

# Public Document Pack



**Service Director – Legal, Governance and  
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Tuesday 23 January 2024

## Notice of Meeting

Dear Member

### **Cabinet Committee - Local Issues**

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 31 January 2024**.

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 Moses Crook

# Agenda

## Reports or Explanatory Notes Attached

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**Pages**

**1: Membership of the Committee**

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

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**2: Minutes of Previous Meeting**

1 - 8

To approve the Minutes of the meetings of the Cabinet Committee – Local Issues held on 29<sup>th</sup> March 2023, 20<sup>th</sup> October 2023 and the 22 November 2023.

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**3: Declaration of Interests**

9 - 10

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.

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**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.

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**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.

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## **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.

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## **7: Member Question Time**

To receive questions from Councillors.

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## **8: Proposed prohibition of waiting Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield**

11 - 26

The Committee will consider objections received for Traffic Regulation [No. 16] Order 2023, Proposed prohibition of waiting Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield.

Contact:  
Ken Major - Principal Engineer

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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.

**Cabinet Committee - Local Issues - 29 March 2023**

**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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Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Friday 20<sup>th</sup> October 2023**

Present: Councillor Graham Turner (Chair)  
Councillor Masood Ahmed  
Councillor Yusra Hussain

In attendance: Karen North, Principal technical Officer - Highways and Streetscene.  
Dean Barker, Principal Road Safety Engineer

Apologies: Councillor Paul Davies

**1. Membership of the Committee**

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

**2. Minutes of Previous Meeting**

The Committee considered the Minutes of the meetings held on 29<sup>th</sup> March 2023 and the 21<sup>st</sup> of June 2023 and it was agreed that:

**RESOLVED –**

1. The consideration of the Minutes of the meeting held on 29<sup>th</sup> March be deferred to the next meeting.
2. The Minutes of the meeting held on 21<sup>st</sup> June 2023 be approved as a correct record.

**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 [No 8] Order 2023, Proposed prohibition of waiting on Dunford Road and Greave Road, Hade Edge**

The Committee gave consideration to a report which advised of objections that had been received in respect of Traffic Regulation [No 8] Order 2023, Proposed prohibition of waiting on Dunford Road and Greave Road, Hade Edge presented by Dean Barker, Principal Road Safety Engineer.

The report set out that 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 formally and legally advertised 9 August 2023 – 6 Sept 2023.

It was explained that the priority give way features, with the associated waiting restrictions, were 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.

During the advertisement of the proposals, 5 objections were received relating to the “proposed waiting restrictions, and details of those objections and the officers responses were set out in the report. The Committee also received further written comment received from an objector which were read by the Governance Officer.

In the discussion to follow the the Committee noted that the scheme was to be introduced to reduce vehicle speed and the likelihood of collisions. The Committee were also satisfied that extensive consultation had taken place with residents, ward Councillors, the Hade Edge residents Association and the Parish Council, as outlined in the report, and noted that the majority of responses were in support of the scheme. In considering all the information presented to it both verbally and in writing it was agreed that:

**RESOLVED:** The objections be overruled, and the waiting restrictions advertised in TRO (No 8) Order 2023, (Appendix C) be implemented as advertised.

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Wednesday 22<sup>nd</sup> November 2023**

Present: Councillor Graham Turner (Chair)  
Councillor Moses Crook  
Councillor Paul Davies

In attendance: Karen North, Principal technical Officer - Highways and Streetscene.  
Jonathan Walsh, Principal Engineer  
Phillip Waddington, Group Engineer

Apologies:

**1. Membership of the Committee**

The Committee noted that Councillor Moses Crook had been appointed to the committee.

**2. Minutes of Previous Meeting**

The Committee considered the Minutes of the meetings held on 20<sup>th</sup> October 2023.

**RESOLVED –**

1. The consideration of the Minutes of the meeting held on 20<sup>th</sup> October be deferred to the next meeting.

**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 Objection to the proposed extension of the 30mph speed limit on A644 Huddersfield Road, Mirfield.**

The Committee gave consideration to a report which advised of Objection to the proposed extension of the 30mph speed limit on A644 Huddersfield Road, Mirfield which was presented by Jonathan Walsh, Principal Engineer.

