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Monday 11 November 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 **Tuesday 19 November 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 'S Lawton'.

Samantha Lawton

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 Munir Ahmed

Councillor Moses Crook

Councillor Graham Turner

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 - 2

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 23rd October 2024.

3: Declaration of Interests

3 - 4

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: Traffic Regulation Order - 'Amendment Order No 7 of 2024' - Church Street, Bridge Street, Platt Lane, London Street, New Street, Spa Fields, Slaithwaite

5 - 24

To consider objections in relation to the proposed Traffic Regulation Order – 'Amendment Order No 7 of 2024' - Church Street, Bridge Street, Platt Lane, London Street, New Street, Spa Fields, Slaithwaite

Contact:
Ken Major, Principal Technical Officer

Contact Officer: Andrea Woodside

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 23rd October 2024

Present: Councillor Graham Turner (Chair)
Councillor Munir Ahmed
Councillor Viv Kendrick

1 Membership of the Committee

Councillor Kendrick substituted for Councillor Crook under the provision of Part 3.4 of the Constitution.

2 Minutes of Previous Meeting

RESOLVED – That the Minutes of the Meeting held on 22 March 2024 be approved as a correct record.

3 Declaration of 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

No deputations or petitions were received.

6 Public Question Time

No questions were asked.

7 Member Question Time (Oral Questions)

No questions were asked.

8 To consider an Objection received to Proposed Traffic Regulation Order (TRO) - 'Amendment Order No 10 of 2024' - Kitson Hill Road, Mirfield

The Committee gave consideration to a report which set out details of an objection that had been received to proposed Traffic Regulation Order 'Amendment Order No 10 of 2024' at Kitson Hill, Mirfield.

The report that Kitson Hill Road, Mirfield, met the criteria for the introduction of a pedestrian crossing facility, located between the school and artificial pitches on the opposite side of the road, and had been subject to notice during the period 1 to 29 August 2024, when no formal comments were received. The notices, which were advertised on-street and in the press, were attached at Appendix 1 to the report.

Cabinet Committee - Local Issues - 23 October 2024

The Committee were advised that as there were existing 'keep clear' markings at the proposed location of the zebra crossing, as illustrated at Appendix 2, it would be necessary to reduce the length of the markings in order to accommodate the crossing. The Traffic Regulation Order to revoke the restrictions was advertised between 15 August and 5 September 2024 and a formal objection was received from ward member, Councillor Bolt.

The report indicated that, whilst Councillor Bolt was supportive of the road safety measures, he requested the delivery of a more holistic approach which would help to resolve term time parking and traffic issues. It was noted that the Council was aware of the wider problems associated with school traffic in the area and that a solution was actively trying to be sought.

The Committee were sympathetic to the issues raised by Councillor Bolt but were supportive of the proposal to install a zebra crossing facility. It was therefore determined that the objection be overruled.

RESOLVED – That the objection to proposed Traffic Regulation Order 'Amendment Order No 10 of 2024' at Kitson Hill, Mirfield, be overruled and that the Order be implemented as advertised.

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.

REPORT TITLE:

Meeting:	Cabinet Committee – Local issues
Date:	19 November 2024
Cabinet Member (if applicable)	Councillor Munir Ahmed
Key Decision Eligible for Call In	No Yes
Purpose of Report: To consider objections received to the proposed Traffic Regulation Order – ‘Amendment Order No 7 of 2024’ - Church Street, Bridge Street, Platt Lane, London Street, New Street, Spa Fields, Slaithwaite.	
<p>Recommendations</p> <ul style="list-style-type: none"> To consider the objections received from 6 objectors. Officers propose, as a result of the content of some of the objections, to revise the scheme to remove a proposed short length of “no loading at any time” outside St James Parish Church from the proposals. This will go towards satisfying some of the objections received from three of the 6 objectors – but without unduly compromising the overall scheme objectives. To overrule the remaining objections and implement the scheme as advertised, with the exception of the section highlighted above. <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> The proposals deal with issues and concerns, as reported by local ward councillors and members of the public and observed by officers. These issues are caused by inappropriate parking causing congestion, safety issues for pedestrians and access issues for larger vehicles. 	
Resource Implications:	
<ul style="list-style-type: none"> All the proposals installed would be funded from the Council’s revenue budget. 	
Date signed off by <u>Executive Director:</u> <u>David Shepherd</u>	17/09/2024
Director for Finance: Kevin Mulvaney	16/09/2024
Director for Legal and Commissioning (Monitoring Officer): Sam Lawton	08/10/2024

Electoral wards affected: Colne Valley

Ward councillors consulted: Cllr Harry McCarthy, Cllr Beverley Addy, Cllr Matthew McLoughlin

