

# Mytholmroyd Flood Alleviation Scheme

The Environment Agency are working in partnership with Calderdale Council and VBA to deliver the Mytholmroyd Flood Alleviation Scheme

## Keeping you informed

### Frequently Asked Questions – Traffic Management

Traffic management will be required throughout the duration of the Mytholmroyd Flood Alleviation Scheme – up to Winter 2019/20. Temporary traffic lights will be installed so that vital works can be completed including building the new, raised and improved flood walls, the relocation of Caldene Bridge and widening the river channel at key locations. Due to the proximity of the riverside to the highway, unfortunately this is unavoidable.

We have received a number of questions about the traffic management element of the work and have provided this ‘Frequently Asked Questions’ sheet to help answer some of those questions.

We have been working closely with a number of parties to look at ways in which we manage the situation once traffic management is installed. We have met with our partners, Calderdale Council, alongside specialist suppliers to address the challenge of effective traffic management throughout the course of the scheme.

#### Q. When and where will you be working during the scheme?

The map below shows the areas of Mytholmroyd where traffic management will be required. The table provides approximate timescales for each section.



### **Q. Who is responsible for the traffic management?**

Traffic management is a necessary part of the work to build the best possible flood alleviation scheme for Mytholmroyd. When we carry out work on the public highway, we liaise with Calderdale Council who provide guidance by which we need to adhere to. We acknowledge the inconvenience that the traffic controls will cause and we will continue to work closely with Calderdale Council as both our partner and regulatory body to monitor the effectiveness of each phase of traffic management.

### **Q. Will anything be done about the timings of the lights to decrease the traffic queues?**

We have agreed with Calderdale Council that in order to minimise the impact that the pelican crossings have on the flow of traffic, the two crossings at New Road and Caldene Avenue will be removed, and a temporary pelican crossing introduced. This temporary crossing will be linked to the traffic lights, and will turn green once cars have finished passing by the works area. Please be patient with the slight increase in time to cross the road safely.

As the traffic management moves further towards Hebden Bridge, we will assess the requirement and interaction of the pelican crossings. We will ensure there is an appropriate balance between the traffic flow and that there is always a safe place to cross.

### **Q. Why does it sometimes appear that no one is working on the site?**

The traffic management is in place to both protect the workforce and also to facilitate the works. Our traffic management will be manually operated 07:00 to 19:00 Monday to Friday and then 10:00 to 16:00 Saturday and Sunday. Our workforce will be on site 08:00 to 17:30 Monday to Friday as per our planning application conditions.

It is very much dependant on the type of work being carried out as to how much activity you will see taking place. For example the most recent phase of the work has involved digging small trial holes to facilitate ground investigation work.

Depending on what we discover during investigative works, the need for a specialist may be required or a service provider to confirm their asset.

There are also occasions when resurfacing is undertaken. In this instance there is a period of inactivity required for the asphalt/tarmac to cure/set. The worksite and roadworks are left in situ until such time as we are able to re-open that section.

### **Q. Will spotters be employed to prevent queues this length building up?**

Spotters will not be required throughout the duration of the project as we will be using Bluetooth technology assistance to monitor the queues. This will enable a more accurate approach and allow us to adapt the traffic flow accordingly and not favour one direction over the other. The use of this technology will provide a cost effective alternative to give the same results as a manual solution to monitoring the levels of traffic.

If there is a delay in installing the additional Bluetooth sensors, we may employ spotters to monitor the ends of the queues, but there will always be a minimum of one person on site during the manned hours to control the lights.

### **Q. Why can't you work weekends?**

Working at weekends would mean additional staff and subsequent costs. In addition to this, the main works often need a daily delivery of materials, this would then require special arrangements with suppliers at increased costs.

The programme has been optimised so we will be working concurrently in a number of areas of the scheme at any one time, and as such, weekend working would only save four weeks across the whole programme, at a significant cost to the scheme. Weekend working would also have an impact on the community due to site traffic and increased noise.