The report set out that the current speed limit on Huddersfield Road was 40mph from its junction with A62 Leeds Road at Cooper Bridge to a point 91 metres west of Doctor Lane prior to Mirfield Town Centre. The speed limit change proposed would extend the 30mph from its current location by 210 metres in a westerly direction (away from Mirfield Town Centre) to encompass the proposed new right turn lane, development access and pedestrian refuges.

The speed limit change proposals, as shown on Appendix 1 were formally advertised between 31 August 2023 and 30 September 2023. During this period two objections were received from local ward councillors who were not objecting to the speed limit change, but because they did not agree the speed limit change went far enough.

In response the committee were advised that the proposed change to the 30mph was to allow the location and design of the new development access and its proposed pedestrian refuges to fall within an appropriate speed limit with a suitable distance, including a buffer zone, beyond the start of the 30mph. The existing length of Huddersfield Road had been independently assessed as being suitable for this type of road and there were no proposed environmental changes that would alter that assessment, and as a result it was appropriate that it remained as 40mph.

The Committee considered all the information presented to it both verbally and in writing and concluded that;

**RESOLVED:** that the objections to the amendments to the existing speed limit on A644 Mirfield be overruled, and that the proposals be implemented as advertised.

<b>KIRKLEES COUNCIL</b>			
<b>COUNCIL/CABINET/COMMITTEE MEETINGS ETC</b>			
<b>DECLARATION OF INTERESTS</b>			
<b>Name of Councillor</b>			
<b>Item in which you have an interest</b>	<b>Type of interest (eg a disclosable pecuniary interest or an "Other Interest")</b>	<b>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]</b>	<b>Brief description of your interest</b>

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:** 31 January 2024

**Title of report:**

**Kirklees Council Traffic Regulation [No. 16] Order 2023, Proposed prohibition of waiting Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield**

**Purpose of report:** To consider objections received for both locations.

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 <a href="#">Council's Forward Plan (key decisions and private reports?)</a>	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	David Shepherd – 12.12.2023
Is it also signed off by the Service Director Finance?	Isabel Brittain – 12.12.2023
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 20.12.2023
Cabinet member <a href="#">portfolio</a>	Cllr Moses Crook

**Electoral wards affected:** Crosland Moor and Netherton

**Ward councillors consulted:** Yes

**Public or private:** Public

**Has GDPR been considered:** Yes

## 1. Summary

- 1.1 This traffic regulation order was for two separate locations within the Crosland and Nethererton ward and were advertised together. Both locations have received objections as a result of advertising this traffic regulation order.
- 1.2 Traffic Regulation Order (No 16) was advertised on 4 October and the objection period ended on 1 November 2023.

## 2. Information Required to Take a Decision

- 2.1 Significant issues regarding access/egress had been raised by a number of businesses on Blackmoorfoot Road. The main issue was that staff/visitors to businesses on this section of Blackmoorfoot Road were parking in such a way as to severely impede access to and egress from the businesses.
- 2.2 A scheme was developed to remove parking from these areas of concern and to make sure that other sections of Blackmoorfoot Road were not just going to get the displaced parking.
- 2.2 Over a number of months the residents of Bulay Road have had issues with their bins not being emptied due to bin wagons not being able to gain access to Bulay Road and Nelson Street.
- 2.3 To improve the possibility of these large vehicles gaining full access regularly it was proposed to install “no waiting at any time” restrictions on key corners and junctions on Bulay Road, Nelson Street and Springdale Avenue. This would mean that the double yellow lines would free up these tight turning areas so that larger vehicles can operate without obstruction, which they are currently not able to do, consistently.

### 2.3 Objections

During advertisement of the traffic regulation order for proposed parking restrictions, one objection was received for Blackmoorfoot Road, and seven objections received for the Bulay Road/Springdale Avenue/Nelson Street proposals.

The objections and our response are set out below:

#### **Objection to Blackmoorfoot Road “no waiting at any time” restrictions**

I am emailing in relation to proposed ‘no waiting at any time’ areas planned for Blackmoorfoot Road, Huddersfield, HD4.

