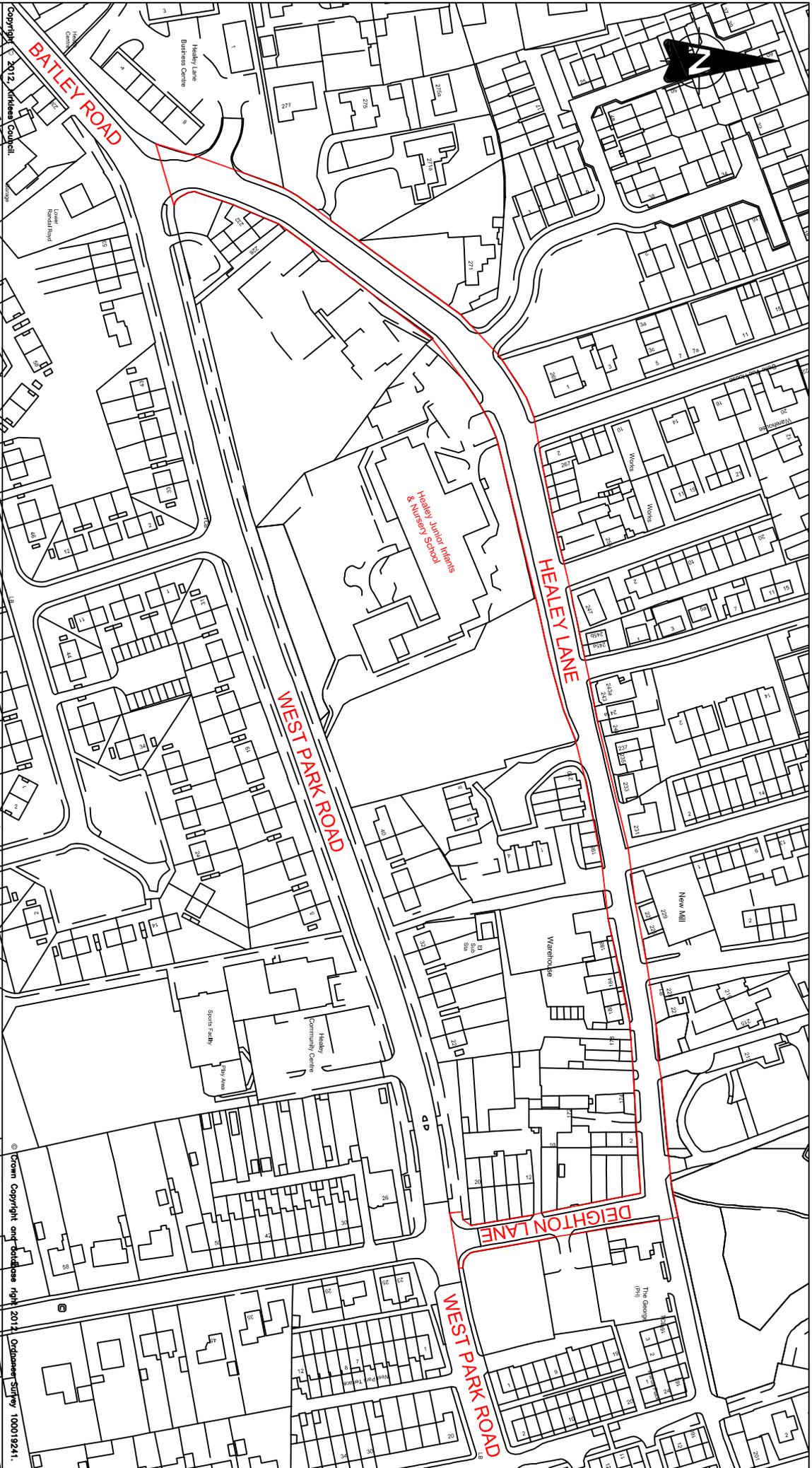
PW

Date

FEB 18

Drawing NoDS/25/64491/CAB

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Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

Project
HEALEY LANE,
BATLEY

Title
PROPOSED EXTENTS OF CARRIAGEWAY RESURFACING SCHEME

Scale
NTS

Drawn DS	Checked DS
-------------	---------------

Section PW	Date FEB 18
---------------	----------------

Drawing NoDS/25/43259/CAB