

# Public Document Pack



**Service Director – Legal, Governance and  
Commissioning**

**Samantha Lawton**

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

**Tel:** 01484 221000

Please ask for: Jodie Harris

Email: [jodie.harris@kirklees.gov.uk](mailto:jodie.harris@kirklees.gov.uk)

Tuesday 14 January 2025

## 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 22 January 2025**.

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 Graham Turner

Councillor Moses Crook

Councillor Munir Ahmed

# 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 - 4

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 19<sup>th</sup> November 2024.

---

**3: Declaration of Interests**

5 - 6

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 (TRO) - Amendment Order No 9 2024 - A629 Halifax Road, Huddersfield**

7 - 26

The Committee will consider an objection received to the proposed Traffic Regulation Order (TRO) – Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield.

Contact:  
Charles Wong - Principal Engineer

---

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Tuesday 19<sup>th</sup> November 2024**

Present: Councillor Graham Turner (Chair)  
Councillor Moses Crook  
Councillor Munir Ahmed

In Attendance: Councillor Matthew McLoughlin  
Councillor Harry McCarthy  
  
Ken Major, Principal Engineer  
Elizabeth Cusick, Operational Manager  
  
Lesley Warner  
Steven Roland  
Stuart Clough

**1 Membership of the Committee**

No apologies were received.

**2 Minutes of Previous Meeting**

The Committee considered the Minutes of the meeting held on 23<sup>rd</sup> October 2024.

**RESOLVED** – That the Minutes of the meeting held on 23<sup>rd</sup> October 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**

The Committee considered a report setting out the 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 which was presented by Ken Major, Principal Engineer.

It was explained that Local ward councillors had 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 were issues with parking on the footway blocking pedestrian access, parking on both sides of the road 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 the following measures should be implemented:

- Sections of double yellow lines 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.
- “No waiting at any time / no loading 7am to 10am and 4pm to 7pm” parking restrictions were required on one side of the road on Church Street in order to prevent access issues for through traffic and obstructive pavement parking.
- 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 Councillors the 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.

Officers proposed, 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.

The committee were asked to consider the following 4 options:

- 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

## Cabinet Committee - Local Issues – 23 October 2024

It was advised that option B was recommended by officers as this would go towards satisfying some of the objections received but without unduly compromising the overall scheme objectives.

Councillor Matthew McLoughlin, Councillor Harry McCarthy and members of the public Lesley Warner, Stuart Clough and Steven Roland were also in attendance and spoke in support of the scheme highlighting key benefits such as improving HGV access to businesses, improving safety and visibility by reducing car parking on both sides of Church Street and a reduction of congestion in Slaithwaite Village. Cllr McLoughlin also noted the importance of enabling loading and unloading around the Community centre and Cllr McCarthy highlighted a need to ensure the adequate enforcement of any new and existing restrictions.

In response, the Committee noted that the proposed scheme would increase vehicle and pedestrian safety and access in reducing congestion, the scheme would improve both the vehicle users and pedestrian experience as well as reducing carbon emissions and increasing active travel supporting the Councils net 0 targets.

In considering all the information presented to it verbally and in writing the Committee voted unanimously in support of Option B and it was recommended:

**RESOLVED** – That the majority of the objections to proposed Traffic Regulation Order – ‘Amendment Order No 7 of 2024’ 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 which is removed from the proposals.

This page is intentionally left blank



<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.

**REPORT TITLE:**

<b>Meeting:</b>	<b>Cabinet Committee – Local issues</b>
<b>Date:</b>	<b>22<sup>nd</sup> January 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Councillor Munir Ahmed</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes</b>

**Purpose of Report:** To consider an objection received to the proposed Traffic Regulation Order (TRO) – Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield

**Recommendations**

To overrule an objection received to a section of the double yellow lines on Halifax Road, proposed between Tesco and Yew Tree Road, and advertised as Traffic Regulation Order (TRO) – Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield.

**Reasons for Recommendations**

- The restrictions are proposed as part of the A629 Halifax Road Phase 5 Project.
- This scheme will underpin policies of supporting jobs and homes by creating the capacity infrastructure, identified in the Council’s Local Plan, to provide a more efficient transport network. The scheme is designed to improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout. The scheme drawing is in Appendix 1 and plans showing the advertised traffic regulation order is in Appendix 2.
- The objection received refers to a currently unrestricted diverge lane outside residential properties, close to the junction of Yew Tree Road, intended for vehicles leaving Halifax Road turning left into Yew Tree Road. The diverge lane currently has a lengthy “Keep Clear” marking within it, which will be replaced with Double Yellow lines, if the proposals go ahead.
- Shoppers and residents regularly park over the “Keep Clear” marking, thus obstructing the Yew Tree Road diverge lane and access to the pedestrian island, provided to assist pedestrians crossing Halifax Road. Drivers visiting the nearby retail units, along with residents, are parking here, and are obstructing access for drivers to the dedicated lane, so, it is proposed to change this advisory road marking to formal parking restrictions.
- Under the current proposals, the road layout between Tesco and Yew Tree Road remains unchanged.
- If the objection is not overruled, the parked vehicles from both shoppers and residents will continue to abuse the no parking arrangement at this location. This will reduce the proposed improvement in network capacity, cause obstruction to the uncontrolled pedestrian crossing, and the Yew Tree Road junction will not have the required visibility, hence impacting highway safety.