After having read the proposed changes on the [kirklees.gov.uk](http://kirklees.gov.uk) website, we are unable to determine whether the proposed changes affect the stretch of road directly outside the gates of our property, ### Blackmoorfoot Road.



Our property is situated on the left-hand side of the road, if facing away from Huddersfield town centre. The small stretch of road between our neighbouring properties, #####, is currently used by our staff members to park their cars, as we have no space for staff vehicles on site. I have attached a satellite view of this area, indicating the stretch of road I am referring to, marked in red.

If the proposed 'no waiting at any times' plans are to cover the specific part of the road that I have indicated, then we would like to politely object to this proposal. This is because the staff vehicles are parked there safely, legally and without obstruction to other road users/pedestrians. As well as this, considering the other proposed plans for 'no waiting' on the remainder of this road, we would be extremely concerned for the safety of our staff, should they be forced to park their vehicles some few miles away from the premises.

### **Response:**

The restrictions have been arranged such that any large vehicles will be able to turn out of the adjacent sites without difficulty in the future. The area of parking referred to by the objector is adjacent to the exit from Woodcock and Wilson who had significant operational difficulties as a result of the parking.

The arrangement is such that there are two gates very close to each other and in order to remove parking from potentially being too close to the Woodcock and Wilson access the double yellow lines have been taken beyond the second entrance. They have been taken 10m beyond the access to allow for good visibility from this second access.

This area is what the objection is about as the staff working for the business park here. These restrictions are required to improve the exiting of the Woodcock and Wilson site by preventing any parking in the immediate turning circle. The secondary benefit is that visibility is improved from all the access in this area and that is seen as a safety benefit for all road users and pedestrians.

### **Objection 1 to Bulay Road/Springdale Avenue/Nelson Street proposals**

I actually enclose a copy of my email to Ken Major on the same issue from earlier in the year including multiple photos of what the roads are like during the day. The issue is mainly overnight resident parking when the double yellows will be difficult to enforce. Furthermore, if this is a measure to aid bin collections then a bin collection which is after 9am for Bulay Road would instantly fix the issue. It seems this is already happening late mornings on a Friday with no hindrance now.

Sacrificing large swathes of on street parking "at all times" is really not progress. I also note that the TRO doesn't address the issue of parking on both sides of Bulay Road ... between no.6 and 40 approx. This is a more significant obstruction even to cars who have no issues turning at the junctions on to Bulay Road but struggle to get through parked cars on both sides of the road. Part pavement parking as we have near the junctions and on Springdale Avenue/Springdale Street would help here. Can this be advised to the residents? Having no waiting at all the points highlighted on the draft but not addressing this double parking will just result in those cars being dumped here and make the obstruction worse albeit a bit further down the road.

Finally, I strongly object to the double yellows proposed outside our property at no. # Bulay Road. Firstly I do not believe any restrictions or yellow lines are required here at all. The cars (not just ours) are always partly parked on the kerb/pavement. Also opposite the corner are multiple drives so no cars are on the opposite side to make this corner tight. It is in fact one of the widest junctions around here. Furthermore, the length of double yellows is too long and really exaggerated at 20m+. Normally 2 cars park comfortably (partly on the pavement) on the north west side and one car on the north east side. These 3 cars NEVER cause an obstruction and would insist these spaces are not lost. These cars are of local residents and will just cause issues elsewhere. The corner is large/wide and sometimes someone may park a car on the curve but again partly on the pavement. Blocking this 4th car from parking may make sense (very limited double yellows ONLY on the curve - a bit like Hall Avenue and Springdale Avenue junction already in place) but again a more advisory approach especially on bin collection days may be more appropriate here. People have stopped double parking on the collection day so it can work without invoking a TRO.

I hope these comments can be taken into consideration. I am happy for you to contact me and discuss alternatives if still required. There was overwhelming rejection of the resident permit scheme and multiple residents are shocked at the proposed TRO and no one I have spoken to is in favour of it; everyone feels the price to pay for easier bin collections is too much here with the TRO with too much lost parking space. In fact most residents weren't even aware till this week as no one received anything in the post this time and someone had just seen the lamppost notice!