### **Q. Why can't you remove the traffic lights at the weekend?**

Taking the lights down and putting them back up can be lengthy and disruptive. This would take a significant amount of time out of the working week and prevent us progressing the essential elements of the scheme. If we were to take the traffic management off and put it back on every weekend, this would add over 20% of time to our programme. There are also a number of other factors to consider, such as drivers' familiarity of the roads, pedestrians' understanding of appropriate crossing points, and revised bus timetables.

Once the main elements of the scheme commence, it will be impossible for us to remove the traffic management at the weekends. Burnley road is a single carriageway, the excavation required to construct the foundations of the new wall will extend into the carriageway. To facilitate the removal of the traffic management on a regular basis would require us to reinstate the carriageway, including kerbs, every Friday and excavate it all again on Monday. This would extend the programme and lose productivity.

### **Q. Are you able to put yellow hatched boxes at access points?**

We have asked Calderdale Council to extend the number of boxes, but this has not been possible. We have however, agreed to erect 'keep access clear' signs at each entry point.

### **Q. Are you able to change the pelican crossings to zebra crossings?**

We have asked Calderdale Council to change the pelican crossings to zebra crossings, to remove the additional red light time once people had safely crossed the road that caused queues to back up. Unfortunately, the risk of drivers having queued for the traffic management and not wanting to stop again for pedestrians to cross is too great, and will not be changed until the scheme has been completed.

### **Q. Why can't you employ a lollipop person in the village?**

Lollipop people can only escort pupils on their way to and from school. This would mean that outside of school hours there would be no one legally able to assist other people crossing the road. It would also be a danger overnight when there is less visibility that no-one would be supporting people crossing the road.

### **Q. What is the Bluetooth technology that you've mentioned?**

The Bluetooth technology is an expansion of the current system Calderdale Council have set up in Mytholmroyd, and will be extending further towards Hebden Bridge and Luddenden. The technology will tell us the journey time between each point. This will inform the traffic management operative controlling the lights to balance the queues so one side is not favoured over the other. This will also improve the weighting of traffic flows for the morning and evening commuters.

This technology works by picking up the Bluetooth signal from vehicles, phones and tablets as it travels between two points. Anomalies are filtered out from times that are vastly different to the rest of the information gathered, from say, pedestrians, and we receive the most accurate data from the system. This system does not gather any data from you, it just uses the unique Bluetooth ID and references it between the sensors to monitor your travel time.

The information from this system will be relayed back to a tablet that the traffic management operative will be monitoring to ensure there is an equal weighting of vehicles on each side of the lights.

### **Q. What else is causing the traffic to back up?**

We acknowledge there are issues when large vehicles try and cross each other at the junction of New Road and Burnley Road. Please be patient and wait back along New Road if you see a large vehicle trying to turn in to the junction and allow larger vehicles out where possible, to avoid the traffic coming to a halt.

There are businesses along Burnley Road that require deliveries, so please be aware of vehicles stopping and reversing throughout the village.

### **Q. Where can I get more information?**

If you have any concerns, questions or feedback please come and talk to a member of the team at the Mytholmroyd Community Centre. Surgeries are held Tuesday afternoons 12pm to 3pm and Friday mornings 9am to 12pm. Alternatively, you can contact us by email - [mytholmroydFAS@environment-agency.gov.uk](mailto:mytholmroydFAS@environment-agency.gov.uk).

You can sign up to receive our regular Information Bulletins by emailing us [mytholmroydFAS@environment-agency.gov.uk](mailto:mytholmroydFAS@environment-agency.gov.uk) with the word 'subscribe'.

Look out for news updates on Twitter by following @EnvAgencyYNE and at [www.eyeoncalderdale.com](http://www.eyeoncalderdale.com) under the 'Flood Works' section.

We understand the frustration and inconvenience that traffic management causes and we would like to thank you for your patience and understanding whilst this necessary work continues.

Mytholmroyd Flood Alleviation Team