<b>Resource Implications:</b>	
<ul style="list-style-type: none"> <li>This scheme is funded by the West Yorkshire Combine Authority (WYCA). Further changes because of these objections will increase design cost and delay scheme delivery.</li> </ul>	
<b>Date signed off by <u>Executive Director:</u> <u>David Shepherd</u></b>	<b>17/12/2024</b>
<b>Director for Finance: Kevin Mulvaney</b>	<b>17/12/2024</b>
<b>Director for Legal and Commissioning (Monitoring Officer): Sam Lawton</b>	<b>19/12/2024</b>

**Electoral wards affected:** Lindley

**Ward councillors consulted:** Cllr Cahal Burke, Cllr Ashleigh Robinson, Cllr Anthony Smith

**Public or private:** Public

**Has General Data Protection Regulation (GDPR) been considered:** Yes

## 1. Executive Summary

- A629 Halifax Road Phase 5 project will see A629 Halifax Road being widened between Yew Tree Road and Ainley Top roundabout to provide two approach lanes. This improvement will cater for traffic heading north towards Halifax; west along the A643 Lindley Moor Road; and to the east along the A643 Brighouse Road.
- A left slip road will be provided, spurring from the new approach lane to cater for traffic wishing to join the M62 at junction 24 via Blackley New Road.
- The objection refers to restrictions being placed in the “layby” outside their property, however, the area of the carriageway referred to is a diverging lane from Halifax Road into Yew Tree Rd West, which is subject to “Keep Clear” markings, which are regularly abused.
- This current diverge lane of Yew Tree Road will become the beginning of the left slip lane for M62 traffic to bypass Ainley Top roundabout, and the Give Way line for Yew Tree Rd moved back to accommodate this change. Parking in this vicinity will impact on visibility from the new layout. The number of running lanes in front of 217 and 219 Halifax Road remain unchanged.
- Planning permission was approved on 11<sup>th</sup> December 2023
- The delivery of this project will underpin policies of supporting jobs and homes by creating the capacity infrastructure, identified in the Council’s Local Plan, to provide a more efficient transport network. Improve accessibility between Huddersfield and Halifax, and to the M62, by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout. Ainley Top Roundabout is one of the three locations within the Halifax Road Phase 5 scheme to deliver traffic capacity improvements.
- The scheme also supports delivery of the Lindley Moor West and East Enterprise Zones, housing growth in Lindley area, and in west Huddersfield generally, within the vicinity of the corridor. It will also assist with air quality for local residents by reducing congestion. The TRO was advertised between 9 August 2024 and 30 August 2024. One objection was received during this advertising period.

## 2. Information required to take a decision

- 2.1 A629 Halifax Rd is a classified road carrying the level of traffic appropriate to that classification.
- 2.2 It is a key route to and from Huddersfield, from the M62 (Junction 24) which is regularly congested, with traffic queuing in either or both directions, severity depending on the time of day.
- 2.3 The route was identified for funding to approve connectivity to the motorway, but also to Halifax and wider Calderdale. The current scheme is Phase 5 of the identified improvements for that route, with other being either completed, or in progress, and Local Transport funding has been secured, via West Yorkshire Combined Authority,
- Halifax Road, where the resident has raised their objection, is currently made up of a single running lane inbound, a ghost island housing a pedestrian island, a single outbound running lane, and a diverging / deceleration lane from Halifax Rd, into Yew Tree Rd west (Appendix 1)
- 2.4 There is an existing “Keep Clear” marking across the private accesses to No 217 and 219 Halifax Road which was introduced to protect access into these properties from parking associated with the neighbouring retail premises. There is parking that takes place on and adjacent to the “Keep Clears”, however we understand that this parking is by the residents themselves.
- 2.5 The scheme will see this diverging / deceleration lane also act as a feeder lane into the widened A629, and a dedicated “outbound” lane to M62 at Ainley Top roundabout, so there will be 2 lanes outbound, to improve capacity approaching this major intersection.
- 2.6 It is proposed that the “give way” line at Yew Tree Rd West junction with Halifax Road will move back to accommodate the newly constructed feeder lane and parking to the right will hinder visibility of oncoming traffic for traffic manoeuvring through that arm of the junction.
- 2.6 The A629 proposals have been subject to several public consultation events, and changes were made to the scheme as a result. A planning application was submitted for this scheme and approval was secured in December 2023
- 2.7 The TRO was advertised between 9 August 2024 and 30 August 2024. One objection was received during the informal consultation for the legal order in June 2024 but was accepted as a formal objection as the issues remained unresolved at the time of advertising.

The communication received from the objector is shown in Appendix 3.