#### **Response:**

The difficulties in emptying the bins have been a long running issue for the residents of Bulay Road. A number of attempts have been made by the Waste Team to improve how people park in this area to make access easier without any success. So, it has meant that we need to introduce permanent restrictions to remove the parking from the problem areas. Complaints are still coming in regularly about missed bin collections, so the issues have not gone away. The solution that residents choose to use, to minimise the impact on traffic flow from their parked cars, is to park half on the footway and the road. This is illegal and something that we cannot condone or encourage as this causes problems for pedestrians and disabled users.

We appreciate that that making the restrictions "at any time" appears to some residents, to be excessive, but vehicles other than the bin wagons need access to properties in this area at any time and therefore the creation of double yellow lines is the only way we can guarantee access will be ensured for all vehicles.

The restrictions have been kept to the minimum length of 10m and have only been placed in those locations that the Highway Code advises that parking should not take place. The proposed restrictions will help improve road safety in the area as well as improving access.

#### **Objections 2 to 7 – Bulay Road/Springdale Avenue/Nelson Street proposals**

The following text was used for the remaining objections by six residents:

As someone who will be affected adversely by the above TRO, I am writing to object to the TRO as it stands. The reasons given for installing multiple no waiting restrictions around the area are misguided.

I would like to add the notice for this TRO was very poorly publicised to the locals. It appears it was a note taped to just one lamppost. In the past all residents have received letters in the post which didn't happen this time. Hence a lot of the residents this TRO will directly affect are unaware and may not be sending in an objection!

I appreciate that the bin wagons have difficulty accessing Bulay Road but the length of the no waiting restrictions which will be in force 24 hours a day 7 days a week is disproportionate. This is the very reason that the residents permit scheme was rejected earlier.

The reason cars are parking close to the corners is because of the lack of on street parking for the residents.

So, near our house, junction of Bulay Road and Springdale Avenue, we get cars from Springdale Street parking here. Likewise, similarly at Nelson Street. The garage on Bulay Road also contributes with some cars awaiting repairs.

As per previous letters from Ken Major, the parking restrictions are only really enforceable during 8am-6pm. There is ample parking during this time and parking on corners is not an issue once everyone has left for work/school run.

The bin wagons come once a week. Ruling out up to 40m of parking space at each junction is going to be catastrophic for an area that is short of parking already. It will inevitably lead to illegal parking; and more so at a time when enforcement will be less likely.

The TRO fails to acknowledge the much larger issue which will get worse once the corners are blocked off. Cars and small vans etc don't have issues at the corners. The biggest obstruction seems to be double parking on main length of Bulay Road "N.East Side". This leaves little room for even cars to squeeze through. It seems like the problem is just going to get kicked down the road. What good are free junctions for the bin wagons if they can't get through on the longer stretch of Bulay Road due to double parking. The TRO will be wiping out vast amounts of on street parking which is already in very short supply.

We have seen much improved bin collections lately as people are parking more sensibly or even elsewhere on bin collection days. Even avoiding the double parking.

The planned TRO has been poorly communicated to the residents and I am certain it's unlikely that any resident would be in favour of the current proposal. It creates more problems than it solves. A targeted and more limited double yellows covering only the curved portions of the junctions may be more acceptable. We need to preserve as many parking spaces as we can during the process. We already have these much smaller restrictions at the Hall Avenue and Springdale Avenue junction as opposed to 20m lengths being proposed. I wonder if another consultation with the residents is in order to decide what would be acceptable in terms of aiding traffic flow. Please feel free to contact me if you would like more information or discuss further.

### **Response:**

The objections cover the same issues as Objection 1 so the response above to that objection will be the same for these.

With regards to the concerns raised about lack of notification for resident of the proposed restrictions, all residents are consulted initially, on any proposals Highways may have that affect their properties, following initial consultation, the Council advertises its Traffic Regulation Orders, as legally required by legislation. In this case initial consultation resulted in a petition to implement permit parking in this area, but, as the issues are predominately too many vehicles for the available road space, any permit parking scheme, and the require waiting restrictions needed to support it were unacceptable to the residents. They did not want to take those alternative proposal further.