Public or private: Public

Has GDPR been considered: Yes

1. Executive Summary

- Local ward councillors have received many complaints over the years about obstructive parking taking place on Church Street, Bridge Street, Platt Lane, London Street, New Street and Spa Field at Slaithwaite. A number of parking assessments identified there are issues with parking on the footway blocking pedestrian access, parking on both sides of the road creating narrow sections of carriageway causing congestion and vehicular obstruction and parking in such positions to hinder or prevent access/egress to a number of businesses.
- The results of the surveys indicated that to resolve these issues
 - Sections of double yellow lines are needed on Bridge Street, Platt Lane, New Street, London Road, and Spa Fields to maintain HGV access to industrial units and create passing points along these routes.
 - A number of shared residential parking bays and limited waiting bays and parking bays were required on Bridge Street, in order to regulate parking taking place here. Parking occurs on both sides of the road along Bridge St and drivers choose to park on the pavement to keep the road clear but restrict pedestrian movements. These proposals are designed to reduce the likelihood of pavement parking by restricting parking to one side of the road, or the other, which will also assist in maintaining access for HGVs on Bridge Street to the industrial units as shown on the plan detailed in Appendix no. 2.
 - “No waiting at any time / no loading 7am to 10am and 4pm to 7pm” parking restrictions are required, on one side of the road on Church Street, in order to prevent access issues for through traffic and obstructive pavement parking and parking on both sides and the on the footpath.
 - The introduction of sections of “No waiting at any time / No loading at any time” around the junctions of Church Street, Nabbs Lane and Bank Gate to prevent the relocation of displaced parking to these locations.
- In consultation with local Cllrs a scheme was developed, and the required Traffic Regulation Order (TRO) was advertised 6 August 2024 and 3 September 2024.
- During the formal advertising 6 objections were received.

2. Information required to take a decision

2.1 Officers have worked with local Councillors over a sustained period of time, to develop a scheme of waiting restrictions aimed at: improving traffic flow in and around Slaithwaite Town Centre, including protecting safe access to number of industrial premises within this very compact but very busy town centre, protecting the footways to ensure the safe passage of pedestrians around the centre, and give residents in the local area greater opportunities to park within a short walking distance of their homes.

2.2 The scheme proposals were sent to formal consultation with our Statutory consultees and formally advertised in the press, and on street 6th August 2024 – 3rd September 2024 and 6 objections were received

2.3 **Objections** – Full objections are included with this report (Appendix 1)

Objection 1 –

The objector is concerned that the proposed restrictions will make the already difficult parking situation in Slaithwaite worse, as the current parking provision, in their view, is

inadequate. They are also concerned about the impact these proposals will have on local businesses and local community services, and their accessibility, and in turn the economic viability of the town centre, and the increase traffic speeds that will occur, when parking is removed and traffic flows freely.

The objector requests that any additional parking restrictions are only considered alongside additional parking and safe crossing routes.

In Response:

Parking is in high demand in many parts of Slaithwaite and this proposed traffic regulation order removes parking, or controls parking, in a number of important locations, but officers have been mindful of keeping restrictions to a minimum.

Congestion is significant on Church Street as a result of the current parking arrangements and the concerns here are heightened by drivers mounting and parking partly on the footway, specifically on the southwest side where it is proposed to introduce “no waiting at any time/no loading 7am to 10am and 4pm to 7pm”. This parking on the footway is done in a misguided belief that this would improve the space for the passing traffic but merely prevents pedestrian access

Parking on Bridge Street is in very high demand for residents, business owners, business customers, business employees and parents of children at the nursery. The current arrangements are unrestricted beyond the existing double yellow lines at the junction with Britannia Road. Parking occurs on both sides of the road but requires cars etc. to park partly on the footway to create enough space for the wagons to gain access to the businesses further down. The TRO advertised is intended to rationalise parking and improve access for all road users. It is proposed to remove parking from one side of the road where it is too narrow, provides space for residents with permit holder bays, parking for visitors to businesses and the doctors surgery with limited waiting spaces to ensure a turnover of vehicles and provides a clear path through and room for turning into the businesses for HGVs.

The objector requests that more parking is created in Slaithwaite, however the Council does not have either the land or the funds available to create any additional off street parking provisions.

Objection 2 –

This objector is concerned about the introduction of double yellow lines on both sides of the road on Church Street, as it will allow traffic to move more freely will increase vehicle speeds and create a major safety risk at peak times for pedestrians and young children. Their view is that the existing parking slows drivers down and the “two minute” delay this causes allows people to cross with less risk due to only having to cross a single running lane.

In Response -

The current parking on both sides of the Church Street has a major impact on visibility for through traffic, as they approach from either direction, the junction of Nabbs Lane, as well as for those entering and leaving it. It is difficult for drivers to see approaching traffic and therefore judge whether or not it is safe to progress through the artificially created “one way” section of this road. There is also a narrow but used vehicular access to the church that is also difficult to negotiate because of the visibility.

Currently parking takes place, for the majority of the day, on the Church side of the road, and this will remain. However, the restrictions on the opposite side of the road will prevent parking that not only maintains free flowing traffic, but also, because this parking tends to be

where pavement parking occurs so restricting this section will improve the route that the majority of pedestrians use.

It is acknowledged that there is the potential for vehicle speeds to increase, however, the road at this point has a 20mph speed limit, so they should not rise significantly. The area will however be monitored closely upon implementation for unintended consequences.

Objection 3

The objector raises two concerns

- the first is about clarity over the 20mph restrictions, and the ability to find, as part of these proposals, extensions to the current 20mph zone, particularly into Nabbs lane
- Secondly, where the parked cars removed from Church Street will now park. They are concerned that Nabbs Lane will be the place they park and have suggested this road should have permit parking for residents.

In Response –

There are no changes proposed to the existing speed limits in this area, as part of this proposal, and as such this report is unable to deal with that issue. Officers have however recorded this concern, and it will be investigated, alongside all other speed limit change requests, as and when resources become available.

Permit parking was not considered for Nabbs Lane as alternative spaces can be found on Old Bank and other locations nearer the village centre for any parking displaced from Church Street. The impact on parking on this road will be monitored but no changes are proposed for the moment.

As requests for permit parking requires completing of an application form by residents, to trigger investigation, an application can be sent to the objector, to allow them to apply, if they believe any of the changes, once introduced, have had an impact on their ability to park.