### Objection

The objectors' initial concerns are:

1. This is the first time they are aware of the scheme. They purchased the property in 2022. They do not believe they have been adequately consulted regarding the proposals.
2. They are concerned that the removal of the “Keep Clear” marking will prevent them from parking in front of their property
3. They are concerned that the installation of the double yellow lines will prevent them from parking their vehicle in front of the driveway.

4. They claim they cannot park their vehicle within the driveway.

### **Officer response**

1. The occupier purchased the property in 2022 which is within the period the planning application was being considered. Planning application 2021/48/92734/W was submitted on 5<sup>th</sup> July 2021 to the Local Authority and the consultation period was extended to 27<sup>th</sup> October 2023. The planning permission was granted on 11<sup>th</sup> December 2023. During the consultation period, the Local Authority consulted widely on the scheme proposals in accordance with the planning requirements. As part of the property purchase process, the objector's conveyancer should have carried out a Local Authority search. The conveyancer should have notified them about the proposed highway scheme. Planning notices were advertised indicating the proposals, the property purchase was completed during the consultation period.
  2. The design proposals include the replacing of an advisory "Keep Clear" marking with legally enforceable double yellow lines, to deter all vehicles parking in this area, not just non-residents, and to keep both their accesses and the diverging lane clear. The current "Keep Clear" marking runs across and adjacent to the driveways of 217 and 219 Halifax Road and ensure that pedestrians wishing to use the pedestrian island on Halifax Rd, can do so unobstructed. These proposals simply reinforce the current arrangements as parking to the frontage is not technically permitted with the existing road marking. It has been condoned, and not enforced previously but, as per Chapter 5 of the Traffic Signs Manual, and the highway code, "Keep Clear" markings indicate areas of the carriageway that should be kept clear of stationary vehicles to allow passage of vehicles to accesses. "Keep Clear" markings are not put in to reserve a parking space for residents to park on, but to indicate a space where drivers should not park to help maintain access to and from a private drive. If residents regularly park on the marking, this will show others that access isn't really needed.  
The double yellow lines will also ensure that this area of the road is available as both the diverging / deceleration lane into Yew Tree Rd West, and the feeder for the additional lane being provided by this scheme, for M62.  
The double yellow lines will ensure the necessary visibility from the side road can be achieved.
  3. As above
  4. The driveway to the property is the same width as a United Kingdom (UK) standard parking space. There is historic evidence indicating vehicles parked on this driveway. (Google Streetview 2023) however, if the resident is having difficulty, it remains their responsibility to find a suitable and safe place to park, that does not cause an obstruction
- 2.8 A site meeting was held with the objector and the Design team presented the potential for accommodation work. The Design Team offered to widen the gateway to the property to improve vehicular access, on the basis that the objector removed their objection to the TRO. The objector was not satisfied with the proposal and contacted Local MP on the matter. Local MP communications are in Appendix 4
- 2.9 Officers contacted the objector after they responded to the Local MP. The objector was not satisfied with the proposal as the proposal does not include widening the full length of their driveway. Therefore, the objector would not withdraw their objection.

2.10 Officers have concluded that the scheme design should remain unchanged due to the following reasons.

- the driveway access and dropped kerbing provide vehicular access to the property, as per other similar properties in the area. The driveway is the width of a standard UK Driving Space. The responsibility for ensuring the residents can access their driveways easily lies with the residents themselves.
- Their driveway was already built when they purchased the property in year 2022. The scheme will not make any alteration to the width of their access or driveway.
- The “Keep Clear Marking is to be replaced by the proposed double yellow lines. They are intended to prevent parking in this area by all vehicles, and they are legally enforceable. The “Keep Clear” Marking were provided when the residents of 217 and 219 complained that parking blocked their access. They were not intended to be parked on and were successful in deterring parking from the adjacent retail premises. As the residents now park on these markings, their usefulness is limited.
- Double yellow lines will ensure that the required visibility from Yew Tree Road West is achievable with the proposed junction layout.

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

#### **3.1 Council Plan**

This is part of the Council’s Local Plan to provide a more efficient transport network. This scheme reduces congestion and improves journey times and reliability between the ring road and Ainley Top roundabout. This reduction of congestion will also improve air quality for residents.

#### **3.2 Financial Implications**

This scheme is funded from Local Transport Plan settlement via West Yorkshire Combined Authority, including the cost of the Traffic Regulation Order.  
If the TRO objection is upheld, then further design changes will require additional staff time on design, consultation and delay to scheme delivery.

#### **3.3 Legal Implications**

The Council has the legal power under the Highways Act 1984 to make changes to the highway that it sees fit, and to make a Traffic Regulation Order (TRO) under the Road Traffic Regulation Act 1984. In making a TRO it 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, legal officer time will be required to seal and make the order operative once the lining changes have been installed, the costs for which are accounted for above. If the objection is upheld, there will be no further legal implications unless a different order is pursued

#### **3.4 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)**

None.