### **3. Implications for the Council**

- 3.1 Working with people** - The proposals would significantly improve access for larger vehicle.
- 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 and corners to improve access.
- 3.4 Climate Change and Air Quality** - This is likely to have a positive effect upon Climate Change and Air Quality.
- 3.5 Improving outcomes for children** – As well as improving access the removal of parking at these locations will improve visibility for pedestrians including children when crossing.
- 3.6 Other implications** (HR/Legal/Financial etc) – None

### **4. Consultees and their opinions**

Statutory consultees were consulted on both proposals, and no concerns were raised.

All three Ward Councillors were consulted and support the schemes.

### **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, can be implemented as advertised for Blackmoorfoot Road and Bulay Road/Springdale Avenue/Nelson Street.

If Cabinet members are wish to uphold any/all the objections, in whole or in part, the restrictions will not be implemented in that location, and he reported issues for accesses to businesses and local properties will remain.

### **6. Officer recommendations and reasons**

Officer recommendation: That the objections be overruled, and the waiting restrictions advertised in Traffic Regulation [No. 16] Order 2023, Proposed prohibition of waiting

Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield be implemented.

Reason: Both of the schemes are designed to provide parking restrictions so that larger vehicles can operate without obstruction, which they are currently not able to do consistently.

## **7. Cabinet portfolio holder's recommendations**

The Portfolio Holder supports officer recommendations.

## **8. Contact officer**

Ken Major -  
Principal Engineer  
(01484) 221000  
[ken.major@kirklees.gov.uk](mailto:ken.major@kirklees.gov.uk)

## **9. Service Director responsible**

Graham West  
Service Director – Highways and Streetscene  
(01484) 221000  
[graham.west@kirklees.gov.uk](mailto:graham.west@kirklees.gov.uk)

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# **Objections to TRO No.16 2023 for Blackmoorfoot Road, Crosland and Bulay Road, Springfield Avenue, Nelson Street, Thornton Lodge**

## **Blackmoorfoot Road objection**

I am emailing in relation to proposed 'no waiting at any time' areas planned for Blackmoorfoot Road, Huddersfield, HD4.

After having read the proposed changes on the kirklees.gov.uk website, we are unable to determine whether the proposed changes affect the stretch of road directly outside the gates of our property, #####.

Our property is situated on the left-hand side of the road, if facing away from Huddersfield town centre. The small stretch of road between our neighbouring properties, #####, is currently used by our staff members to park their cars, as we have no space for staff vehicles on site. I have attached a satellite view of this area, indicating the stretch of road I am referring to, marked in red.

If the proposed 'no waiting at any times' plans are to cover the specific part of the road that I have indicated, then we would like to politely object to this proposal. This is because the staff vehicles are parked there safely, legally and without obstruction to other road users/pedestrians. As well as this, considering the other proposed plans for 'no waiting' on the remainder of this road, we would be extremely concerned for the safety of our staff, should they be forced to park their vehicles some few miles away from the premises.

## **Bulay Road, Springfield Avenue, Nelson Street objections**

### **Objection 1**

I actually enclose a copy of my email to Ken Major on the same issue from earlier in the year including multiple photos of what the roads are like during the day. The issue is mainly overnight resident parking when the double yellows will be difficult to enforce. Furthermore if this is a measure to aid bin collections then a bin collection which is after 9am for Bulay Road would instantly fix the issue. It seems this is already happening late mornings on a Friday with no hindrance now.

Sacrificing large swathes of on street parking "at all times" is really not progress. I also note that the TRO doesn't address the issue of parking on both sides of Bulay Road ... between no.6 and 40 approx. This is a more significant obstruction even to cars who have no issues turning at the junctions on to Bulay Road but struggle to get through parked cars on both sides of the road. Part pavement parking as we have near the junctions and on Springdale Avenue/Springdale street would help here. Can this be advised to the residents? Having no waiting at all the points highlighted on the draft but not addressing this double parking will just result in those cars being dumped here and make the obstruction worse albeit a bit further down the road.

