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**Service Director – Legal, Governance and
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Thursday 12 October 2023

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Meeting Room 3 - Town Hall, Huddersfield** at **10.00 am** on **Friday 20 October 2023**.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read 'Julie Muscroft', on a light-colored background.

Julie Muscroft

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Cabinet Committee - Local Issues members are:-

Member

Councillor Graham Turner

Councillor Paul Davies

Councillor Masood Ahmed

Councillor Yusra Hussain (to attend as a substitute)

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

This is where councillors who are attending as substitutes will say for who they are attending.

2: Minutes of Previous Meeting

1 - 6

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 29th March 2023 and 21st June 2023.

3: Declaration of Interests

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

4: Admission of the Public

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Committee.

5: Deputations/Petitions

The Committee will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the

Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

6: Public Question Time

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

7: Member Question Time

To receive questions from Councillors.

8: TRO No 8 2023, Proposed waiting restrictions, Dunford Road and Greave Road, Hade Edge

9 - 46

The Committee will consider the objections received to the following Proposals:

Traffic Regulation Order No 19 2022, Proposed No Waiting At Any Time, Field Lane, Wood Street, George Street, Talbot Street, Whitaker Street and Bar Street, Batley.

Contact:

Dean Barker, Principal Engineer, Casualty Reduction

Contact Officer: Andrea Woodside

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 21st June 2023

Present: Councillor Graham Turner (Chair)
Councillor Masood Ahmed
Councillor Naheed Mather

1 Appointment of Chair

It was noted that Councillor Graham Turner was appointed as Chair of the Committee for the forthcoming municipal year.

2 Membership of the Committee

It was noted that Councillors Masood Ahmed, Paul Davies and Graham Turner would comprise the membership of the Committee for the forthcoming municipal year.

Under the provisions of Part 3.4 of the Constitution, Councillor Naheed Mather was in attendance as a substitute, in the absence of Councillor Paul Davies.

3 Minutes of Previous Meeting

RESOLVED – That the consideration of the Minutes of the previous meeting be deferred.

4 Interests

No interests were declared.

5 Admission of the Public

It was noted that all agenda items would be considered in public session.

6 Deputations/Petitions

No deputations or petitions were submitted.

7 Public Question Time

No public questions were submitted.

8 Member Question Time

No Member questions were asked.

9 Traffic Regulation Order No 19 2022, Proposed No Waiting At Any Time at Field Lane, Wood Street, George Street, Talbot Street, Whitaker Street and Bar Street, Batley

The Committee gave consideration to a report which advised of complaints that had been received in respect of obstructive parking at Wood Street, Field Lane, George Street, Talbot Street, Whitaker Street and Bar Street in the Batley East Ward. The

Cabinet Committee - Local Issues - 21 June 2023

report advised that site visits had been undertaken and consequently a scheme was developed to improve access and road safety. It was noted that the proposals were consulted upon and legally advertised between 16 February 2023 and 16 March 2023, and that three objections and a petition objecting to the proposals had been received.

The report explained that, in order to resolve the existing issues of obstructive and inconsiderate parking it was proposed that a 'no waiting at any time' parking restriction would be introduced at strategic locations along Field Lane and at relevant junctions to displace parking, and maintain access and visibility and improve road safety. Details of the received objections were set out at paragraph two of the report.

Under the provision of Council Procedure Rule 37, the Committee received oral representations from local residents Johnathan Mack and Iftikar Hussain in objection to the proposal Traffic Regulation Order.

RESOLVED – That the objections and petition be overruled and that Traffic Regulation Order No 19 2022 be implemented as advertised.

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 29th March 2023

Present: Councillor Graham Turner (Chair)
Councillor Naheed Mather
Councillor Paul Davies

1 Membership of the Committee

All Committee Members were present.

2 Minutes of Previous Meeting

RESOLVED – That the Minutes of the Meeting held on 27 February 2023 be approved as a correct record.

3 Interests

No interests were declared.

4 Admission of the Public

It was noted that all agenda items would be considered in public session.

5 Deputations/Petitions

The Cabinet Committee received the following deputations;

- (i) Deputation from Mrs Jane Carter in relation to Agenda Item 7 -Traffic Regulation (No 18) Order 2022 – Objection to the proposed one-way working on part of Burn Road, Lindley.
- (ii) Deputation from Mr Stephen Dorril in relation to Agenda Item 8 – Holmfirth Town Centre Access Plan.

The Cabinet Member for Environment (Councillor Mather) responded to the content of deputations at the consideration of the relevant agenda items.

6 Member Question Time

No questions were asked.

7 Traffic Regulation (No 18) Order 2022 - Objection to the proposed one-way working on part of Burn Road, Lindley

(Under the provision of Council Procedure Rule 36 (1) the Cabinet Committee received a representation from Councillor Gregg).

Cabinet gave consideration to a report which set out details of an objection that had been received following the advertisement of Traffic Regulation (No.18) Order 2022. The Traffic Regulation Order referred to a section of one-way working on part of Burn Road, Lindley.

Cabinet Committee - Local Issues - 29 March 2023

The report advised that, pursuant to the granting of planning permission 2017/62/90180/W, the one way restriction had been chosen as a practical method to prevent the intensification of use of the junction of Burn Road and Halifax Road, which has poor visibility.

The Committee were advised that the Traffic Regulation Order had been advertised between 20 July 2018 and 17 August 2018 and that one objection had been received but that, due to an oversight, the objection had not been dealt with and the process had not been concluded. To amend this anomaly, a new Traffic Regulation Order for this section of one-way working had been advertised from 16 November 2022 to 14 December 2022, to which one objection was received. The report indicated that, as the physical measures for the scheme had already been implemented, the carriageway narrowing, signing and road marking works associated with the restriction were currently in place.

The Committee gave consideration to the Officer recommendation to overrule the objection, and noted the observations and suggestions for the management of traffic which had been proposed by the objector, including the potential inclusion of yellow hatching on the south bound carriageway of Halifax Road to prevent the blocking of the junction.

RESOLVED – That the objection be overruled and that Traffic Regulation Order (No 18) 2022 be sealed as advertised.

8 Holmfirth Town Centre Access Plan

The Committee gave consideration to a report which provided an overview of the Holmfirth Town Centre Action Plan and set out an overview of the scheme which aimed to provide infrastructure to support the growth of the area.

The report set out the objectives of the scheme and explained that, in order to support the delivery of the objectives, it was proposed that a 20mph speed limit within the town centre be introduced and that two existing zebra crossings on Towngate, Victoria Square and Victoria Street be converted to puffin crossings. The report advised that the proposals were designed to provide improvements to current congestion in the town centre, improve journey times and access and safety for pedestrians and cyclists using the area. It was noted that the proposals also included the demolition of the former market hall building and the extension of the adjacent Huddersfield Road car park, which had been granted planning permission in February 2022.

The Cabinet Committee were advised that the introduction of a 20 mph speed limit and conversion of the existing zebra crossings had been advertised from 20 January 2023 to 10 February 2023 and that one objection had been received to each proposal. The objections were set out at Appendix 3 of the report.

The Committee gave consideration to the Officer recommendation to overrule the objections, and noted the content of the submitted objections.

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RESOLVED – That the objections to the proposed speed limit and conversion of zebra crossings be overruled, and the proposals for the scheme, as advertised, be approved.

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KIRKLEES COUNCIL			
COUNCIL/CABINET/COMMITTEE MEETINGS ETC			
DECLARATION OF INTERESTS			
Name of Councillor			
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
- (b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



Name of meeting: Cabinet Committee - Local Issues
 Date: 20 October 2023

Title of report:

Kirklees Council Traffic Regulation [No 8] Order 2023, Proposed prohibition of waiting on Dunford Road and Greave Road, Hade Edge

Purpose of report: To consider objections received

Key Decision - Is it likely to result in spending or saving £500k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	David Shepard – 28/09/2023
Is it also signed off by the Service Director Finance?	Isobel Brittain – 19/09/2023
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 28/09/2023
Cabinet member portfolio	Cllr Masood Ahmed

Electoral wards affected: Holme Valley South

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 The 'Bowshaw View' residential development Hade Edge was granted planning permission in in 2017. The development was subject to a Section 106 Agreement ('S106') between the Developer (Jones Homes Yorkshire Limited) and Kirklees Council, which, along with other commitments relating to affordable housing and education, provided a sum of £287,546 to Kirklees Council for "...*highway improvement works within the village of Hade Edge...*"
- 1.2 The 106 payment trigger was reached in 2020, and monies deposited with Kirklees to fulfil the Section 106 obligations. At that time the Kirklees Highway Safety Team started to develop a village-wide traffic management scheme, with the primary objective of reducing vehicle speeds, and thus the likelihood and severity of road traffic collisions occurring in and around Hade Edge Village.
- 1.3 Following initial discussions on concept design with Kirklees Ward Councillors, extensive consultation was undertaken on a proposed scheme layout during February 2023 with Ward Members, all of whom were very supportive of the scheme. This was followed by consultation with statutory consultees, and subsequently with residents, in April. This consultation with residents included posting out over 300 letters to addresses within the Village and the surrounding area, including a link to electronic versions of the plans and letters on the Kirklees Council website, with open access to all. Consultation was also undertaken took with the Parish Council, and, via them, the Hade Edge Residents Association. Additionally, an 'Open Day' was held at Hade Edge Band room in mid-May, hosted by Council Officers and Ward Members, to give everyone the opportunity to comment or ask questions face-to-face. This event was publicised via Kirklees social media and publicised via Ward Councillors, Parish Councillor and the Village Association accounts.
- 1.4 In response to the consultation, 2 letters, 8 emails, and 14 written forms (submitted at the Open Day) were received, all but one of which supported the scheme overall, although some changes were requested. The proposals were subsequently revised to adopt as many of the changes as possible, without compromising the aims of the scheme.

Revised scheme proposals are shown:

Appendix A - Plans HS-25-66709-CCLI-01 to 07.

The main elements of the scheme are summarised in **Appendix B**.

- 1.5 The scheme, as proposed, required the legal advertising of 3 elements of traffic management.
 - **Traffic calming – Dunford Rd and Greave Road, Hade Edge traffic calming.**
This order was advertised between 2 June and 23 June 2023 inclusive.
 - **Speed Limit Order – (Speed Limit) (No 118) Order 2023**
 - **No Waiting at Any Time – Kirklees (Traffic Regulation) (No 8) Order 2023**
The above 2 orders were initially advertised incorrectly, without on street notices being posted in June 2023, and so were formally and legally advertised 9 August 2023 – 6 Sept 2023, inclusive.

The plans showing the advertised order for the waiting restrictions, which are the subject of this report, are shown in **Appendix C 1-4**.

- 1.6 During advertisement of the proposals, 5 objections were received relating to the “proposed waiting restrictions” and are not specific to any one length. (Redacted copies are included at **Appendix D**).

Whilst officers were able to amend the scheme to resolve some objections during consultation, without compromising the integrity of the scheme’s aims and objectives, and without having a greater impact on other individuals, they have been unable to resolve the objections to the proposed waiting restrictions.

2. Information Required to Take a Decision

2.1 Background to Dunford Road Priority Pinch Points, and Need for Related Waiting Restrictions

- 2.1.1 The priority give way features, with the associated waiting restrictions, are intended to create physical ‘gateways’ as close to the start of the residential environment within Hade Edge as possible, intended to slow down higher speed drivers entering the Village from the rural sections to levels more appropriate for a residential road, followed by a series of vertical traffic calming features (**Appendix A2 and a3 HS-25-66709-CCLI-02 & 03**). At the southern feature, on entry to the Village the 30mph speed restriction starts a short distance in advance of the frontage properties, prior to which Dunford Road is a straight, open rural road bound by fields with no fronting development where the National 60mph limit applies. High speeds are often achieved along this rural section of Dunford Rd.