Objections 4, 5 & 6 –

These objections all relate to the same issue which is that a section of “no waiting at any time / no loading at any time” across the access to St James Parish Church, as they believe this will have an impact on deliveries and unloading in relation to the Church and the Community Centre activities. The proposal prevents any unloading/loading which will have an impact on the Scout Group and in general workmen, working on the Church or Community Centre.

Response to Objections 4, 5 & 6

This objection refers to a specific section of proposed “No Waiting at Any Time/No Loading at Any Time” restrictions that were intended to replace the “Keep Clear” marking across the access to St James Parish Church. The intention was to reinforce the request to “keep clear”, and ensure access is available at all times, particularly as we are removing parking adjacent to this with the other restrictions on Church Street.

As this space is required for temporary loading and unloading, Officers are proposing to remove the “no loading” restriction from the proposed traffic regulation order. It cannot remain as it currently is, as “Keep Clear” markings are not intended to facilitate loading, and any vehicle seen blocking the access, could be liable for a fixed penalty notice for obstruction. When double yellow lines replace the Keep Clear, there is facility within the

order that allows a grace period for loading and unloading which should go towards addressing the concerns of the objectors.

Explanation

3 Implications for the Council

3.1 Council Plan

An assessment of the request for restrictions has been made using the Council's approved processes, which ensures it has been considered in a fair and balanced way. The results of this assessment found that removing parking in the locations identified would improve road safety and allow traffic to move more easily through these parts of Slaithwaite. This would include supporting employment sites to remain active despite increased parking affecting movement through the village. These would support the Council Plan April 2024 to March 2025 especially in two priority areas, priority 3 – Continue to deliver a greener, healthier Kirklees and address the challenges of climate change; and priority 4 - Continue to invest and regenerate our towns and villages to support our diverse places and communities to flourish.

3.2 Financial Implications

The cost to process the Traffic Regulation Order (TRO) are £6,775.

If the objections are overruled, and the proposed parking restrictions are installed there will be additional expenditure of £7000 for the lining work to be completed, which will be funded from existing Highways revenue budgets.

If the objections are upheld the installation costs will not be incurred, but the TRO costs have already been incurred.

There will also be a loss of any potential future enforcement.

3.3 Legal Implications

The Council has the legal power to make a Traffic Regulation Order under the Road Traffic Regulation Act 1984 and in doing so is required to follow the procedures set out in the Act and associated Regulations. The Legal work to advertise and promote this order has already been done. Before making an Order, the Council must consider all objections made and not withdrawn. If the order is made, additional legal officer time will be required to seal and make the order, the costs for which are accounted for above. If the objections are upheld, there will be no further legal implications

3.4 Other (e.g. Risk, Integrated Impact Assessment or Human Resources) - None.

4 Consultation

The three local ward councillors were involved in the development of these proposals and consulted on the final proposed restrictions prior to advertising. Ward Cllrs support the scheme.

The statutory consultees, residents / businesses on affected roads were also consulted. After comments received from local business on Bridge Street, during the formal consultation period, the decision was taken to increase the limited waiting time on this road, to allow additional time for parking for customers associated with local businesses.

Formal consultation on Spa Fields also resulted in an increase in the extent of double yellow lines to resolve complaints regarding access/egress issues to the local businesses there.

5 Options

5.1 Options considered

- a). That the objections be overruled, and the proposals implemented as advertised.
- b). That the majority of the objections be overruled, and the proposals be implemented as advertised with the exception of the proposed “no loading at any time” outside St James Parish Church is removed from the proposals.
- c). That objections be upheld, and those elements of the proposals should be implemented that have not been subject to any objections, that being those proposed on New St, Platt Lane, London Rd and Spa Fields.
- d). That objections be upheld, and all proposals abandoned.

6. Reasons for recommended option

The officer recommendation is option (b):

That the proposals should be implemented as advertised with the exception of the proposed “no loading at any time” outside St James Parish Church, to make the network safer and improve the flow of traffic through Slaithwaite. They will also maintain access to business premises and make the footways safer in key locations. It is believed that removing the “no loading” proposals will not compromise the aims of the scheme, because the double yellow lines will restrict general parking, but allow for short term access requirements. For these purposes the proposed restrictions more appropriate than the current “Keep Clear” marking, which are often ignored, but more importantly does not legally allow loading and unloading to take place on its extents. It may ease arrangements for the people attending the various activities at the Church and Community Centre.

Councillor Munir (Portfolio Holder – Environment and Highways) fully supports officer recommendation.

7. Next steps and timelines

If the objections are overruled, the changes to the parking restrictions will be installed in the current financial year.

If any of the objections are upheld, parts of the restrictions will have to be removed from the installation and the proposed road safety benefits lost.

8. Contact officer: Ken Major

Principal Technical Officer - Ken Major Email: ken.major@kirklees.gov.uk

9. Background Papers and History of Decisions

None

10. Appendices

Appendix 1 – Objections as submitted.

Appendix 2 – Plans showing advertised traffic regulation order.

11. Service Director: Graham West

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Appendix 1 – Objections received

Objection 1- All areas

I was shocked to see parking restriction plans for Slaithwaite.

Whilst traffic congestion can be a problem this is regularly for through drivers and a limited number of residents residing in the village centre at short set times of day, which is to be expected when you live in the centre of anywhere. I am sure you are aware that most residents in Slaithwaite reside within the steep hills just outside the village centre.

These traffic plans take out access to pretty much every business in use in the village by the local community, alongside essential community functions and there are no clear plans for parking alternatives within the notice, which will suffocate the village, cause boarded up premises and create a whole raft of problems much harder to solve than a few drivers having to wait 30 seconds to let some traffic through. All of the problems that lead to this order being needed would be solved with a much larger parking provision in the village centre created first. Then see if this is needed.