## 4 Consultation

- A number of public consultations have been undertaken on the A629 Halifax Rd Phase 5 scheme, which included the highway layout and proposals advertised under this TRO.
- Additionally, the three local ward councillors were consulted specifically on the TRO on the proposal.
- The statutory consultees, residents / businesses on roads affected by the specific TRO proposals were consulted.
- After comments received from the objector, during the formal consultation period, various communication has been made with the objector, councillor and MP.

## 5. Options considered

- a). That the objection be overruled, and the proposals implemented as advertised.
- b). That the objection be upheld and major redesign of Yew Tree Road junction due to visibility issues will be required. The combination of additional resources required for redesign, consultation and delay may result in the scheme being abandoned due to cost.

## 6. Reasons for recommended option

The officer recommendation is option (a):

The proposal should be implemented as advertised. The introduction of the proposed double yellow lines is designed to maintain access and visibility for drivers turning into and those exiting Yew Tree Road, improving road safety, maintaining access and helping reduce queueing on Halifax Road.

The number of lanes immediately in front of the property remains unchanged. However, from this point the lane becomes a new feeder lane for traffic bypassing the Ainley Top roundabout see Appendix 1 for the new road layout.

The current “give way” line at the junction of Yew Tree Road will be set further back and the visibility from this junction will be affected by any cars parking at this point. For this reason, the installation of the new double yellow lines is required to maintain visibility for those leaving Yew Tree Road.

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

## 7. Next steps and timelines

If the objections are overruled, the scheme will be put out for tender in the near future and expected to be on site in summer 2025.

If the objection is upheld, any parked vehicle within the current diverge lane will require scheme redesign and affect both cost and delivery timetables

## 8. Contact officer: Charles Wong Principal Engineer



## **Highways Service**

**Email:** charles.wong@kirklees.gov.uk

### **9. Background Papers and History of Decisions**

Planning Application no. 2021/48/92734/W

[Planning application details | Kirklees Council](#)

### **10. Appendices**

Appendix 1 – Plan showing the Highway scheme proposal

Appendix 2 – Plans showing advertised traffic regulation order

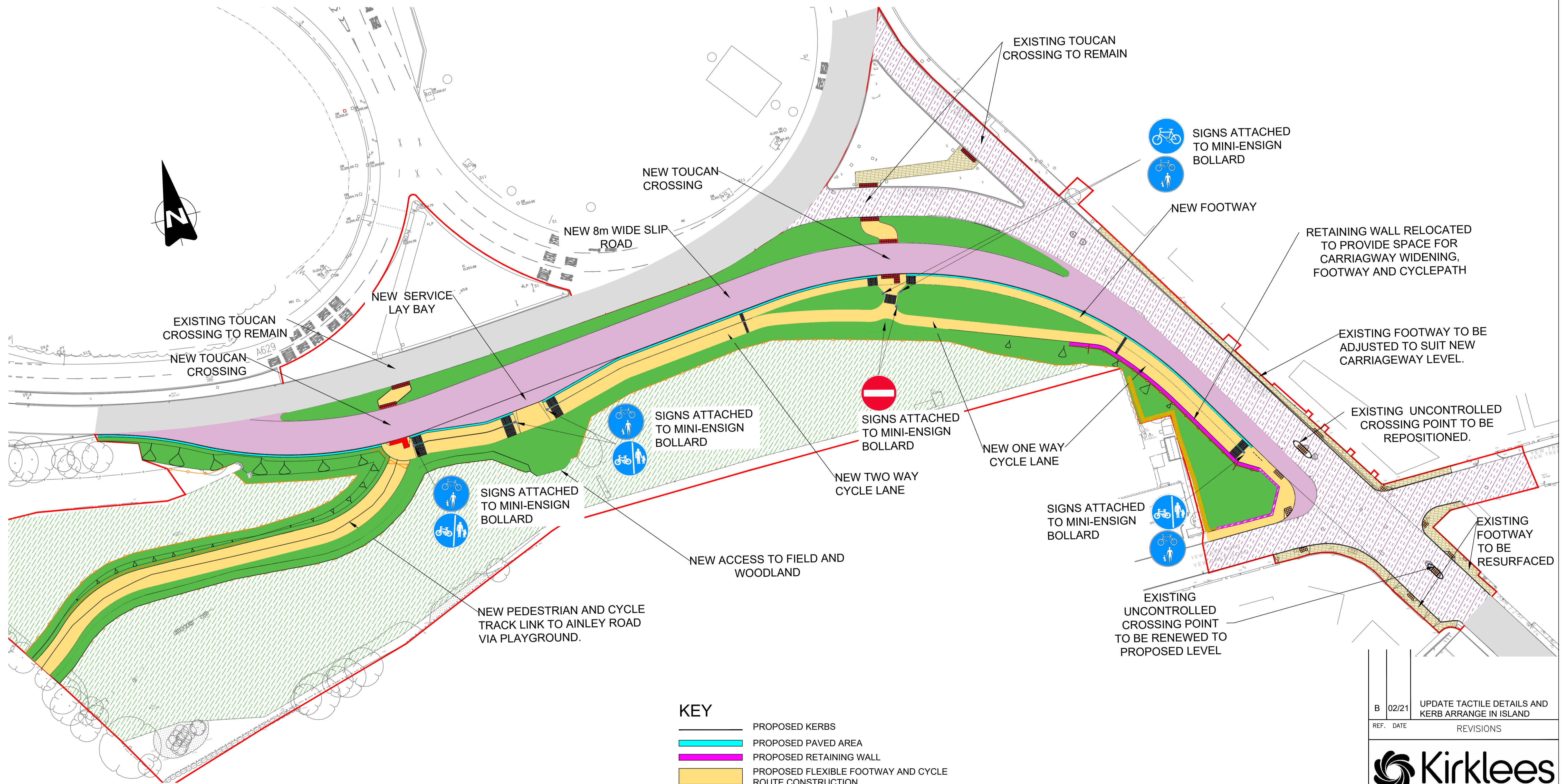
Appendix 3 – Correspondence from Objector