2.1.2

Historical speed surveys taken along Dunford Road within the 30mph section show drivers often maintain those high speeds regardless of having entered the Village, and a more residential environment. This poor driver behaviour was a major consideration during scheme conception and recorded speeds were not compatible with vertical traffic calming. The priority give way features, therefore, seek to emphasise the message that the environment has changed significantly, and that speeds must similarly reduce significantly.

- 2.1.3 The first feature drivers encounter in any traffic calming scheme must be placed after the speed limit change occurs, with enough distance to give drivers the opportunity to react and adjust. At the southern feature on Dunford Rd, where it reduces from 60mph to 30mph – there is a need to emphasise this need to reduce speed with something more than just traditional full-width road humps and warning signs, hence the priority pinch points and ‘*Give-way to oncoming traffic*’ requirements.

Reflecting the high speeds recorded here, the priority give way feature will be emphasised by conspicuous advanced warning signs, on approach, to ensure drivers are fully aware of the presence of this traffic calming feature.

Due to access, driveway and junction locations, the position of the southern feature, as proposed, is in the optimum position.

- 2.1.4 Whilst these “priority give way” features can, and do, operate safely without waiting restrictions, due to the specific conditions here, Highway Safety consider them to be necessary. For drivers entering the Village the required change in behaviour would be significant with vertical traffic calming in-situ. It would, therefore, be essential that drivers approaching these features have unobstructed forward views of them, particularly the southern feature as the distance between the change in speed limit and give-way requirement is relatively short and the change in speeds is significant.

If parked vehicles prevent approaching drivers from clearly seeing the give-way markings here, or a high-sided vehicle inhibits forward views to the 'Give-way to oncoming traffic' sign, approaching drivers may not be fully aware of the requirement to give-way, or of its location. This would be a dangerous situation.

- 2.1.5** Parking could also inhibit visibility between opposing drivers. Additionally, if vehicles parked along the approaches to the features and/or immediately downstream of them, the length of the 'overtaking' manoeuvre required to pass through would increase. These circumstances would make it more difficult to judge oncoming traffic, increase the length of exposure to head-on conflicts, and the likelihood of drivers feeling it necessary to travel at higher speeds to clear the features. The closer to the give-way lines that drivers get (whilst remaining within their lanes) before pulling out to pass through, the slower the manoeuvres will be. These are the reasons why the waiting restrictions are proposed along the approach sides of the features (i.e., the Green Abbey side of Dunford Road at that feature).
- 2.1.6** Another issue with parking along the western side of Dunford Road adjacent to the Green Abbey feature is that the road is relatively narrow, and based upon observations when on-street parking does occur, it generally involves encroachment onto the footway (we assume that drivers do this to minimise hindrance to through traffic). This behaviour is illegal under Highway Law and as Highway Authority we cannot condone it, as it conflicts with the free movement and safety of pedestrians on the footway.
- 2.1.7** Along the eastern side of the road in the same location, drivers would need to move out into the opposing southbound lane to pass through the feature before returning to the nearside, therefore this lane would also need to be kept clear of parked vehicles over an adequate distance, and this is why the restrictions are proposed along the eastern side of Dunford Road.
- 2.1.8** It is noted that houses within Green Abbey all have garages, and additional off-street parking areas for multiple cars, within property boundaries, and we would always encourage the use of off-street parking where possible. Notwithstanding that, when unavoidable, on-street parking within side roads and estates would always be preferable to main roads. Speeds are severely restricted by the layout of estate roads; traffic flows and potential conflicts are a fraction of those along main roads; and there are locations within the estates where visitors could park on-street without causing serious problems for visibility or residential access, particularly for short periods of time.
- 2.1.9** Furthermore, based upon site observations made on numerous occasions and observations submitted by residents, the frequency of on-street parking along this section of Dunford Road is low, therefore the inconvenience caused by displacement should be minimal.

2.2 Objections

During advertisement of the proposals, five objections were received (**Appendix D**). All 5 objections relate to the "proposed waiting restrictions" and are not specific to any one length.

Objection 1

– Proposed no waiting at any time restrictions associated with southern priority give-way pinch point (as shown **Appendix A3 HS-25-66709-CCLI-03**)

The Objector has been in correspondence with the Service since the traffic calming was legally advertising, culminating in the revised objection, as written Appendix D1. The objector is a resident of Green Abbey, who wishes to continue parking on the western side of Penistone Road, in the vicinity of the proposed buildout for the priority give way point. They state that accessing their home from a street-lit public road close to their door is imperative to them personally, as they would find accessing their home from the unlit back street via Green Abbey very stressful due to a traumatic historic event that occurred in an unlit highway environment.

The objection maintains that the “chicane” can operate safely without the implementation of waiting restrictions, as discussed in previous telephone conversations with a Highways officer.

The Objector also referenced the very poor weather that can be experienced in Hade Edge, and a photo was provided evidencing heavy lying snow to the rear of their property taken in March 2023, as one example of many. As the Council does not grit estate roads in Hade Edge, the Objector states that they would not be able to get to work without parking on the main road when such conditions occur. They point out that these conditions frequently occur in Hade Edge.

Finally, the Objector is concerned that preventing parking along Dunford Road would lead to increased parking within Green Abbey estate, and that this would cause problems for residents. They state that due to increased car ownership, there would not be adequate space within the estate for vehicles to park safely on-street if they were to be displaced from Dunford Road. In a recent discussion with neighbours, the Objector alleges that one stated he “*would not allow cars to park outside his house on the estate and people need to be very careful about the condition they may find their car in when they return to it*”. The Objector is concerned that the waiting restrictions could create animosity which could be avoided, as the scheme could still function safely without them.

The Objector requests that consideration be given, by CCLI, to maintaining the “chicane” but removing the restrictions, to enable parking to be maintained outside the property.

Response:

It is acknowledged that a priority give way chicane can operate safely without the implementation of waiting restrictions, in some locations, as evidenced by features of this nature in numerous locations across the district and discussed with the objector. However, it was also clarified that they operate safer, more effectively and more efficiently, if waiting restrictions are implemented. Given the width of Dunford Rd at this location, the proximity of any parking to Green Abbey, vehicles parking in this location will have a negative impact on the chicane, and we would discourage parking here, with or without the implementation of waiting restrictions.

Comments that support the restrictions along Dunford Rd have been received from a local resident, stating that access to and from private driveways is often made very difficult or prevented, by vehicles parking along the western side of Dunford Road.

Regarding personal security concerns relating to access here, whilst Highway Safety fully sympathise with the Objector and the effect that that the historical event had upon them, we do not feel that parking on Dunford Road is the best way to resolve this problem. All houses within Green Abbey have off-street parking areas and garages (2 cars minimum), and this allows vehicles to be driven much closer to the properties than when parking on Dunford Road (or indeed to be driven into a garage, which may then have direct access into the property). If lighting levels are considered inadequate within the off-street parking area bordering the rear of the building, this could be resolved by security lighting, which is now commonplace and can be as bright as required. With these measures in-situ, access to the rear of the property would likely cause the Objector less exposure to potential criminal behaviour than access from Dunford Road. It would also make access and egress to and from the vehicle safer as the driver would not be doing so in live traffic.

Regarding poor weather conditions, the situation of having to park on untreated estate roads in winter, and risk getting stuck, is something that is faced by large numbers of residents living on estates in Kirklees, and not unique to Hade Edge. It is not a consideration when highway safety is introducing schemes that are designed to manage traffic, and reduce risk on the network, particularly as these instances are infrequent.

Regarding problems that could be caused by displaced parking within the Green Abbey estate. Properties on Green Abbey have off street parking, including those that front onto Dunford Rd. Available space within the estate is available on a first come first served basis, assuming those vehicles are legally entitled to be on the road, and parked without causing obstruction to other road users. Although condoned, no-one has the right to park on the highway, and whilst these decisions are not taken lightly, there are occasions where there is little or no alternative but to restrict parking to ensure safe and effective use of the highway for all road users. Any threats to person, or property should be reported to the Police.

Objection 2 –

Proposed no waiting at any time restrictions throughout Hade Edge (**Appendix A1, A2, A3 and A7 HS-25-66709-CCLI-01, 02, 03 & 07**)

This objection was received from a resident of Green Abbey who believes that the waiting restrictions proposed around the Village are unnecessary, as parked vehicles would complement the traffic calming measures by making the roads more difficult to negotiate, helping to slow drivers down.

Furthermore, they are concerned that preventing parking on the main roads would lead to increased parking within estates such as Green Abbey, Abbey Court and Abbey Close, and that this would cause problems for residents. They state that in Green Abbey, this would make it more difficult to navigate to houses and significantly block visibility of any children playing in or around the roads.

Response:

Regarding parked vehicles complementing traffic calming measures. Highway Safety accept that parked vehicles can be helpful in restricting speeds in some circumstances, however uncontrolled on-street parking is not a viable alternative to the features currently being proposed. It is acknowledged that parking can encourage slower traffic, and create temporary priority give ways, but this parking can only be condoned in those locations where the vehicles are legally parked and do not cause an obstruction (including not parking on the footway) as will remain the case, with

parking available along the vast majority of the Village's roads. However, the waiting restrictions that are being proposed here are for road safety reasons such as the protection of junction visibility splays, and of pedestrian crossings, and have been kept to a minimum.

Regarding the restrictions proposed around the two priority pinch points, these are considered necessary for the safety reasons explained in **response to Objection 1**

Regarding problems that may be caused by displaced parking within estates close to the pinch points, such as Green Abbey where this Objector resides. Based upon site observations by Officers on numerous occasions (and confirmed by other residents, including **Objectors 3 & 4**), the numbers of vehicles parked on-street along this section of Dunford Road is low, with only a handful present at any time. Similarly, the numbers of parked vehicles within Green Abbey does not appear to be high, either on street or off street. There is no evidence, nor prior complaints to support the Objectors view that displaced parking will cause access, or significantly block visibility and endanger children playing on or around the estate,

Objection 3 & 4

Proposed no waiting at any time restrictions throughout Hade Edge (**Appendix A1, A2, A3 and A7 HS-25-66709-CCLI-01, 02, 03 & 07**)

Very similar objections were received from two residents of the same address on Dunford Road, located near the southern limit of the Village, about the southern priority gateway feature waiting restrictions (**Appendix A3 HS-25-66709-CCLI-03**). They both state, whilst vehicle speeds are a problem through the village, and they support the traffic calming measures, that on-street parking is not an issue and therefore the proposed waiting restrictions will cause unnecessary problems for visitors to their property. They state that "*It is rare there are ever more than one or two cars parked on the road*".

Additionally, one of the Objectors states that they feel the parking restrictions would have a negative impact on the numerous Community Events held within the Village, as the lack of buses means that cars and on-street parking are essential.

Response:

The waiting restrictions have been kept to a minimum and are being proposed for road safety reasons such as the protection of junction visibility splays, and of pedestrian crossings. Regarding the restrictions proposed around the southern priority pinch point close to the Objector's property, these are considered necessary here for the safety reasons explained in **Paragraphs 2.1 Response**.

It should be noted that parking on the western side of Dunford Road would still be permitted within 4m of the Objector's property boundary. Visitors wishing to park on-street and visit this property would not, therefore, be significantly inconvenienced.

Regarding the alleged negative effect of the proposed waiting restrictions upon Community Events. Parking in the village when there are community events taking place is now and has always been problematic, and whilst it is acknowledged there will be a reduction in the availability of on street parking in the village for these occasions, it is not felt that this detrimental occasional impact justifies compromising junction visibility, particularly given that these restrictions are primarily supporting road traffic law, and instructions in the Highway Code

Objection 5

Proposed no waiting at any time restrictions associated Bayfield Close (**Appendix A2 (HS-25-66709-CCLI-02)**)

This objection was received from a resident of Bayfield Close. The Objector states they support the scheme in general, however, that they are concerned the proposed waiting restrictions may prevent them from parking on Dunford Road during the winter, when heavy snow prevents residents from accessing Bayfield Close. The Objector states, unless Kirklees Council commit to clearing the estate of snow in the winter months, that this should be treated as an objection to the scheme.