For example:

I have a toddler and a baby on the way. I use the services at Merrydale. Parking can be a challenge twice a day and vehicles need to slow down to let traffic through because parents have parked. This slower traffic however enables the safe crossing of toddlers and young children and allows people to use the nursery without battling large steep hills or having to park outside others properties further up towards Hilltop or down the road. The Aldi car park is nearly always full at 5pm so please don't propose this. Double yellows on Church Street will benefit through traffic from Manchester Road into the hills sure, but what about the families that use the nursery, the community centre baby and toddler groups, the community centre health activities, the church, not to mention the local business used when families do pick up and drop offs and spend money locally. If you can't get to nursery, church or clubs you go elsewhere, where safe parking and crossing routes are available. Taking this money elsewhere too and you'll swiftly have boarded up community facilities and food outlets. For those that do still try and park they will be pushed outside the homes of local residents, these often don't have driveways in Slaithwaite so where will their guests or emergency services park? There is no proper thinking to this plan at all. The spend in these businesses from my family and I is in the thousands every month alone! It isn't being lazy, it's living in a place with so many hills, a young family and absolutely no safe crossing route on Church Street that make us continuing to use these facilities unviable. Where will the staff for the community centre premises park? Outside residents homes maybe? In spaces that could be used by multiple shoppers daily? Just a thought.

Using Cornfields nursery is also not an alternative with the parking restrictions on Bridge Street, or the hairdressers or other businesses there. Whilst HGV access is a problem alternative options should be investigated, such as another parking provision in the unused land on Bridge Street. The staff and customers from all of the businesses in Bridge Street need parking options, where will these be?

The doctors car park is always full, the one opposite is always full and people often park dangerously and many get parking tickets, this tells you parking is already a problem in the village. The leisure centre car park is always nearly full which makes the leisure and gym facilities unusable (and then campaigning for more members to keep it open who can't even park there?!) and you have to wait in the road for spaces to empty to be able to get in. I've driven back home from the Aldi car park when wanting to use village facilities and local shops and restaurants so many times I have lost count. I've not been able to make doctors appointments due to no parking and I have missed out on activities with my child I have booked as nowhere to park. These proposed restrictions also stop visitors to spa park which is really sad after all of the work the volunteering group has put in. Even the train commuters that park in the village spend money locally, they aren't blocking any traffic or homes.

Slaithwaite is a bright and vibrant village that attracts young families. Without access to parking facilities and safe crossing routes you will be losing significant spend to these facilities every single day (unless you work in Globe Mills of course, so aren't local then crack on)!

Surely the role of the Council is to protect residents and create thriving communities. To do that in a village of steep hills and families you need to create more parking, not take out the very limited options there already are.

Please consider these plans alongside alternative parking and safe crossing routes. Engage with experts in economics and communities (I can recommend some excellent professionals) and then take this forward before drawing some yellow lines and worrying about the economic impact and safety afterwards.

Objection 2 – Church Street

I would like to write in objection to the plans listed in the application DEV/HG/D116-2407(AO). These plans for double yellows either side will enable traffic to move 'freely' but will have a major impact on the speed of vehicles travelling up and down Church Street; therefore a risk to pedestrians and young children who cross the roads to attend the Community Centre for Nursery/Pre-school & summer clubs. Without a safe crossing this will be a major safety risk during peak times. The parking of the cars on both sides of the road at this time force the traffic to slow down and while being potentially a two minute delay on a journey for a driver, this enables the pedestrians and children to cross with less risk of being injured as the traffic is slowed.

Objection 3 – Church Street and Nabbs Lane

Thank you for the work already done and proposals for tackling some of the causes of traffic problems including congestion in the centre of Slaithwaite.

I have 2 concerns that I wish to raise and which could be considered as objections.

Firstly, I hope that there will be more clarity about 20 mph restrictions and how these may be enforced. I have not been able to find the detailed proposals for speed limits or an extension of the 20 mph area to include Nabbs Lane.

My second objection concerns the absence of plans to deal with the side effects of double yellow lines opposite the Rumpus, the Community centre and church. It seems likely that the many car driving users of the three popular and busy places will head for handy parking on Nabbs Lane. We already have to jostle for parking places on the lane and can only see the problem getting worse. Have parking permits for residents of Nabbs Lane been considered? They have for Bridge Street and the same consideration should be given to residents of Nabbs lane.

Objection 4 – Bank Gate and Church Street

I would like to comment on the proposals for a 'no loading at any time' restriction at Bank Gate, Slaithwaite.

The area outlined is the only safe place where workmen at the Community Centre can unload and load goods and equipment for work at the Centre. There is a barrier between the pavement and the road directly opposite the Centre entrance and the road is very narrow on the stretch of road above the barrier.

While I fully appreciate the congestion problems in this area and support the use of double yellow lines on Church Street, I would hope that you could allow limited loading, perhaps avoiding peak times, to enable the Community Centre to function smoothly.