Finally I strongly object to the double yellows proposed outside our property at no. 2 Bulay Road. Firstly I do not believe any restrictions or yellow lines are required here at all. The cars (not just ours) are always partly parked on the kerb/pavement. Also opposite the corner are multiple drives so no cars are on the opposite side to make this corner tight. It is in fact one of the widest junctions around here. Furthermore the length of double yellows is too long and really exaggerated at 20m+. Normally 2 cars park comfortably (partly on the pavement) on the north west side and one car on the north east side. These 3 cars NEVER cause an obstruction and would insist these spaces are not lost. These cars are of local residents and will just cause issues elsewhere. The corner is large/wide and sometimes someone may park a car on the curve but again partly on the pavement. Blocking this 4th car from parking may make sense (very limited double yellows ONLY on the curve - a bit like Hall Avenue and Springdale Avenue junction already in place) but again a more advisory approach especially on bin collection days may be more appropriate here. People have stopped double parking on the collection day so it can work without invoking a TRO.

I hope these comments can be taken into consideration. I am happy for you to contact me and discuss alternatives if still required. There was overwhelming rejection of the resident permit scheme and multiple residents are shocked at the proposed TRO and no one I have spoken to is in favour of it; everyone feels the price to pay for easier bin collections is too much here with the TRO with too much lost parking space. In fact most residents weren't even aware till this week as no one received anything in the post this time and someone had just seen the lamppost notice!

## **Objection 2**

As someone who will be affected adversely by the above TRO, I am writing to object to the TRO as it stands. The reasons given for installing multiple no waiting restrictions around the area are misguided.

I would like to add the notice for this TRO was very poorly publicised to the locals. It appears it was a note taped to just one lamppost. In the past all residents have received letters in the post which didn't happen this time. Hence a lot of the residents this TRO will directly affect are unaware and may not be sending in an objection!

I appreciate that the bin wagons have difficulty accessing Bulay Road but the length of the no waiting restrictions which will be in force 24 hours a day 7 days a week is disproportionate. This is the very reason that the residents permit scheme was rejected earlier.

The reason cars are parking close to the corners is because of the lack of onstreet parking for the residents.

So near our house, junction of Bulay Road and Springdale Avenue, we get cars from Springdale street parking here. Likewise, similarly at Nelson Street. The garage on Bulay Road also contributes with some cars awaiting repairs.



As per previous letters from Ken Major, the parking restrictions are only really enforceable during 8am-6pm. There is ample parking during this time and parking on corners is not an issue once everyone has left for work/school run.

The bin wagons come once a week. Ruling out up to 40m of parking space at each junction is going to be catastrophic for an area that is short of parking already. It will inevitably lead to illegal parking; and more so at a time when enforcement will be less likely.

The TRO fails to acknowledge the much larger issue which will get worse once the corners are blocked off. Cars and small vans etc don't have issues at the corners. The biggest obstruction seems to be double parking on main length of Bulay Road "N.East Side". This leaves little room for even cars to squeeze through. It seems like the problem is just going to get kicked down the road. What good are free junctions for the bin wagons if they can't get through on the longer stretch of Bulay Road due to double parking. The TRO will be wiping out vast amounts of on street parking which is already in very short supply.