Response:

Kirklees Council have limited resources for winter maintenance and must target main routes to keep the wider road network open. The Council cannot commit to clearing snow from estate roads such as Bayfield Close. Regardless, parking would still be permitted along the eastern side of Dunford Road at both sides of the Bayfield Close junction, as the only waiting restrictions proposed here are around the junction radii. It appears that this objection is focussed on the issue of estate snow clearing only, and therefore appears to have no ground.

3 Implications for the Council

- 3.1 **Working with people** - The proposals would significantly improve safety for residents of Hade Edge, and the waiting restrictions are essential to safe operation of the wider scheme. Extensive consultation has revealed strong support for the scheme overall, including for the waiting restrictions.
- 3.2 **Working with Partners** – Our partners in the Blue Light Services have been consulted on this scheme and have not raised any objections or concerns.
- 3.3 **Place based Working** - The Traffic Regulation Order is intended to prevent parking close to junctions, crossings, and pinch points. Implementation of the orders would improve road safety in this area.
- 3.4 **Climate Change and Air Quality** - The scheme would be likely to significantly reduce the speeds of vehicles within and around Hade Edge and should discourage all but necessary journeys through the centre of the Village. This is likely to have a positive effect upon Climate Change and Air Quality.
- 3.5 **Improving outcomes for children** - The scheme would provide new crossings and reduce vehicle speeds, reducing the future likelihood of children being injured in road traffic collisions when crossing the roads on journeys to and from Hade Edge school, particularly at the Dunford Road / Greave Road crossroads junction which lies along most local walking routes to and from the school.
- 3.6 **Other implications** (HR/Legal/Financial etc) – The scheme was originally conceived with total costs intended to be as close to the S106 funds provided by Jones Homes as possible (£287,546). However, total scheme costs have increased since that time, and are currently estimated to be £330,000. The increases are largely due to inflation in materials and other costs during scheme development over the past 18 months. The increases have been incurred after publicly committing to delivery of the scheme and are unavoidable without fundamentally changing the proposals and restarting consultation. The difference in costs would be covered by The Highway Safety 'City Regions Sustainable Transport Schemes' (CRSTS) Capital Grant Budget for the

2023-24 financial year. Irrecoverable costs have already been incurred for staff time and surveys, TRO processing, material orders, and works already completed/on-going on site (for elements of the scheme unaffected by the waiting restrictions).

4 Consultees and their opinions

Statutory consultees were approached, and no concerns were raised.

All affected residents were consulted by Highway Safety, since which time the original scheme has been revised numerous times to try and alleviate concerns raised both prior to, and after advertisement. Only one of the 300+ residents consulted has refused overall support for the proposals.

All three Holme Valley South Ward Councillors strongly support the scheme, as does the Parish Council, and Residents Association.

5 Next steps and timelines

CCLI to consider the objections as detailed above, along with the other related information provided.

If Cabinet members are minded to overrule the objections, the waiting restrictions, aimed at supporting the safer, more efficient operation of the Hade Edge traffic calming scheme, can be implemented as advertised.

If Cabinet members are minded to uphold any / all of the objections, in whole or in part, the restrictions will not be implemented, and the scheme will be monitored for effectiveness and safety over the coming months.

6 Officer recommendations and reasons

Officer recommendation: That the objections be overruled, and the waiting restrictions advertised in TRO (No 8) Order 2023, (Appendix C) be implemented, allowing the expected speed reduction and road safety benefits to be realised.

Reasons: Section 2.1 of this report highlights the rationale for the implementation of these restrictions. Highway Safety strongly believe that the proposed waiting restrictions are essential to safer operation of this scheme, and of the junctions where restrictions are proposed.

7 Cabinet portfolio holder's recommendations

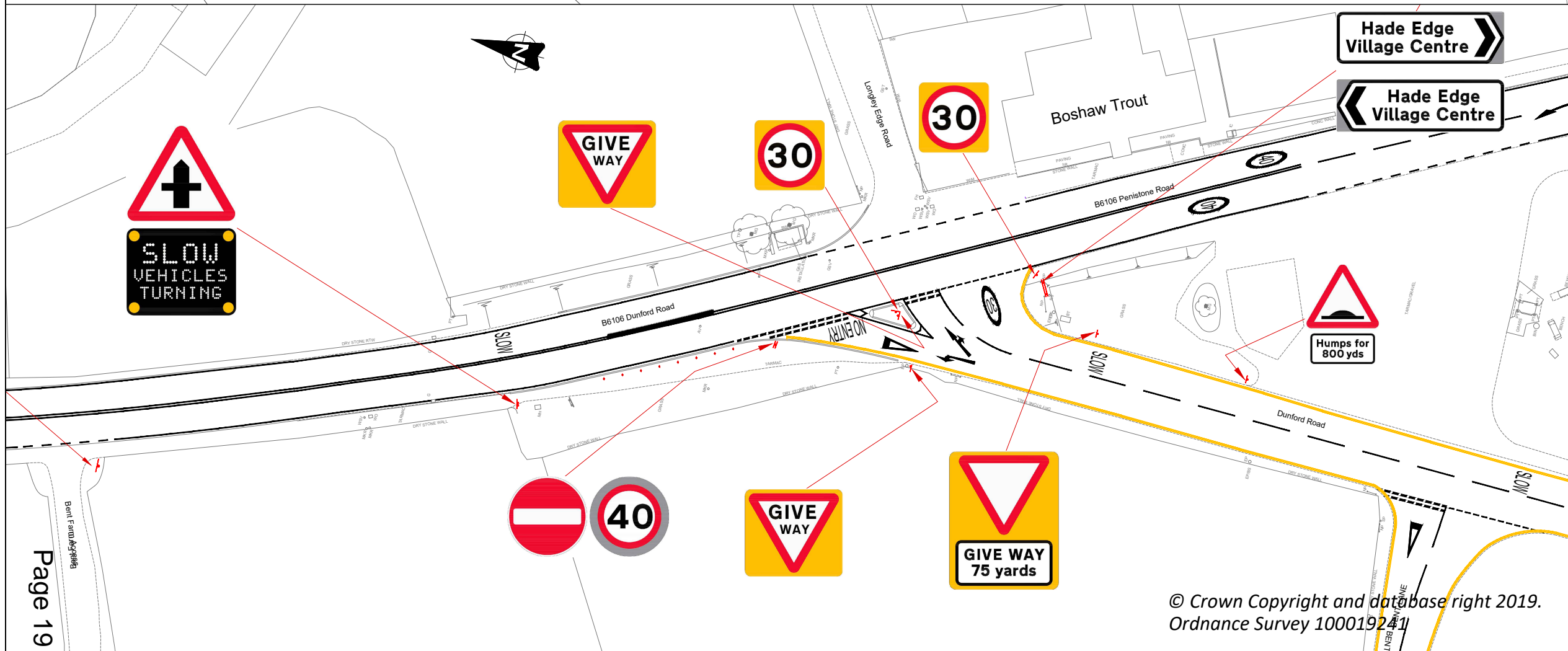
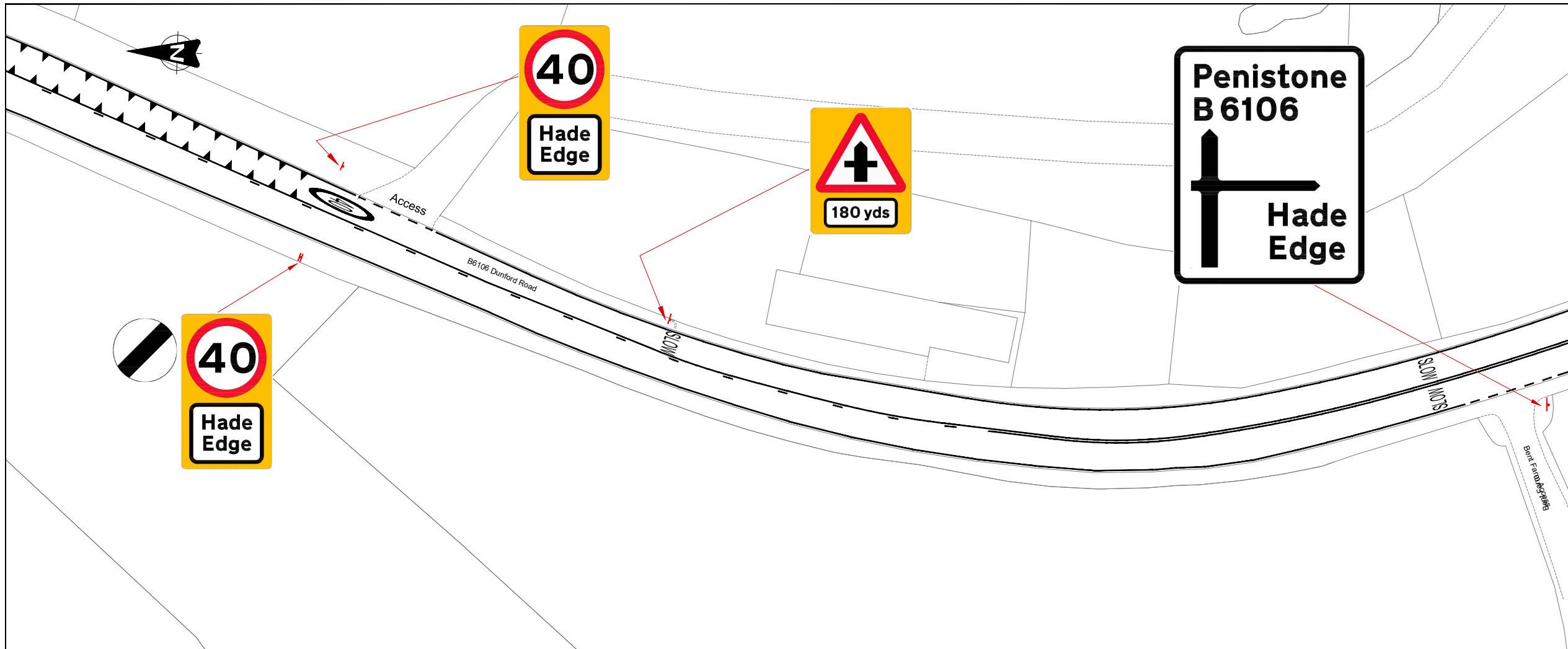
Following the rigorous consultation undertaken and the large support received for the scheme, and having taken into consideration the five objections, the Portfolio Holder supports the officer recommendations to implement the scheme as designed to ensure the safety of all road users using this route.