Objection 5 – Bank Gate, Church Street and Nabbs Lane

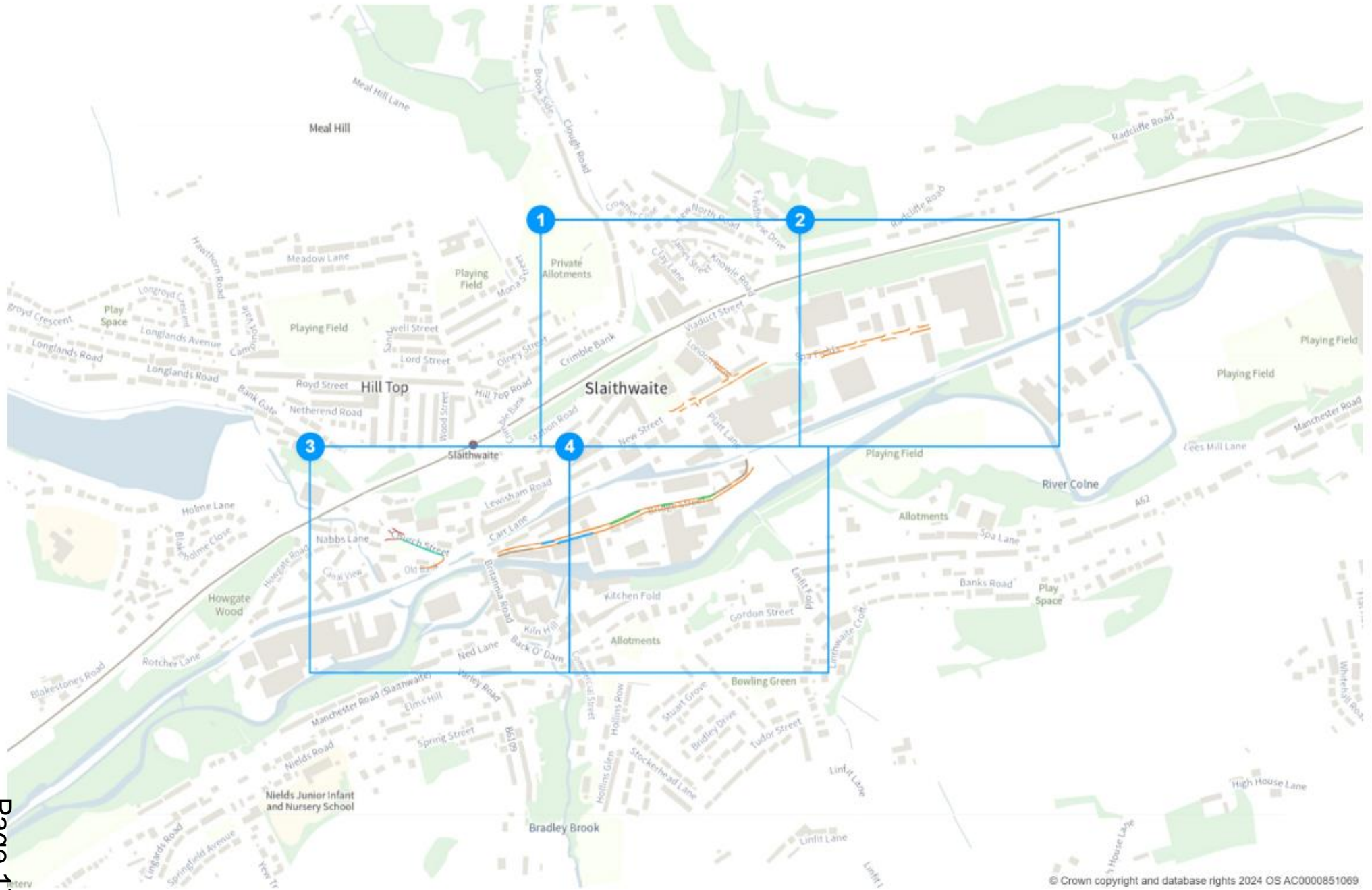
I would like to lodge an objection to part of the proposed TRO in Slaithwaite at the bottom of Bankgate at the junction with Church Street and Nabbs Lane.

The section I am commenting on is directly outside the main access to the Slaithwaite Community Centre and St. James Church. This is a key loading zone for 33rd Slaithwaite Scout Group, other Community Centre organisers and users and also for the church. There is currently a single line requesting people keep clear and do not park. That line is generally maintained very well. When it comes to loading up a trailer for a week long camp for 40 Scouts or even unloading a horse for a funeral in the church, that area and the ability to load/unload there is crucially important, Not being able to do so would be detrimental to the whole community that the 2 venues serve. I hope that a restriction to "loading only" or no change to the current restriction there could be possible instead. I have indicated the area I am referring to, on the attached map. I have no further objections to any of the other proposals and believe that the measures you are putting in place elsewhere will benefit the safety of the community too; for which I thank you.

Objection 6 – Church Street

I'd like to object to the proposed double yellow lines on church lane, bank gate and noble lane. This negatively impacts anyone dropping and collecting young children from the nursery/after school club unless another provision is made for those people. Flow of traffic through Slaithwaite is impacted more by poorly thought through and non coordinated roadworks.

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Static Order Guide

Map page indicator

Shows current map number against total and indicates if the legend is split over multiple pages eg. 2a, 2b, 2c