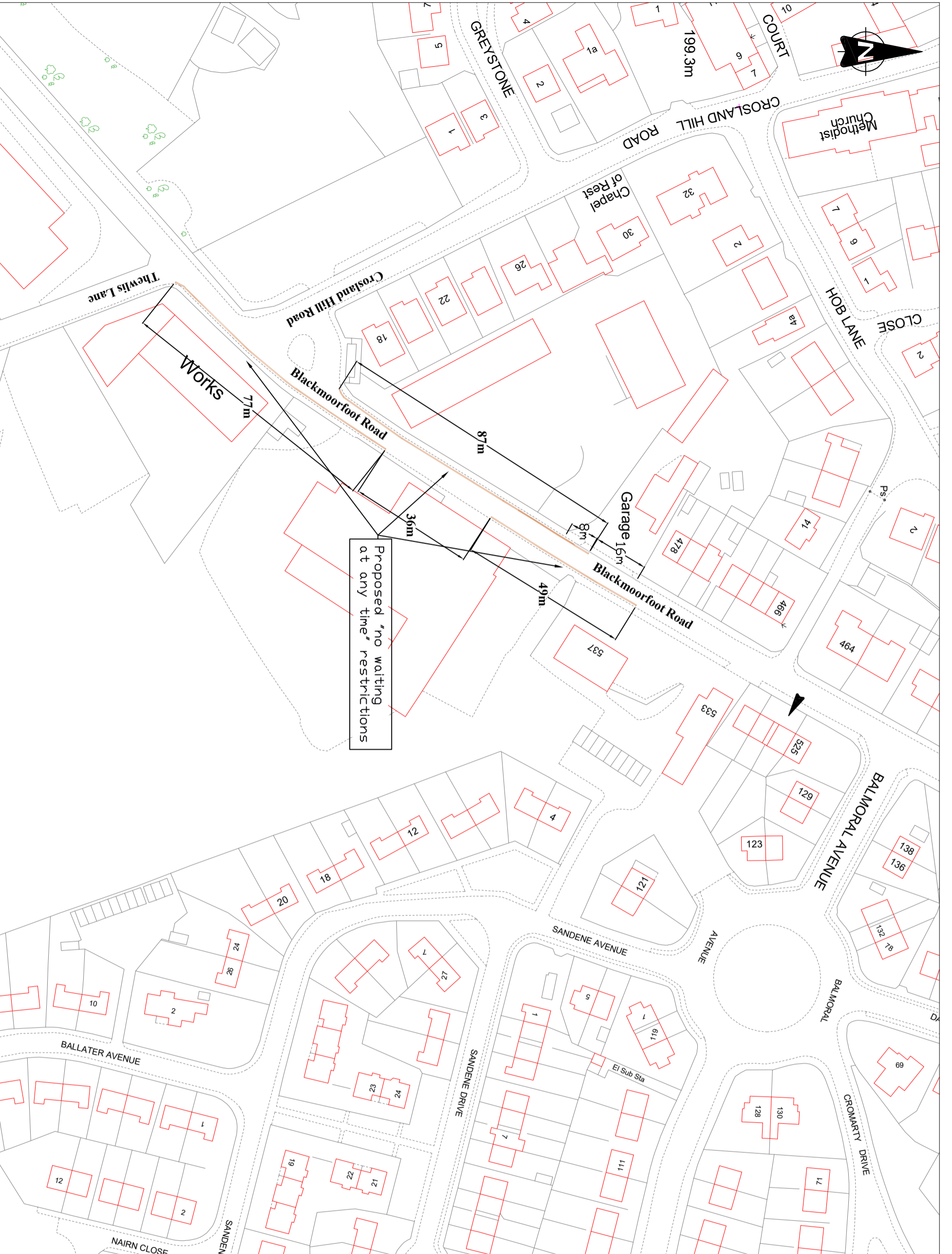
We have seen much improved bin collections lately as people are parking more sensibly or even elsewhere on bin collection days. Even avoiding the double parking.

The planned TRO has been poorly communicated to the residents and I am certain its unlikely that any resident would be in favour of the current proposal. It creates more problems than it solves. A targeted and more limited double yellows covering only the curved portions of the junctions may be more acceptable. We need to preserve as many parking spaces as we can during the process. We already have these much smaller restrictions at the Hall Avenue and Springdale Avenue junction as opposed to 20m lengths being proposed. I wonder if another consultation with the residents is in order to decide what would be acceptable in terms of aiding traffic flow. Please feel free to contact me if you would like more information or discuss further.

### **Objections 3 to 7**

The remaining five objections are identical copies of Objection 2, so have not been repeated.