8 Contact officer

Dean Barker
Principal Engineer – Highway Safety
Phone: 221000 Ext. 78606
dean.barker@kirklees.gov.uk

9 **Service Director responsible**

David Shepherd
Strategic Director – Growth and Regeneration
(01484) 221000
[David Sheperd@kirklees.gov.uk](mailto:David.Sheperd@kirklees.gov.uk)



REF.	DATE	REVISIONS



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

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SCALE	PROJECT NO.	DATE
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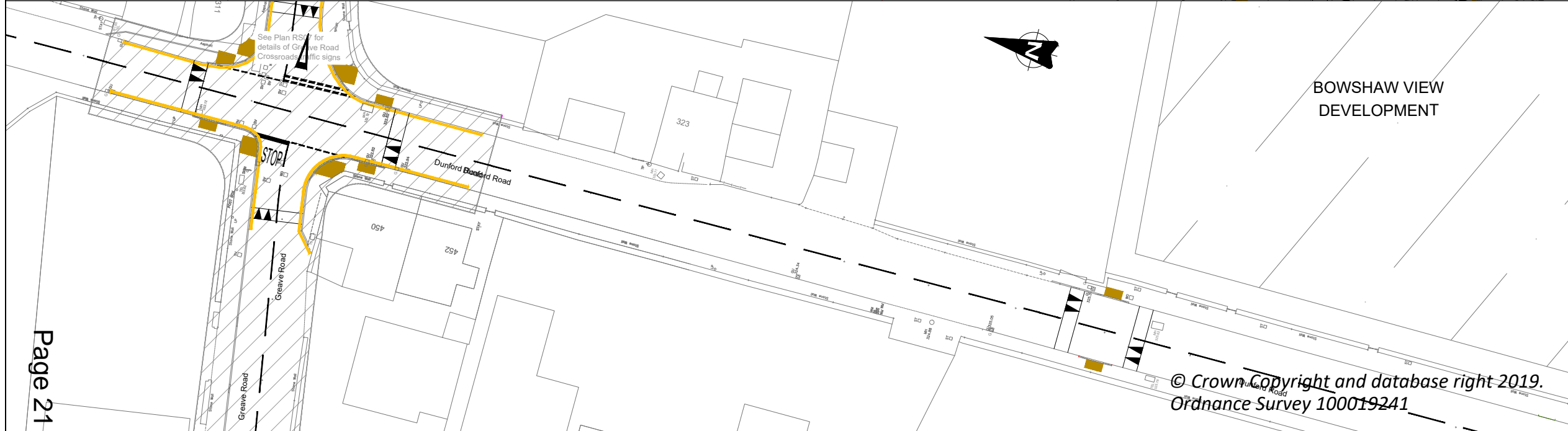
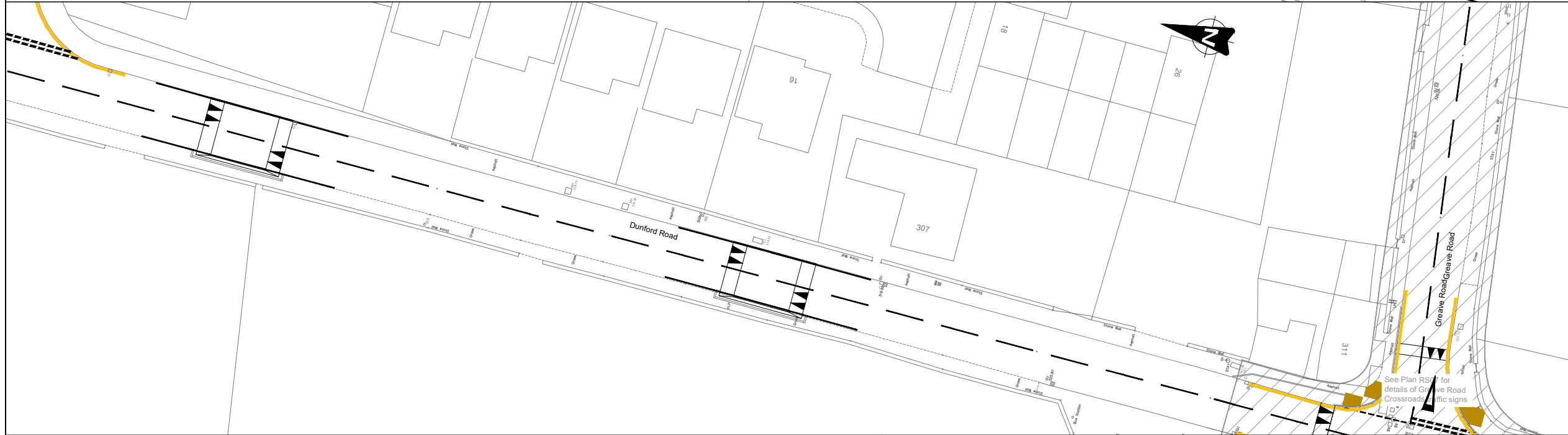
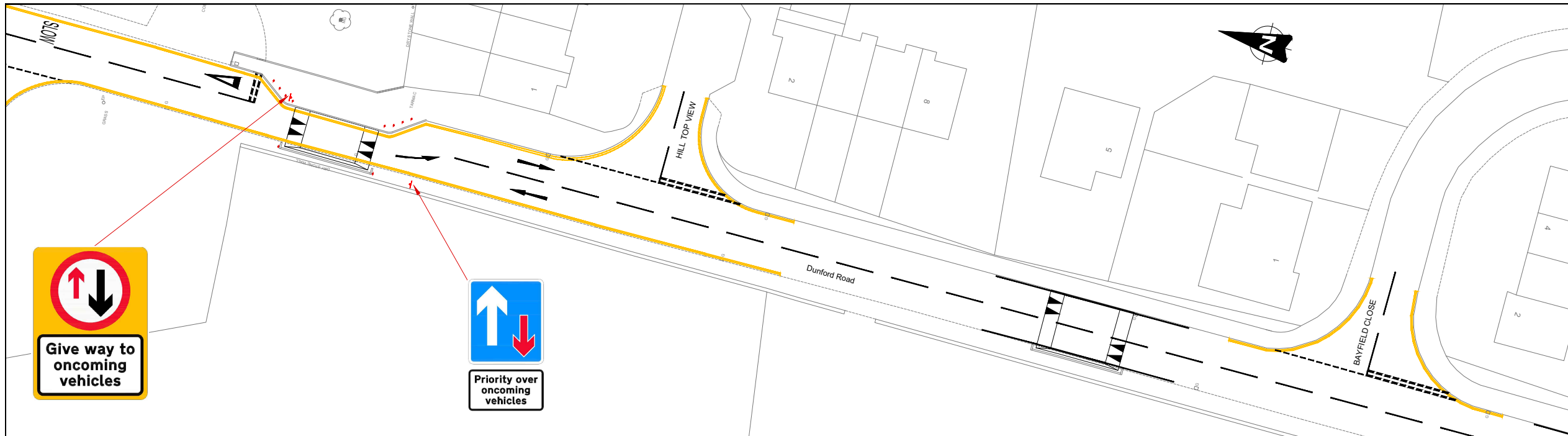
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Hade Edge Section 106
Collision Prevention Scheme
Post – TRO Advert Layout

TITLE
CCLI Report–Appendix A Plans
B6106 Dunford Road
Sheet 1 of 1

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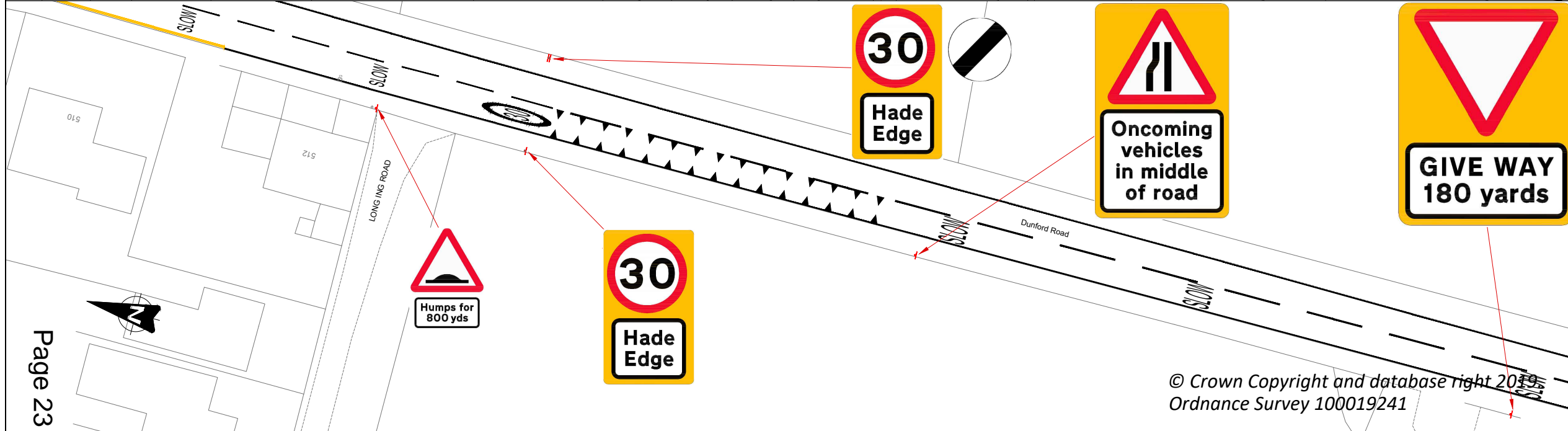
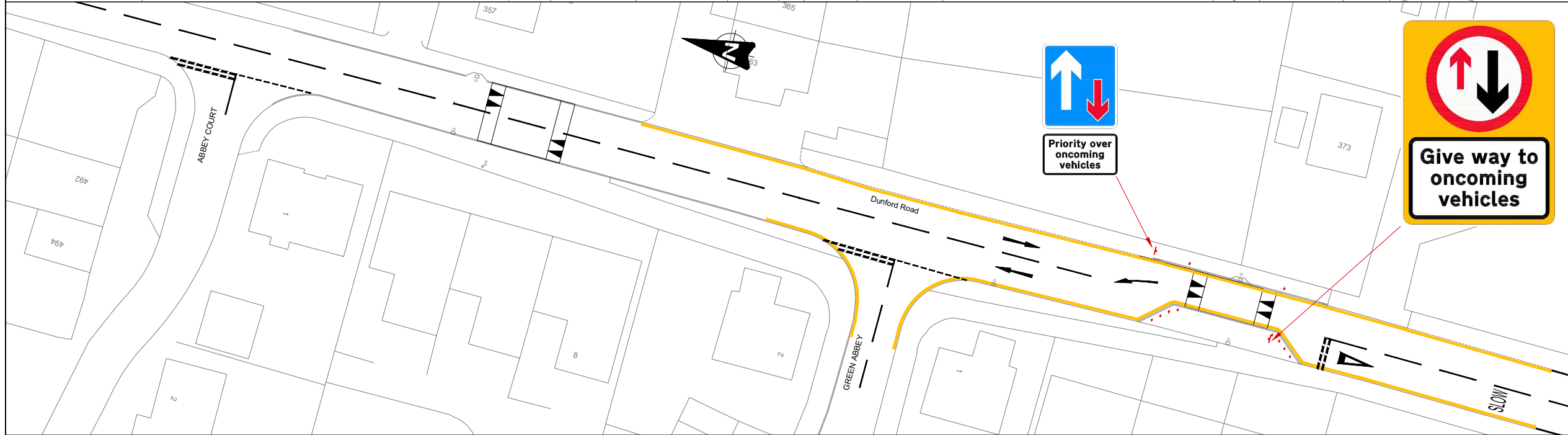
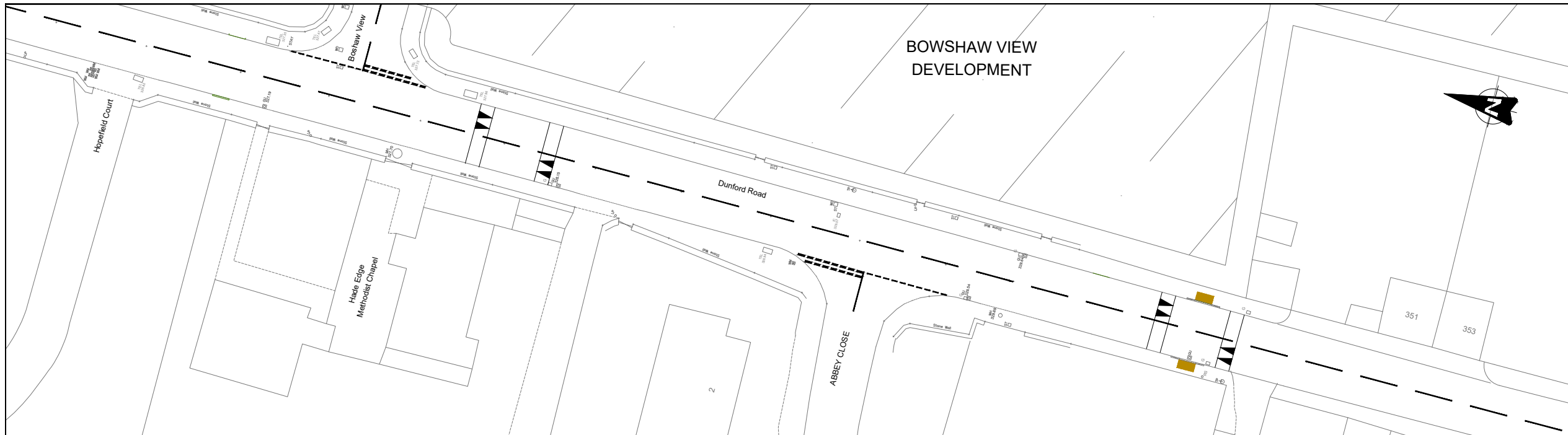
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TITLE CCLI Report–Appendix A Plans U/C Dunford Road Sheet 1 of 2			
DRAWING No. HS-25-66709-CCLI-02		CAD No.	