Change type

Indicates whether restrictions have been Added, Modified or Removed

Coloured spots

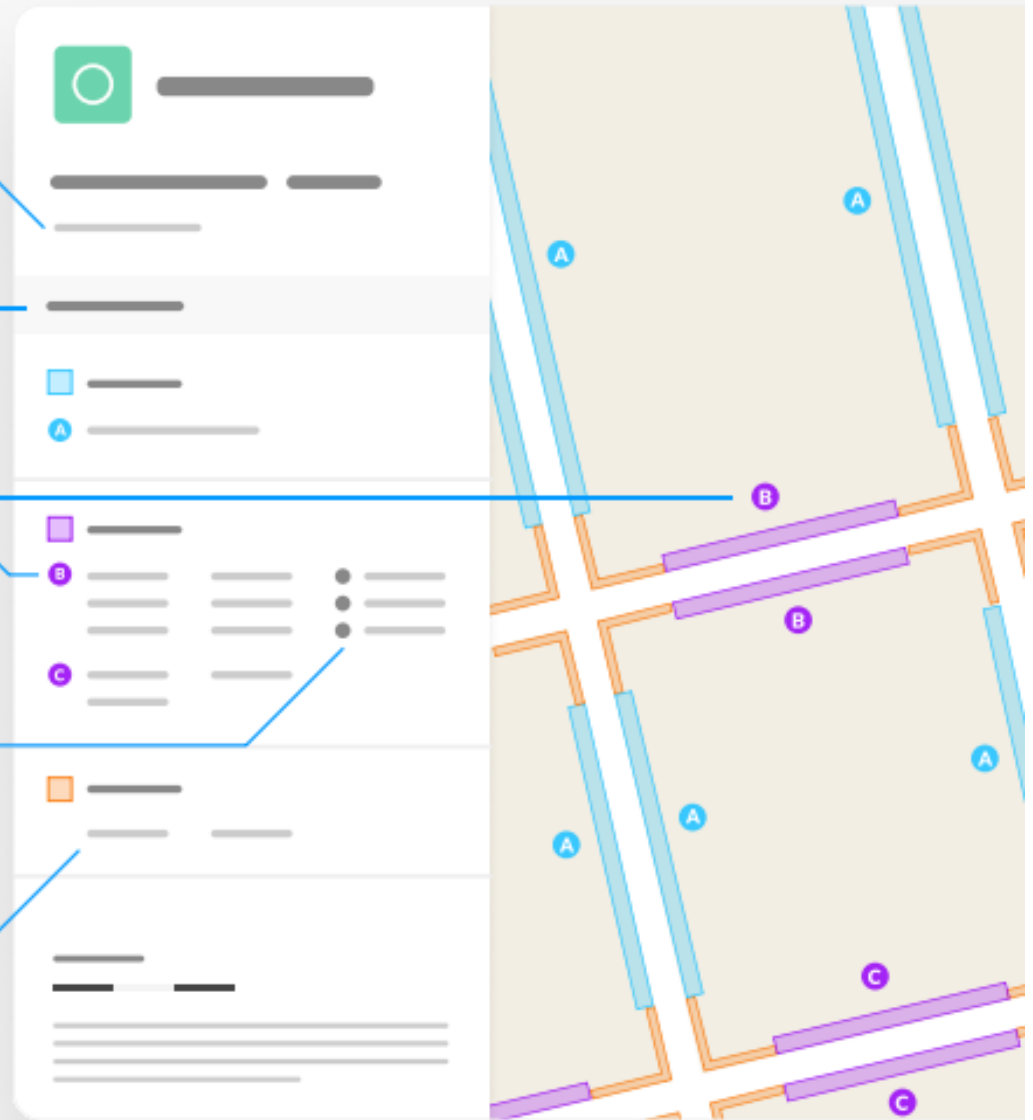
Restrictions with the same attributes are marked with a lettered spot

Restriction icons

- ⌚ Min stay
- ⌚ Max stay
- 🚫 No return
- 🕒 Tariff hours
- 📅 Up to
- 🛢 Fuel surcharge
- 📅 Event day
- 📄 Emissions pricing

