

**KIRKLEES COUNCIL  
(TRAFFIC REGULATION) (No.34) ORDER 2020**

**PROPOSED VEHICLE MOVEMENT RESTRICTIONS  
A638 MARKET STREET & WESTGATE, BLANKET HALL STREET and MARKET  
PLACE CAR PARK, HECKMONDWIKE**

**Statement of reasons**

In conjunction with West Yorkshire Police, pedestrian safety improvements have developed for A638 Market Street–Westgate, between the B6117 Market Street and B6117 Northgate signalised junctions in Heckmondwike Town Centre. A number of pedestrian fatalities have occurred here, and the improvements seek to reduce the likelihood of future incidents of a similar nature. The primary objectives are to provide substantial improvements to an existing uncontrolled crossing of the Market Street at Cemetery Road, and to guide as many pedestrians as possible to this crossing (or to existing signalised crossings), by providing guardrail along as much of the footways as practicable. Two sections of the footway, however, will have to be left clear of guardrail to facilitate vehicular access. It is proposed to introduce a number of vehicle movement restrictions associated with the proposals for the reasons detailed below.

**FIRST SCHEDULE ITEM 1a – MANDATORY LEFT TURN from BLANKET HALL STREET to WESTGATE, HECKMONDWIKE**

**SECOND SCHEDULE – ‘ONE WAY’ FLOW BLANKET HALL STREET, from its junction with REGENT STREET to its junction with WESTGATE, HECKMONDWIKE in a south easterly and north easterly direction**

Vehicular access will have to be maintained across the footway between Westgate and Blanket Hall Street, with the gap in the guardrail located as far away as possible from the Cemetery Road crossing to reduce the likelihood of pedestrians using it to cross to the new pedestrian island. To achieve this, the one-way system on Blanket Hall Street is proposed to be reversed, and the right-turn out to Market Street banned.

**FIRST SCHEDULE ITEM 1b – MANDATORY LEFT TURN from MARKET PLACE CAR PARK to MARKET STREET, HECKMONDWIKE**

Vehicular access will have to be maintained across the footway between Market Street and the Market Place car park. However, the right-turn manoeuvre out of the car park is proposed to be banned to reduce disruption to other traffic, most notably traffic negotiating the busy A638/B6117 signalised junction nearby.

**THIRD SCHEDULE – MANDATORY ‘NO U-TURN’ MARKET STREET northeast and southwest side of the carriageway from its junction with HIGH STREET to its junction with BLANKET HALL STREET, HECKMONDWIKE; and, MANDATORY ‘NO U-TURN’ WESTGATE northeast and southwest side of the carriageway from its junction with BLANKET HALL STREET to its junction with REGENT STREET, HECKMONDWIKE**

During investigations carried out for these improvements it was established that vehicles regularly execute U-turn manoeuvres on Market Street, around existing

traffic islands before turning left into Cemetery Road, in order to bypass the existing Market Street northwest bound right turn ban. This places pedestrians crossing Market Street at high risk of being struck and injured. Under the proposed road layout, the Cemetery Road pedestrian island will be significantly increased in size, making the U-turn manoeuvre extremely difficult to execute safely. In the interests of pedestrian safety it is, therefore, proposed to ban U-turns in both directions throughout the limits of the scheme.