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BOWSHAW VIEW DEVELOPMENT



Priority over oncoming vehicles



Give way to oncoming vehicles



Oncoming vehicles in middle of road



GIVE WAY 180 yards



Humps for 800 yds



30 Hade Edge

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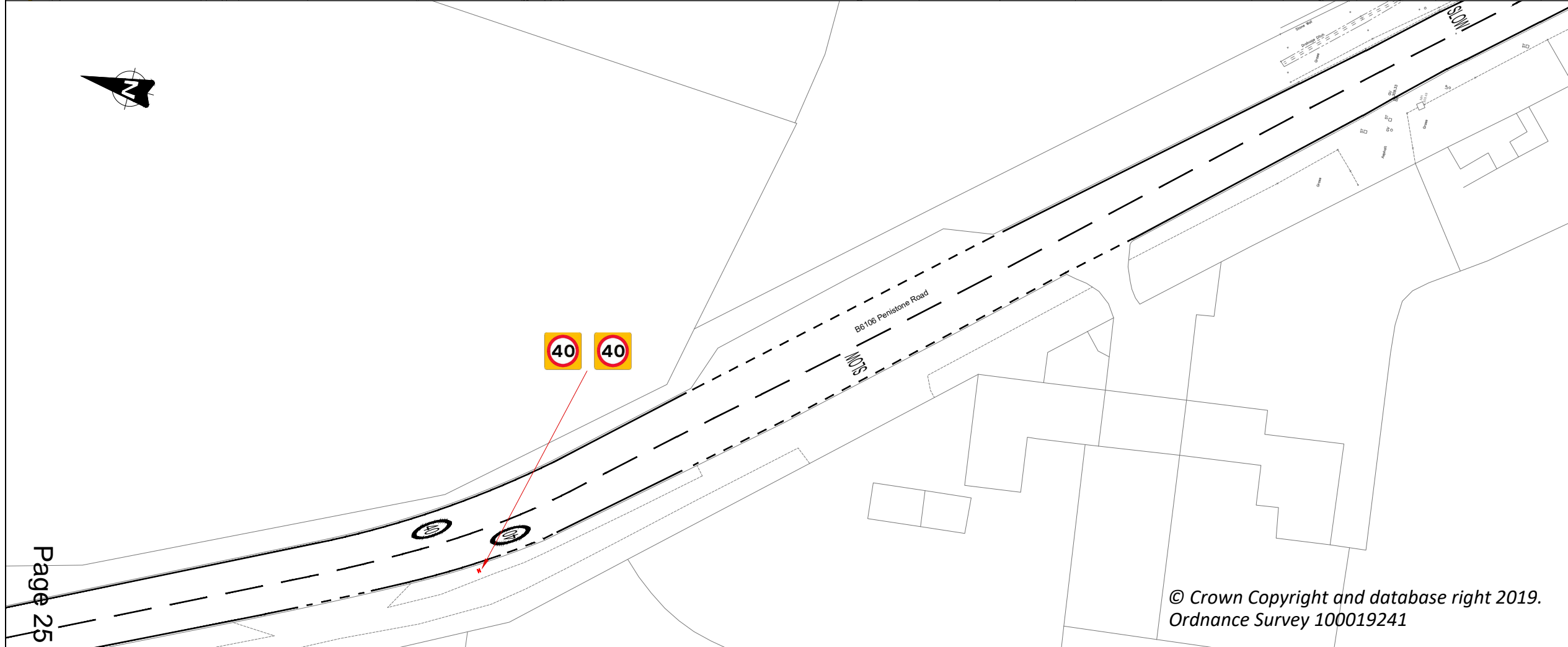
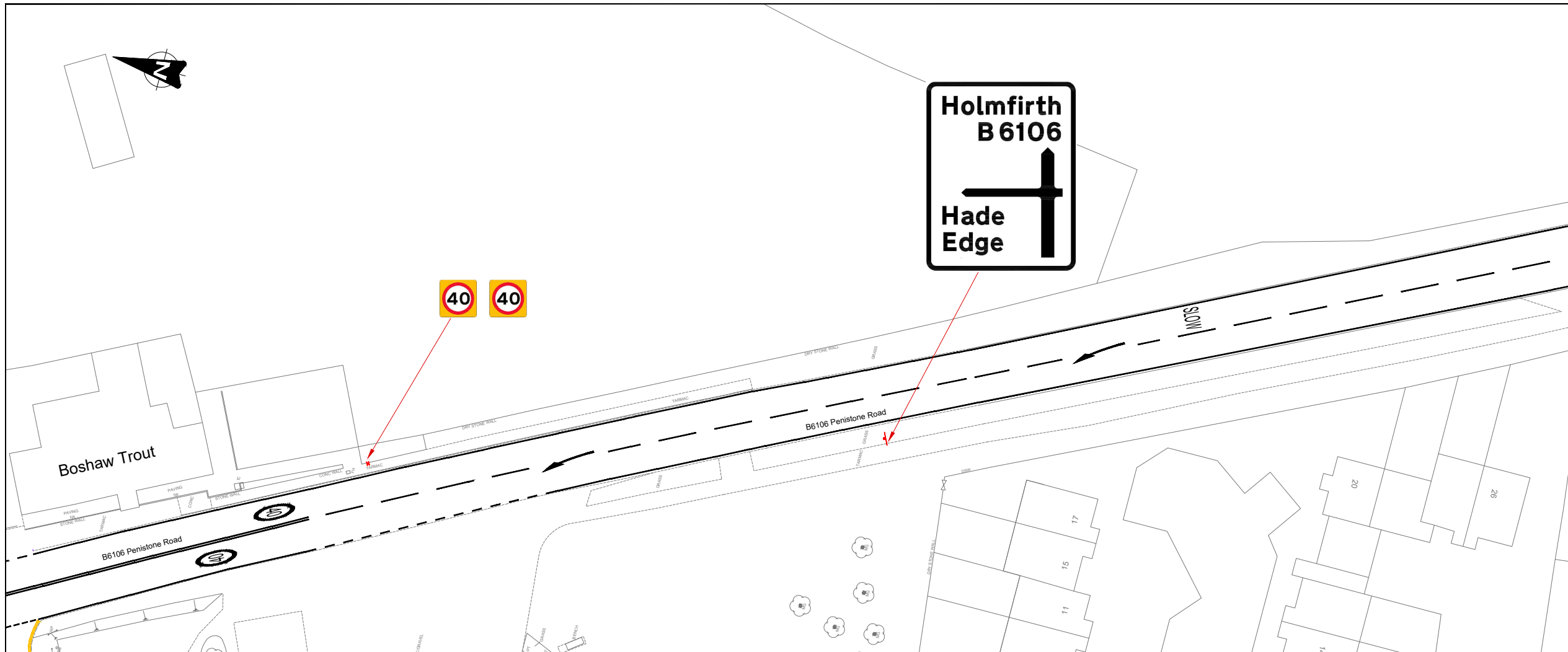
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Collision Prevention Scheme
Post – TRO Advert Layout

TITLE
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U/C Dunford Road
Sheet 2 of 2

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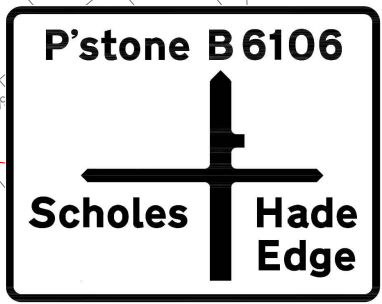
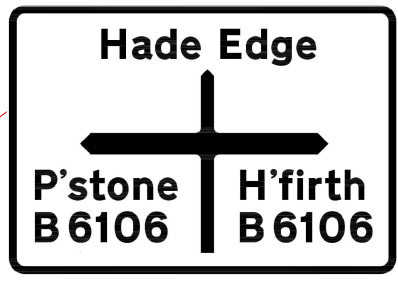
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B6106 Penistone Road
Sheet 1 of 3