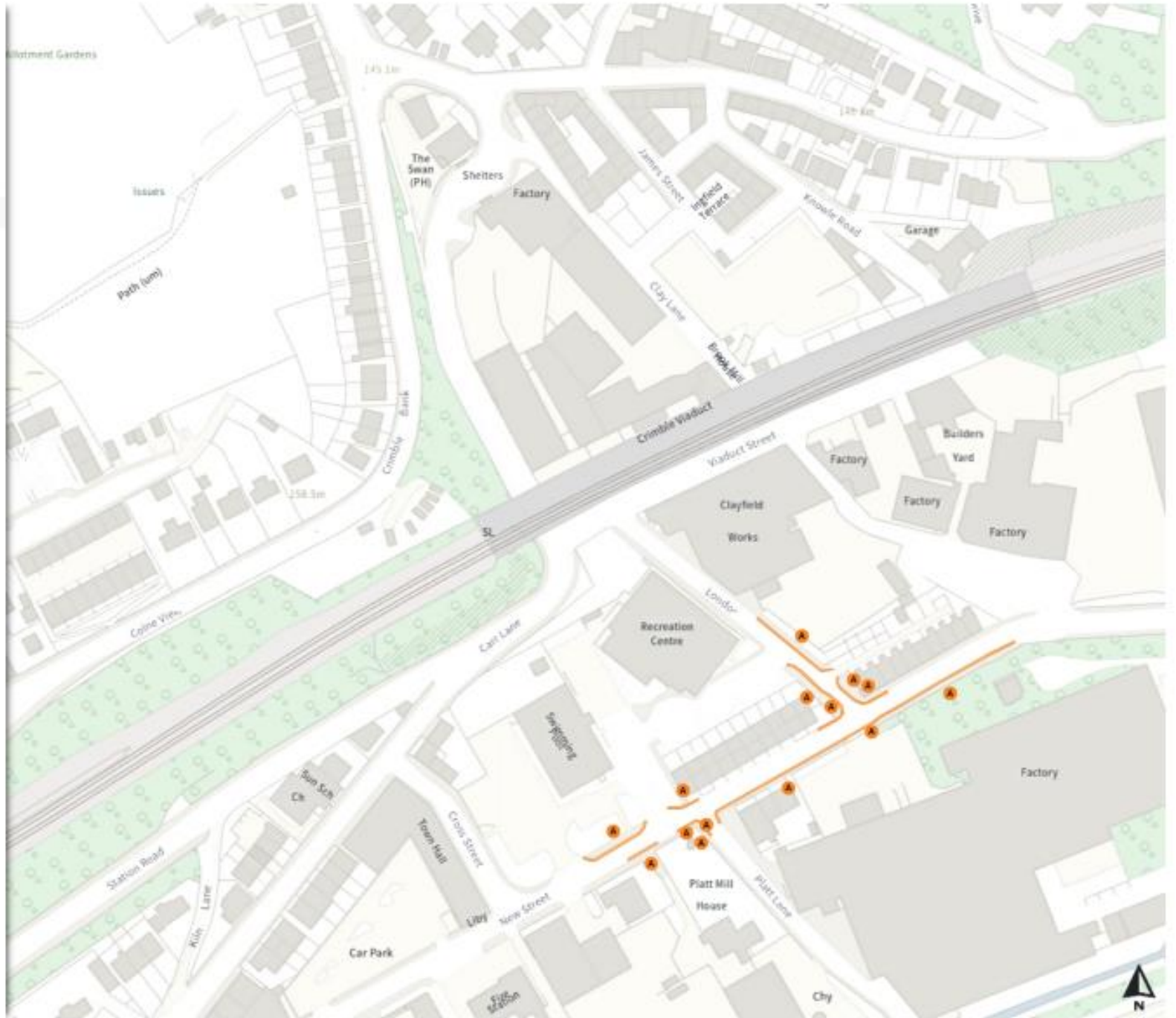
Restriction durations

Where no months or days are specified, restrictions apply all year and all week



Added

- No waiting at any time
- At all times



Scale: 1:1250

North-West: 408006.796, 414507.093
South-East: 408450.93, 414146.778

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Added

- No waiting at any time
- At all times



0 20 40 60m

Scale: 1:1250

North-West: 408446.921, 414507.806
South-East: 408861.089, 414147.522

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Amendment No 7 2024 - Church Street Bridge
Street Platt Lane London Road New Street Spa
Fields Slaithwaite