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 Date: 2020

REF.	DATE	REVISIONS



**Highways & Transportation**  
 Flint Street, Fartown  
 Huddersfield, HD1 6LG

SECTION Road Safety	
DRAWN KM	CHECKED
SCALE	PROJECT NO.
	DATE Oct 2023

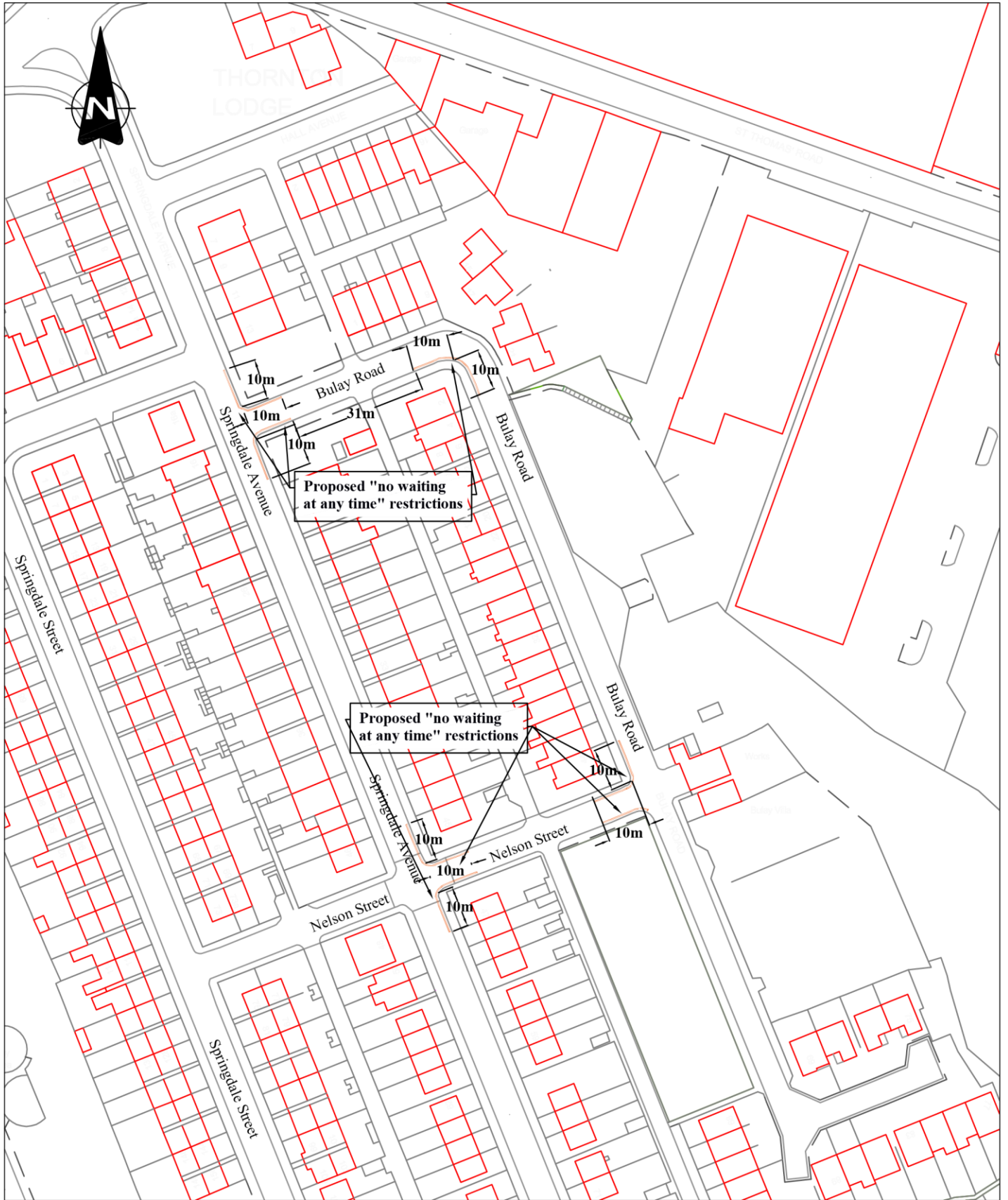
PROJECT  
Traffic Regulation Order

TITLE  
Blackmoorfoot Road  
Crossland Moor, Huddersfield

DRAWING No. TF.08.200.249

CAD No.

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

Proposed No Waiting  
At Any Time

Bulay Road, Nelson Street  
& Springdale Avenue  
Thornton Lodge

Scale

NTS

Drawn

KM

Checked

Section

TRF

Date

APR 23

Drawing No.

Page 25

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