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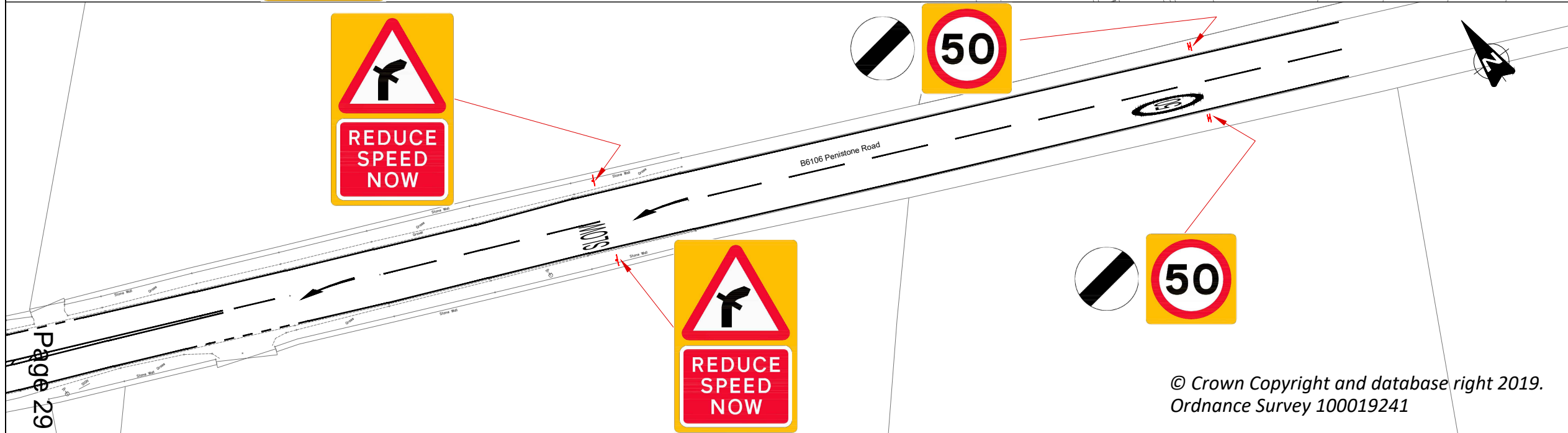
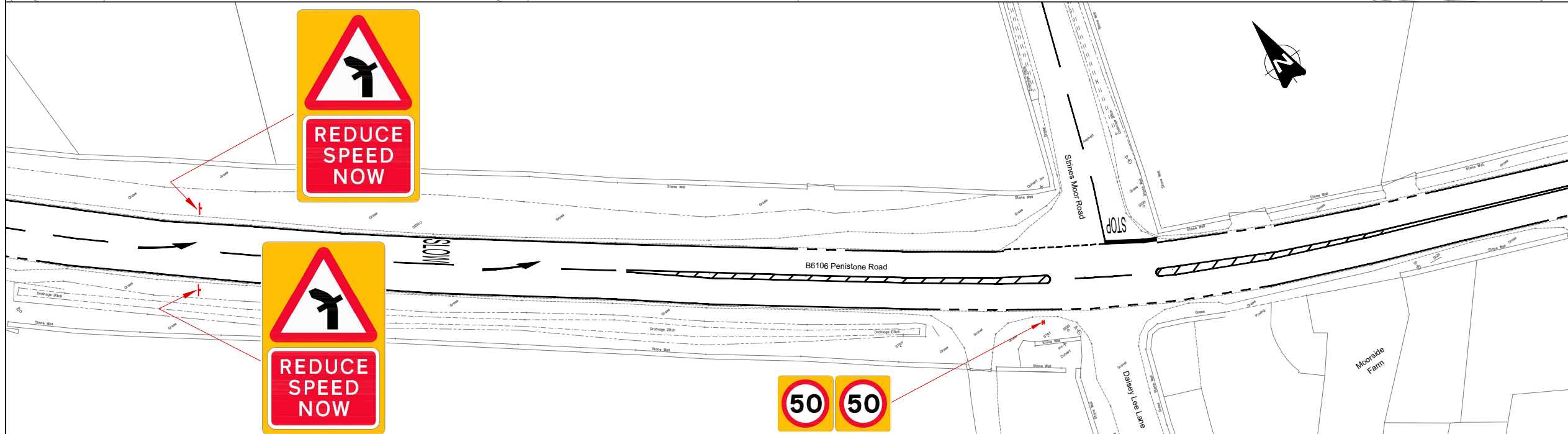
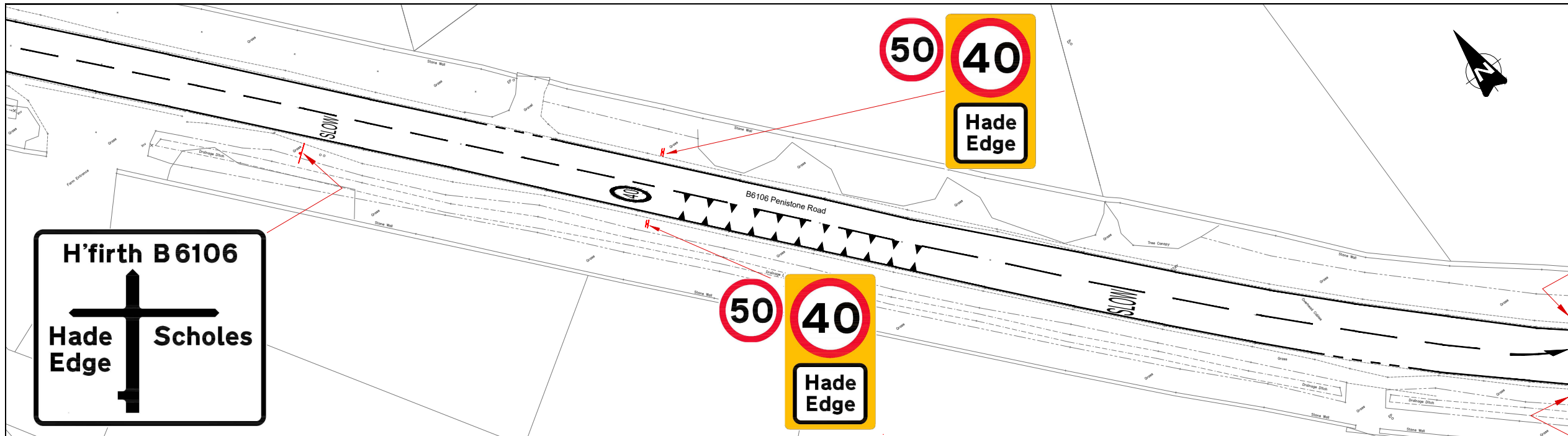
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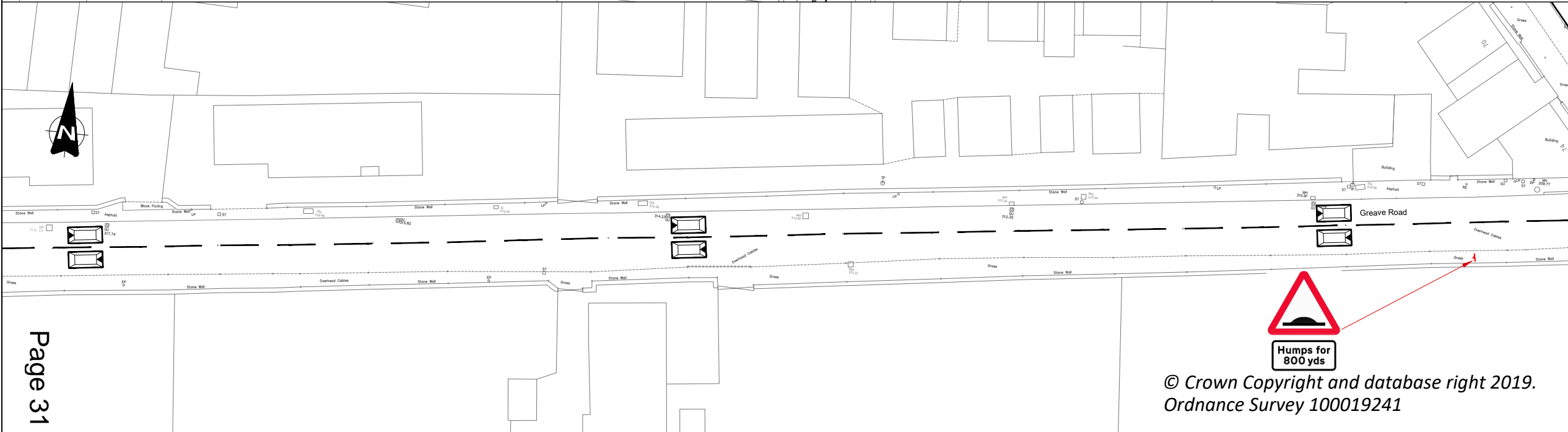
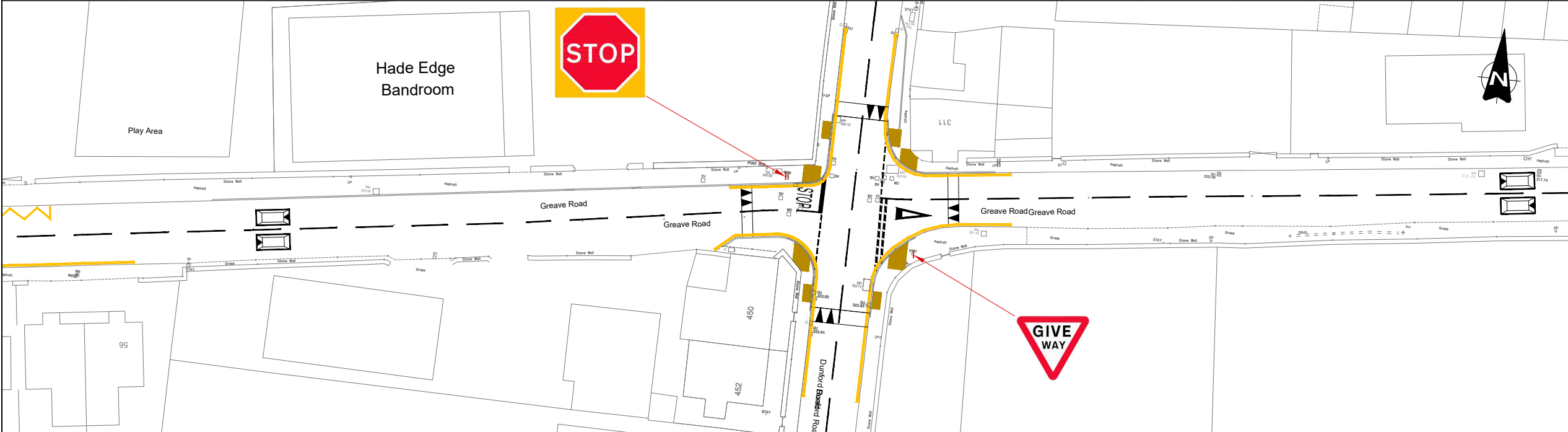
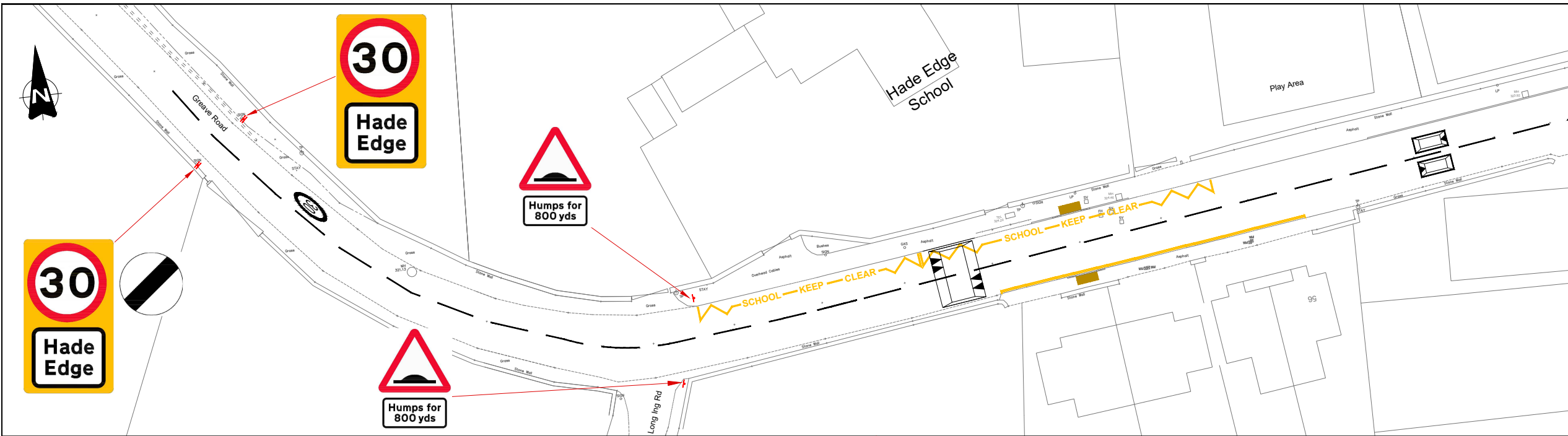
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PROJECT
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Collision Prevention Scheme
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TITLE	CCLI Report–Appendix A Plans Greave Road Sheet 1 of 1
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Appendix B - Scheme proposals, per road

B6106 Dunford Road North of Hade Edge

- 40mph speed limit north of the Boshaw Trout junction, 'Dragons Teeth' gateway markings and "40" painted roundel, "Hade Edge" 40mph Village gateway signs
- Crossroads warning signs with distance plates
- Large map-type Advanced Direction Sign ['ADS']

B6106 Penistone Road South of Hade Edge

- 50mph speed limit 'buffer zone' through Strines Moor Road / Daisy Lee Lane crossroads, with "50" painted roundel
- Crossroads / bend warning signs with "REDUCE SPEED NOW"
- Double white lines with central hatched ladder markings along each junction approach reducing running lane widths to 2.8m
- 40mph speed limit from south of Greave Road / Scholes Moor Road junction, 'Dragons Teeth' gateway markings and "40" painted roundel, "Hade Edge" 40mph Village gateway signs
- Large map-type ADSs located in advance of junction on both B6106 approaches, and Scholes Moor Road

B6106 'Boshaw Trout' Junction

- Southbound LED Matrix sign to automatically display "SLOW, VEHICLES TURNING" message with flashing amber lights, when vehicles are detected travelling in excess of 40mph
- Junction realignment with new splitter-island and kerblines, to restrict the speeds of turning vehicles, and to improve visibility (including to the right for drivers emerging from Longley Edge Road)
- New uncontrolled crossings of U/C Dunford Road junction mouth along western footway of B6106, through the new splitter-island
- Existing 30mph speed limit extended northwards along U/C Dunford Road up to its junction with B6106 Dunford Road / Penistone Road