Map 3a of 4

Added

No waiting at any time

At all times

Permit holders parking place

At all times

Shared

No waiting at any time

At all times

No loading at any time

At all times

Shared

Free parking place

08:00-18:00 4h 1h

Permit holders parking place

At all times

Shared

No waiting at any time

At all times

No loading

07:00-10:00 16:00-19:00

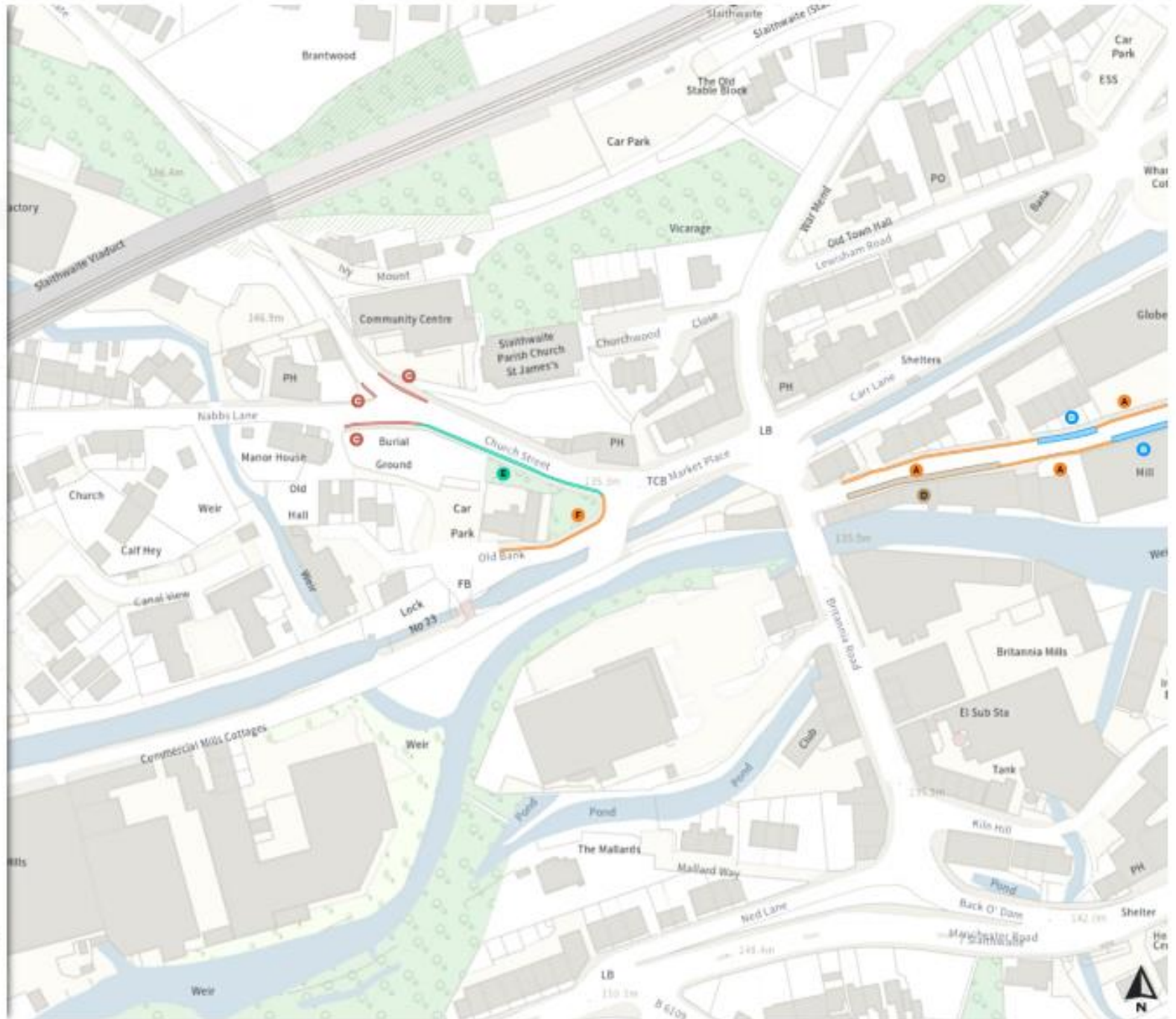
0 20 40 60m

Scale: 1:1250

North-West: 407672.831, 414148.65

South-East: 408086.971, 413788.27

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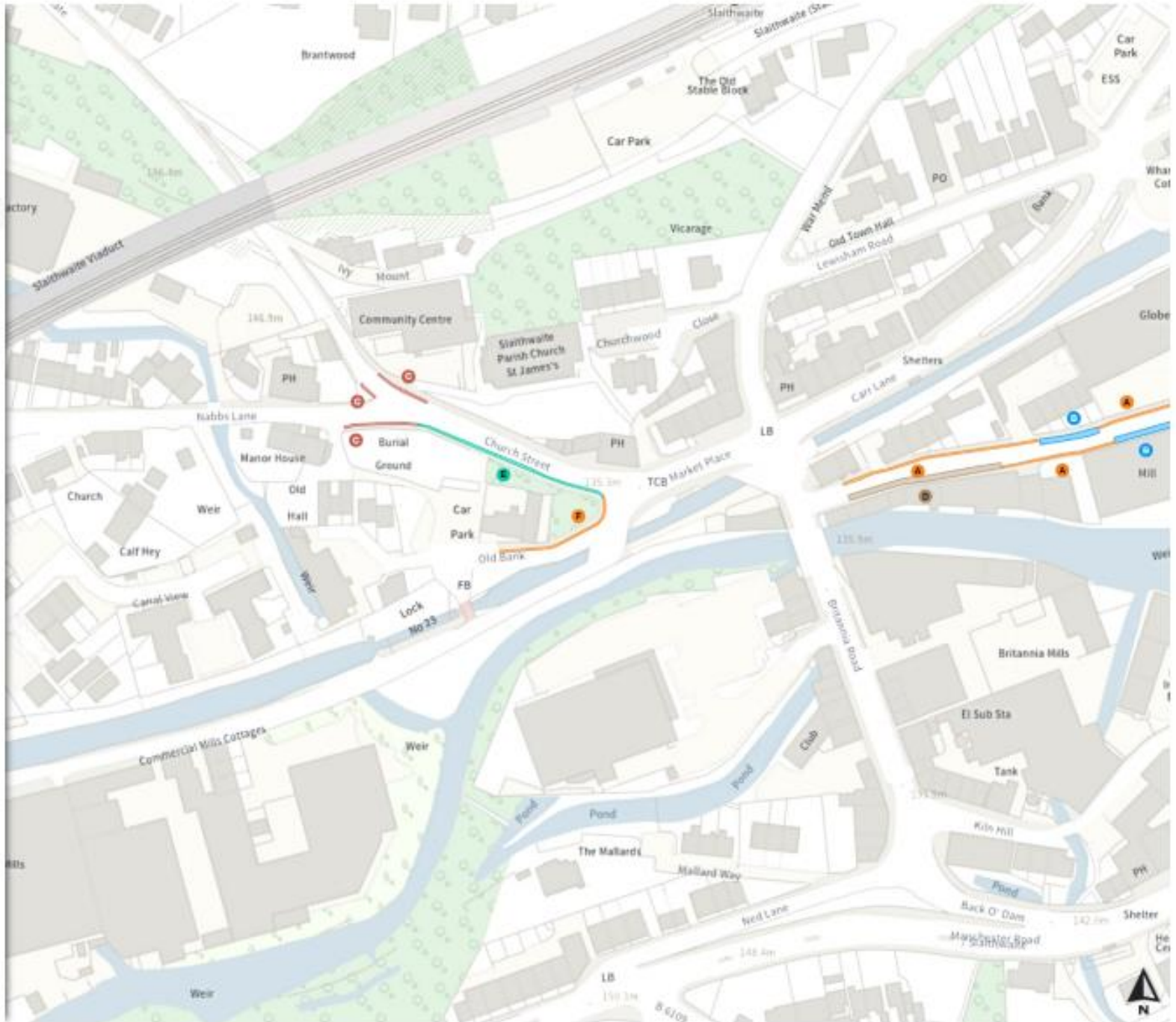


Amendment No 7 2024 - Church Street Bridge
Street Platt Lane London Road New Street Spa
Fields Slaithwaite

Map 3b of 4

Modified

- No waiting at any time
- At all times



0 20 40 60m

Scale: 1:1250

North-West: 407672.831 414248.65
South-East: 408066.971 413788.27

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**Amendment No 7 2024 - Church Street Bridge
Street Platt Lane London Road New Street Spa
Fields Slaithwaite**

Map 4 of 4

Added

- Free parking place
- 08:00-18:00 ● 4h ● 1h
- No waiting at any time
- At all times
- Permit holders parking place
- At all times
- Shared
- Free parking place
- 08:00-18:00 ● 4h ● 1h
- Permit holders parking place
- At all times



0 20 40 60m

Scale: 1:1250

North-West: 49062.812, 414149.326
South-East: 408496.963, 413788.982

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