Appendix 4 – MP letter and Officer response

### **11. Service Director responsible:**

**Katherine Armitage**

This page is intentionally left blank



**Note**

1. ALL DIMENSIONS TO BE CHECKED / VERIFIED ON SITE IF REQUIRED WITH SUPERVISOR
  2. ALL DIMENSIONS IN MILLIMETRES AND LEVELS IN METRES UNLESS NOTED OTHERWISE
  3. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE SUPERVISOR IMMEDIATELY
  4. CONTRACTOR TO CHECK EXISTING AND PROPOSED LEVELS AT TIE IN POINTS BEFORE COMMENCEMENT OF WORKS
  5. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH OTHER CONTRACT DRAWINGS AND DOCUMENTS.
- 5.1. GENERAL CONSTRUCTION AS SHOWN ON:- TF5/AREA-D/GC-1A  
 5.2. LANDSCAPE DETAILS AS SHOWN ON :- TF5/AREA-D/LS-1A  
 5.3. STRUCTURAL DETAILS AS SHOWN ON :- TF5/AREA-D/ST-1A  
 5.4. ROAD MARKINGS AS SHOWN ON :- TF5/AREA-D/RM-1A  
 5.5. ROAD SIGN AS SHOWN ON:- TF5/AREA-D/RS-1A

**KEY**

- PROPOSED KERBS
- PROPOSED PAVED AREA
- PROPOSED RETAINING WALL
- PROPOSED FLEXIBLE FOOTWAY AND CYCLE ROUTE CONSTRUCTION
- PROPOSED FOOTWAY RESURFACING
- PROPOSED NEW CARRIAGEWAY
- PROPOSED RESURFACE EXISTING CARRIAGEWAY
- PROPOSED AND EXISTING SOFT LANDSCAPE AREA
- PROPOSED WOODLAND AREA (REFER TO LANDSCAPE PLAN)
- PROPOSED TACTILE PAVING BLISTER SURFACE (RED COLOUR)
- PROPOSED TACTILE PAVING BLISTER SURFACE (BUFF COLOUR)
- PROPOSED TACTILE PAVING CYCLEWAY TACTILE SURFACE WITH LADDER AND TRAMLINE PROFILE (GREY COLOUR) WITH CYCLEWAY DEMARCATION BLOCK (GREY)
- PROPOSED SLOPE 1:2
- PROPOSED MINI-ENSIGN BOLLARDS FOR CYCLIST

B	02/21	UPDATE TACTILE DETAILS AND KERB ARRANGE IN ISLAND
REF.	DATE	REVISIONS



**Streetscene and Housing Service**  
 Highways and Operation Division  
 Flint Street, Fartown  
 Huddersfield HD1 6LG

SECTION HIGHWAY DESIGN		
DRAWN RM	CHECKED AKKV	
SCALE 1:500	PROJECT NO. TF5	DATE JULY 2019

PROJECT  
A629  
HALIFAX ROAD (PHASE 5)

TITLE  
AINLEY TOP JUNCTION  
GENERAL ARRANGEMENT

DRAWING No. TF5/AREA D/GA-1B

CAD No.

Based upon the 2020 Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.  
 Kirklees Metropolitan Council, Licence Number: 100019241.  
 Date: 2020