U/C Dunford Road

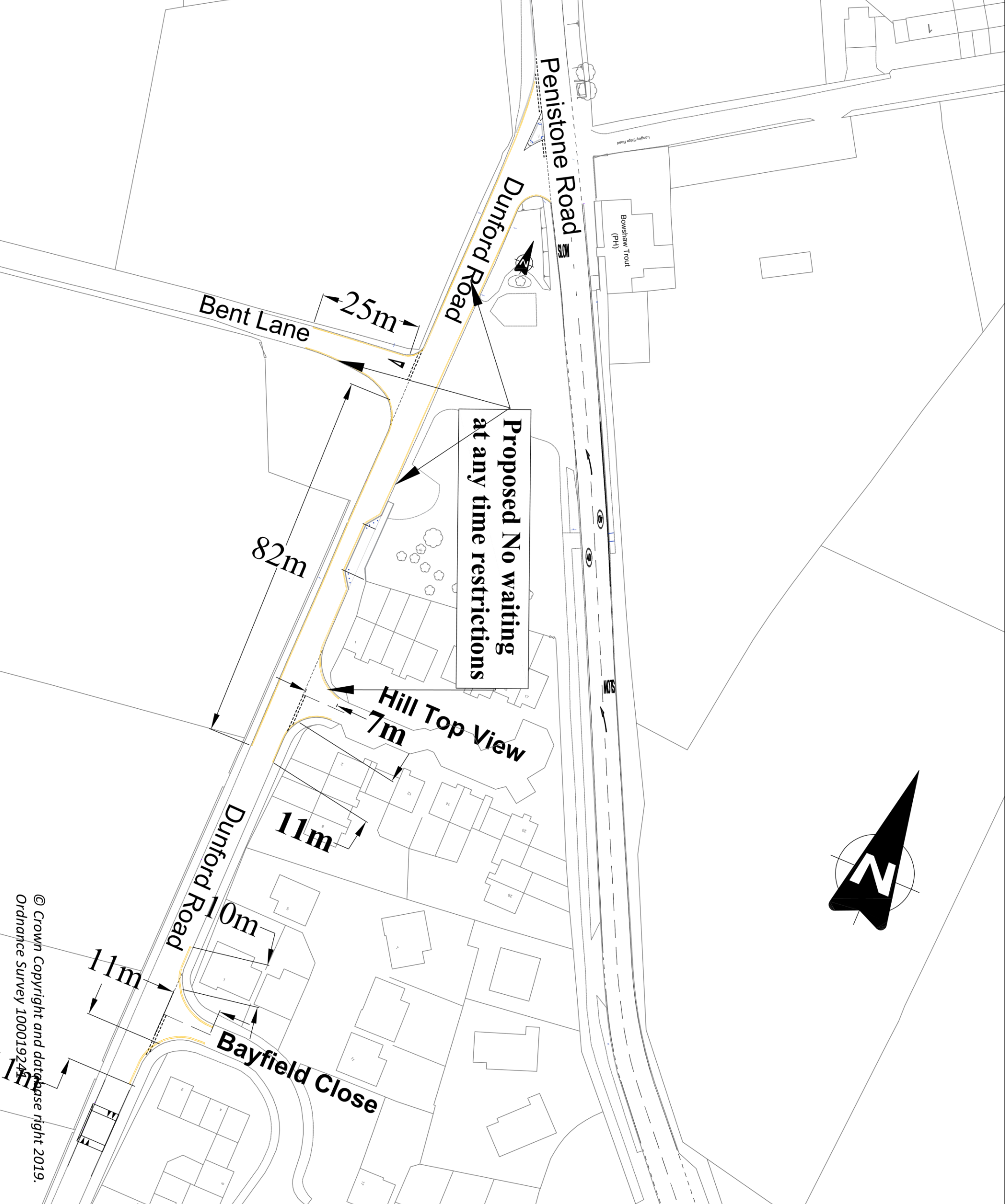
- Bus friendly flat-top road humps, 75mm high with 1.5m ramps and 6m long plateau, spacings varying between 55m and 85m, with uncontrolled pedestrian crossing points incorporated, where appropriate
- A full junction plateau at the Dunford Road / Greave Road crossroads, with uncontrolled pedestrian crossings through each of the four junction arms, protected by prohibition of waiting restrictions
- The northern-most and southern-most humps would be located within 4m wide priority-controlled pinch points formed by kerbed buildouts, where traffic heading into the Village would be forced to give-way to traffic leaving
- Advanced Give-way signs prior to the pinch points, in addition to the standard "Give way to oncoming vehicles" signs at them, larger and additional warning

signs (“Oncoming vehicles in middle of road”) for southern pinch point, reflecting higher speeds along this approach

- Prohibition of waiting around the pinch points and nearby junctions, to ensure that paths through the narrowed sections are not blocked by parked vehicles
- Prohibition of waiting restrictions around the Bayfield Close junction radii to protect visibility (requested by residents during consultation)
- South of the Village, existing “Hade Edge” / 30mph Village gateway signs renewed and made larger, gateway and SLOW markings refreshed

Greave Road

- New 30mph speed including “Hade Edge” / 30mph Village gateway signs west of School/bend, and 30mph signs at B6106 junction
- Greave Road East – Series of three sets of two speed cushions, 1.6m wide, 3.5m long, 75mm high, spaced at 60m to 65m
- Greave Road West – One 75mm high tapered road hump (2.5m long plateau with 1.125m ramps) west of school pedestrian entrance. Additional set of two speed cushions adjacent to Bandroom/Playground
- Resurfacing of existing northern footway from School pedestrian entrance up to Dunford Road, repair/resurfacing of failed carriageway outside school
- Prohibition of waiting restrictions along southern side to replace existing keep clear markings across driveways
- Narrowing of Greave Road to 5.5m near Dunford Road junction, providing improved visibility for south to north pedestrian crossing movements



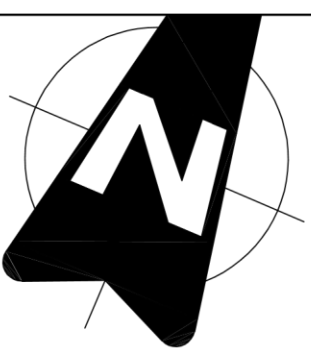
**Proposed No waiting
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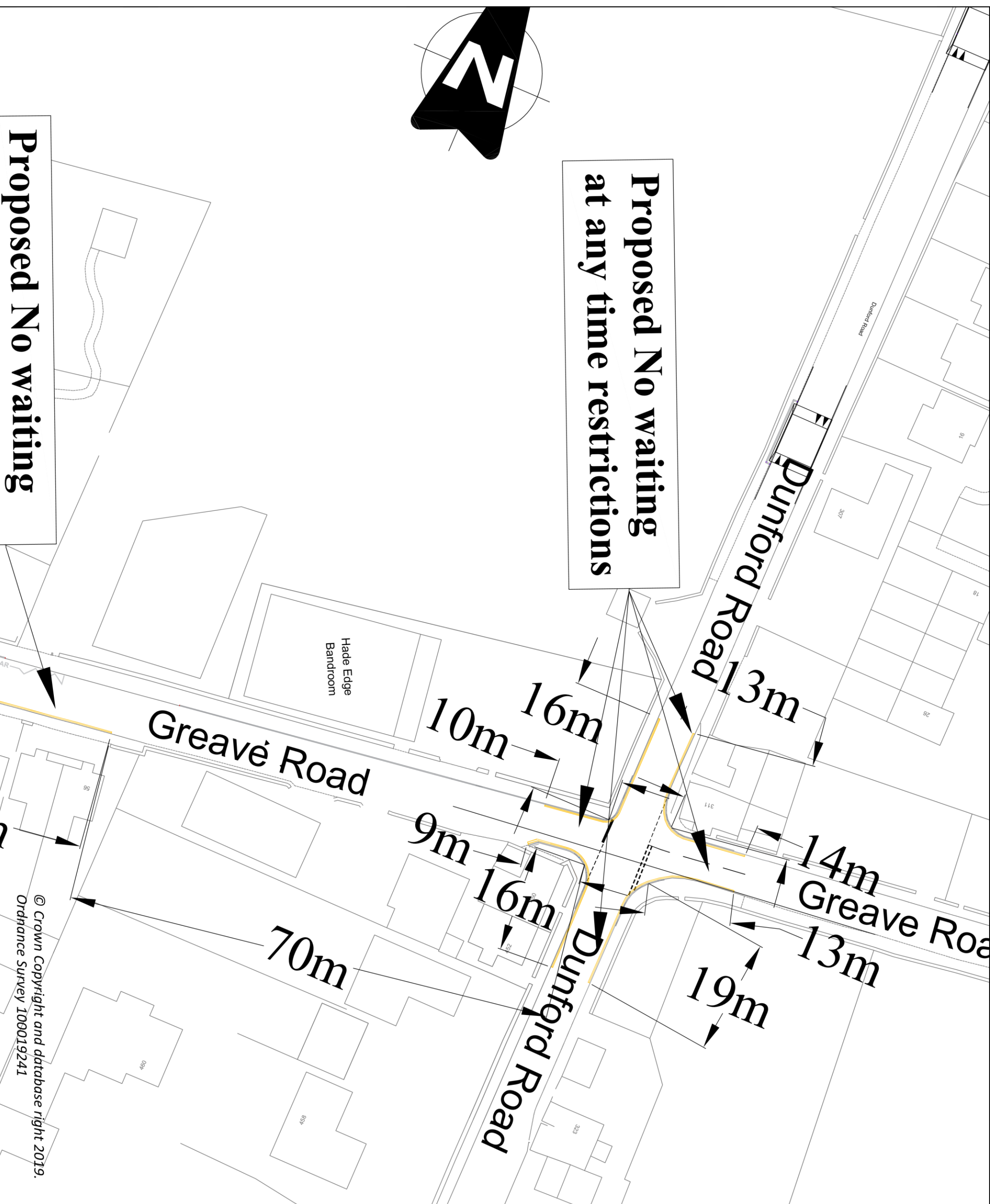
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TITLE	Dunford Road		
	Hade Edge		
	Sheet 1 of 4		
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**Proposed No waiting
at any time restrictions**