This page is intentionally left blank

# 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

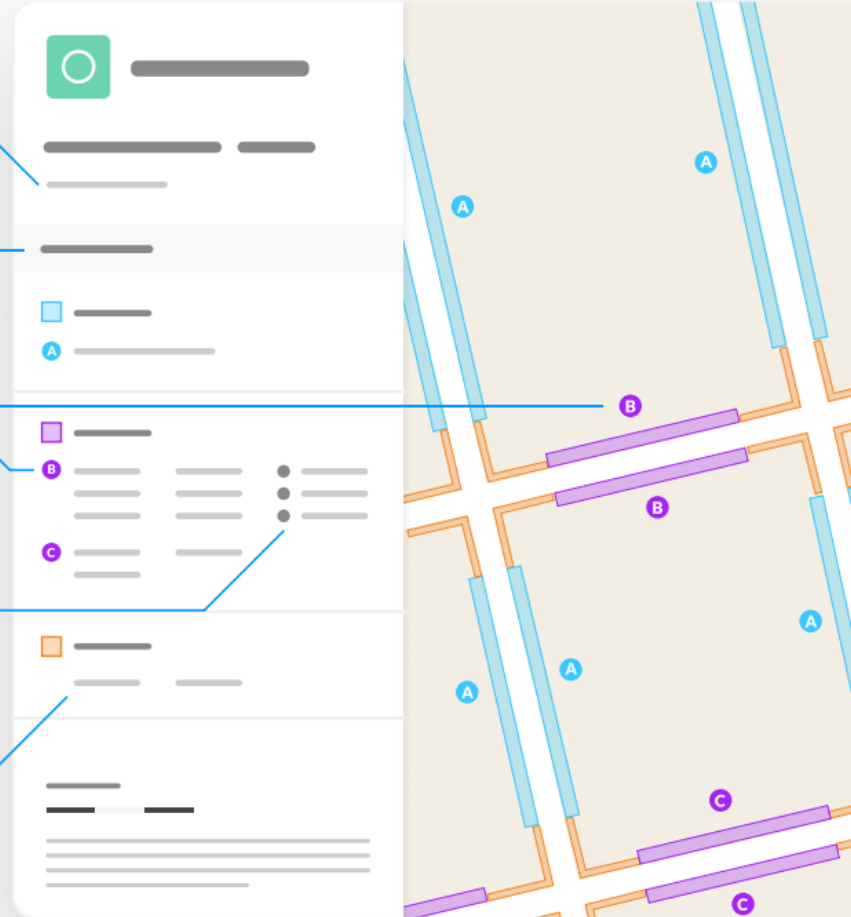
Restrictions with the same attributes are marked with a lettered spot

## 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: 411476.094, 419335.409  
South-East: 411890.071, 418975.76

© Crown copyright and database rights 2024 Ordnance Survey.  
You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. Licence number AC0000851069



**Amendment No 9 2024 - A629 Halifax Road  
Birkby Road Yew Tree Road Huddersfield**

Map 2 of 3

**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

05:00-11:00 15:00-20:00

Shared

No waiting at any time

At all times

No loading at any time

At all times

Shared

No waiting at any time

At all times

No loading at any time

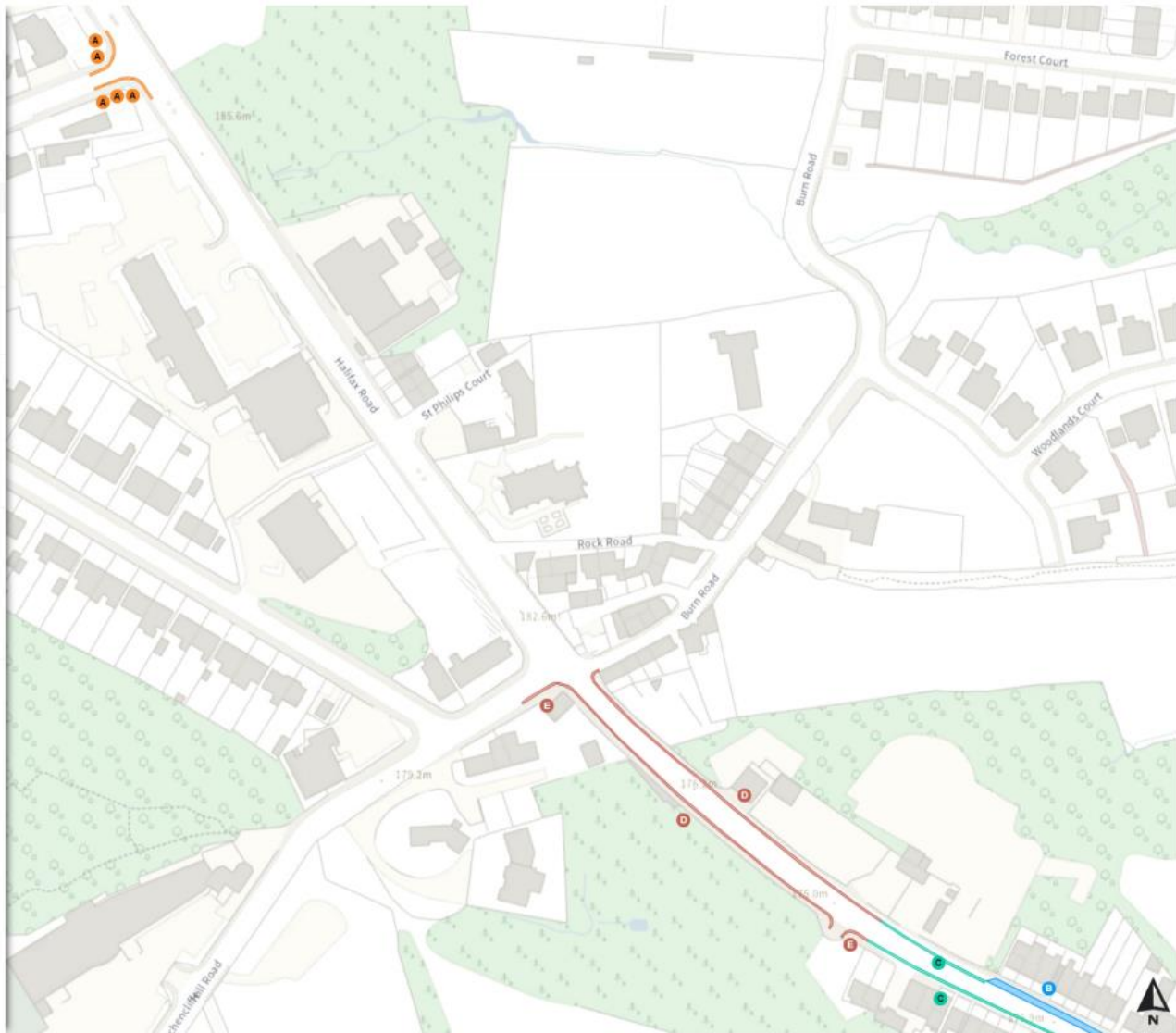
At all times

0 20 40 60m

Scale: 1:1250

North-West: 411729.5, 418978.543  
South-East: 412143.527, 418618.888

© Crown copyright and database rights 2024 Ordnance Survey.  
You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. Licence number AC0000851069



**Amendment No 9 2024 - A629 Halifax Road  
Birkby Road Yew Tree Road Huddersfield**

Map 3 of 3

**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**

No waiting at any time

At all times

No loading

05:00-11:00 15:00-20:00

**Modified**

No waiting at any time

At all times

**Removed**

No waiting at any time

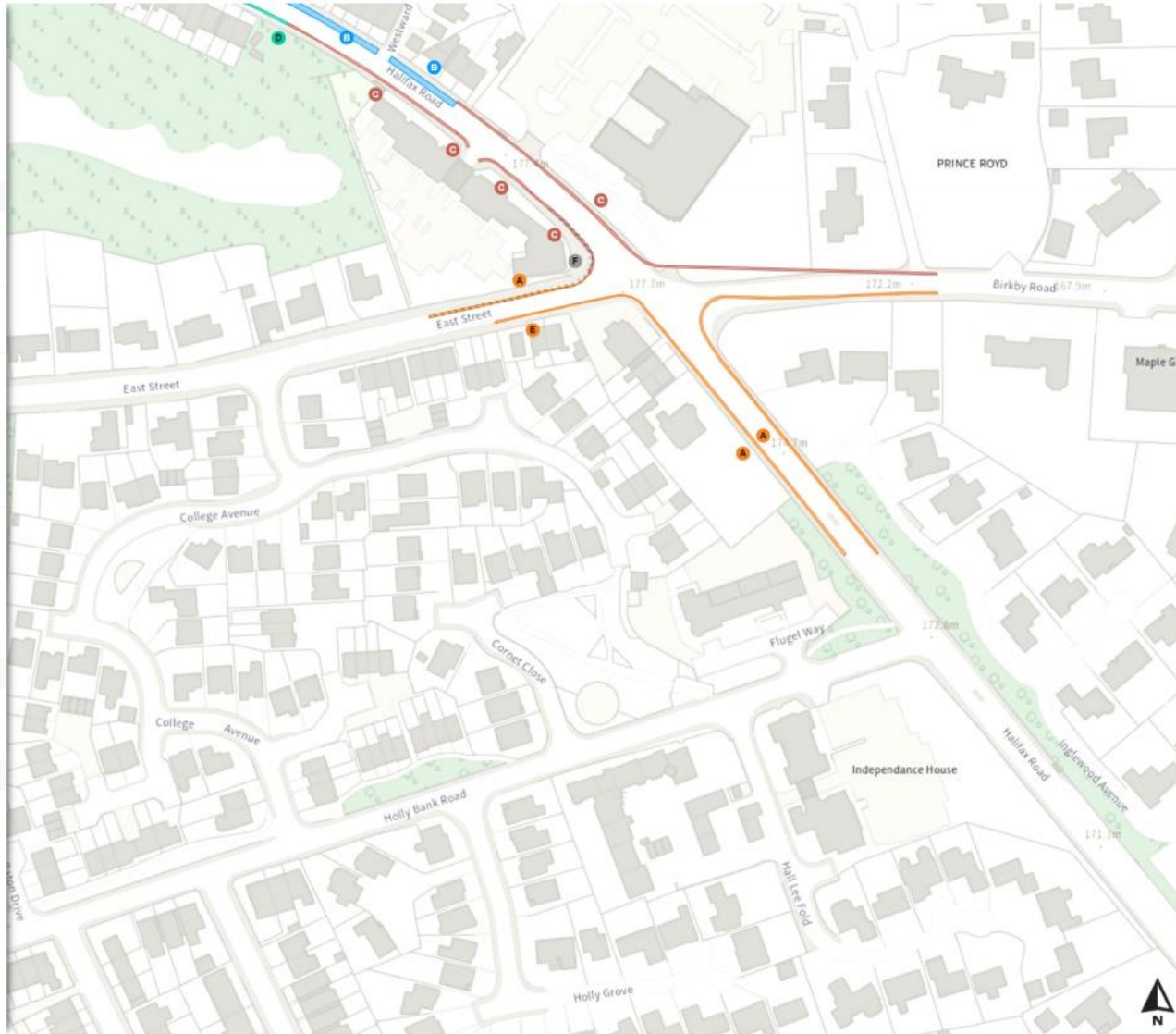
At all times

0 20 40 60m

Scale: 1:1250

North-West: 412008.288, 418621.727  
South-East: 412422.369, 418262.07

© Crown copyright and database rights 2024 Ordnance Survey.  
You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. Licence number AC0000851069