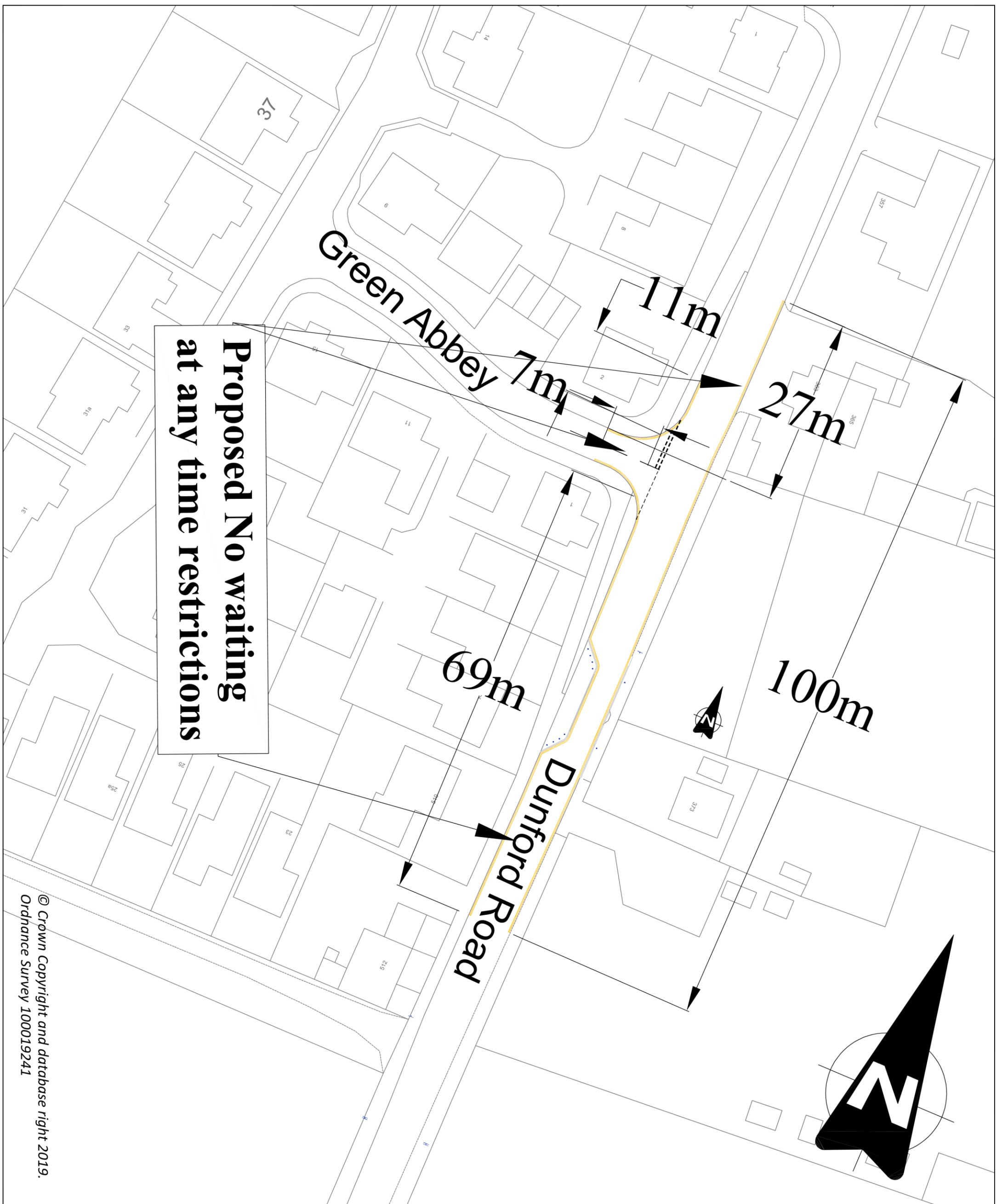
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**Proposed No waiting
at any time restrictions**

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PROJECT
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restrictions

TITLE
Dunford Road
Hade Edge
Sheet 3 of 4

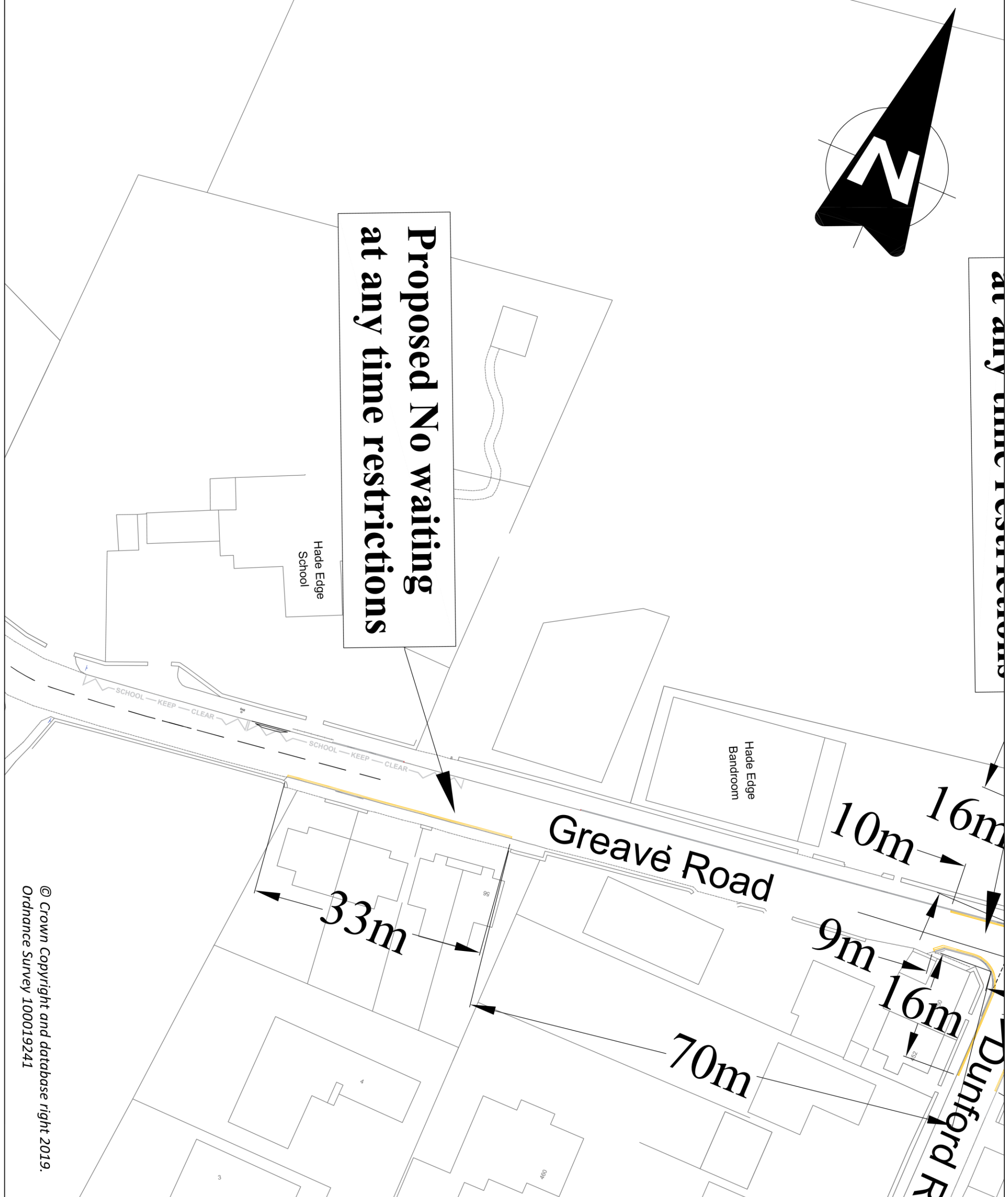
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at any time restrictions

**Proposed No waiting
at any time restrictions**



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TITLE	Dunford Road Hade Edge Sheet 4 of 4
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Appendix D - Objections – As submitted

Objection 1

I initially made an objection on 18th June to the chicane and yellow lines outside my house within the window for traffic calming. I was not aware at the time of the three elements of the scheme being advertised at different times, or indeed the technical difference between them, but have at each time re-submitted my objections within the correct windows. As explained in my previous e-mails I was unable to attend the meeting in the band hall as I was in London for 6 weeks with my mother who was on an end of life pathway very unexpectedly and subsequently passed away so I missed the whole of the consultation period. There is an inquest in London on the 17th October. If the proposal is being discussed in the Cabinet meeting on 18th October as planned I will be unable to attend as I will be travelling back from London but Liz has kindly advised that herself or Karen North would represent my objection.

On 3rd August I received a very technical note from Dean Barker in relation to the chicane but no response to my subsequent questions. I was also advised by Karen North that the chicane was not being consulted on as there was no statutory requirement to do that.

On 21st August I had a very useful and informative phone call with Liz Cusick which benefited from being a two-way conversation so my questions could be answered. She explained the evidence behind the need for the chicane and, whilst not subject to consultation, I now understand and support the need for it and its positioning.

I do wish, however to continue to register my objection to the yellow lines. This is in the main for very personal reasons which I have discussed with Liz and agreed she can share with Karen North. A previous extremely traumatic incident in a dark back street has been carried with me all my life and I bought my house in large part so I could access it from a lit road and immediately close to my door. I work in the NHS and the thought of having to access my house in the dark at night from the back or from another location further from my house is seriously impacting on my mental health and I am literally having sleepless nights at thought that this is potentially the case from this winter. I have discussed with Liz that I would not wish the detail to be shared in a public meeting but I am more than happy for any officers or councillors to contact me on receipt of the report or to discuss with Liz or Karen.

In an e-mail response to me, Liz did state that she in part disagreed with Dean's technical note in that in her view the chicane could operate safely without the need for yellow lines and in fact that there are examples of this in Kirklees. I would be immensely grateful and relieved if this option could be considered.

Apart from this very personal reason, Hade Edge as the council will be aware, is notorious for weather that is not even experienced in Holmfirth. The photo below is from the back of my house in March of this year. As the Council grits the main roads but not the estates in Hade Edge, I would not have been able to get to the hospital I work in without being able to park on the main road. I have found photos of 11 separate occasions and each time over a number of days that there was snow in Hade Edge in the last 5 years and this may not have captured all of them.

Dean has said in his note that the houses in Green Abbey were approved on the basis that parking spaces would be available and that the 'there are also numerous locations along the internal estate roads themselves where on-street parking can be accommodated'. However this was almost 30 years ago and was not planned on the basis of current times with the number of cars typically owned by each household and space for visitors to park in. This will mean that in our part of Green Abbey, cars will need to park in the estate. In a recent discussion between a few neighbours, one has stated that he will not allow cars to park outside his house on the estate and 'people need to be very careful about the condition they may find their car in when they return to it'. It would be extremely sad to create animosity in a lovely village as a

result of the yellow lines which could be avoided and the scheme still function safely. Any support from the Council in handling this position from neighbours would also be welcome.

Words cannot express enough how grateful I would be if Cabinet would consider the chicane being built without the need for yellow lines as is the case in examples elsewhere in Kirklees.

Many thanks for your consideration.

Objection 2

Hello

I would like to object to the yellow lines proposed on the roads through Hade Edge ref DEV/HG/D116-2308. There are a number of traffic calming measures currently being introduced to slow down traffic through the village. Having cars parked along the roads will also help slow down passing traffic as they have to wait for free passage before overtaking parked cars. Adding no park zones to these roads will simply relocate the cars owned by residents with houses on the road to the side roads such as Green Abbey, Abbey Court, Abbey Close etc. in Green Abbey this will make it more difficult to navigate to our houses and significantly block visibility of any children playing in or around the roads.

It really doesn't seem to make sense when letting people park on the road will actually help slow the traffic through Hade Edge.

Kind regards

Objections 3

Hi

I am writing to object to the plans to put double yellow line parking restrictions through the village of Hade Edge. In particular Plan 3 (and the other plans that put double yellow lines right outside houses) which is right outside our house and will cause issues for anyone visiting us.

Whilst speed is an issue through the village and I welcome the safety scheme, parking is not an issue and I feel there is no need for the extent of double yellow lines proposed.

It is rare there are ever more than one or two cars parked on the road so the introduction of the parking restrictions are unnecessary. It will have a material negative impact on the community, which hosts lots of community events that desperately need to continue to help such an isolated village.

With the lack of buses through the village, cars are essential and restricting parking will make things much worse, not help.

Objection 4

Hi

I am writing to object to the plans to put double yellow line parking restrictions through the village of Hade Edge. In particular Plan 3 (and the other plans that put double yellow lines right outside houses) which is right outside our house and will cause issues for anyone visiting us.

Whilst speed is an issue through the village and I welcome the safety scheme, parking is not an issue and I feel there is no need for the extent of double yellow lines proposed.

It is rare there are ever more than one or two cars parked on the road so the introduction of the parking restrictions are unnecessary.

Objection 5

Good Afternoon

Whilst I do not object to this proposal in general, I would like to ask what will happen with regards to parking on Dunford Road during the winter period, the reason for asking this is that Bayfield Close does not get cleared of snow in winter therefore the majority of residents park on Dunford Road due to not being able to access the estate, so where do you expect people to park in these circumstances or has provision been made to ensure Bayfield Close and the other estates are cleared of snow to enable access.

If no provision has been made for these circumstances, then please accept this e:mail as an objection to this proposal.

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