### **Appendix 3 – Correspondence from Objector**

Initial communication was received from this resident following informal consultation sent on 29<sup>th</sup> May 2024 – the letter was dated forward (4<sup>th</sup> June) to allow for printing and postage. Communication / site visits and discussions were held throughout June / July and as they remained unresolved as the formal advertising process was undertaken, it was agreed that it would be considered as a formal objection to the formal TRO process.

*“I was shocked to receive a letter from you, dated 4th June. I am a resident XXXXX, and this is the first I have heard about the development scheme. We purchased the property in 2022 and moved in a few months ago. This proposal has never once been highlighted to us, or discussed with us, despite it having a major impact on our property.*

*According to the map you have given, the keep clear in the lay-by directly in front of our house will be removed. How is this fair? Please can you tell me where we are meant to park our car? You have also clearly identified we have a drive, however it is not wide enough for us to be able to take our car into it safely. This leaves us with no other option but to park the car directly in front of our gates.*

*Regardless of the size of the drive, even if we were to park the car inside, we would still require the keep clear in order for us to freely get in and out of the drive.*

*We highly object to this proposal, and are very disappointed that no one has informed us, or come to discuss this matter with us, before all the plans have been passed. The proposal has not taken into account the people living directly next to the development, which goes to show that you don't actually care about the residents.*

*I look forward to hearing a positive response from yourself very soon, and will be taking legal advice if you can not come up with a solution that is favourable to us. “*

#### **Objectors further response to the TRO proposal following site visit.**

*“Thank you for taking the time out to come and do a site visit and the time taken to come up with the proposal. We highly appreciate it.*

*However, we are not totally happy with the proposal, as our strong preference would be work that allows us to turn the car around in the drive. Widening of the gated part would mean easier entry, however the problem of not being able to open our doors once in the drive still remain, and also the safety element of reversing into the main road also remains.*

*I appreciate that you said other houses along the road have drives similar, but they are firstly not on such a slope, secondly they would not be reversing out into a two lane road, and they also have clear vision of the road. Because of our wall, and the weather station as well as the extended footpath, it is very unsafe to even see if a pedestrian is crossing the road, let alone the oncoming traffic.*

*I would highly appreciate it, if you could reconsider your proposal, and id also like to make you aware that we have taken our concerns to the local MP Paul Davies, who has taken on our case.*

*Thank you once again “*

## **Appendix 4 – MP letter**

*“I have recently been contacted by XXXXX regarding the planned removal of the layby directly in front of their house.*

*Recently, I met with a constituent to discuss the planned removal of the layby directly in front of their house. My constituents have been corresponding with my predecessor since June. They received a letter informing them of the layby’s removal, which they believe is crucial for turning and reversing their car from the busy road onto their narrow drive.*

*In July, Charles Wong from Kirklees Council visited the site and suggested using scheme funds to slightly widen the entrance to their drive for easier access. However, my constituents find this insufficient. They want enough space on their drive to perform a three-point turn, eliminating the need for the soon-to-be-disappeared layby.*

*As of now, they haven’t received further communication from the Council, but they anticipate a site visit by Charles Wong next week.*

*I would be grateful if you could look into the points raised, and advise what options are available to resolve the situation.*

*I look forward to hearing from you and receiving a response in a format I am able to share with XXXXX.*

*Best wishes,*

*XXXXX MP  
MP for XXXXX”*

## **Officer Response to Local MP via MP Enquiries**

*“Further to enquiry below (in the blue box) my response is as follows:*

*Apologies for the delay in responding to the query*

*Unfortunately there is no layby to the front of XXXX. This part of the road forms a right turn facility into Yew Treed Road and has ‘Keep Clear’ markings along its length to prohibit parking, thus ensuring it can be used as intended.*

*The proposed scheme retains the kerblines prior to this facility and will still enable right turns into Yew Tree Road as currently exists, but it will also extend to form a running lane towards Ainley Top Roundabout. Access to XXXX will therefore be maintained as per existing arrangements.*

*The Keep Clear markings will be replaced with double yellow lines, thus reinforcing the parking restrictions that currently exist.*

*Whilst not obliged to do so, the Council have offered to widen the vehicular access, as per the attached plan, to make it easier for the property owners to gain access to their property.*

*Should you have any further queries please do not hesitate to get in touch*

*Kind regards*

*XXXXX!*



This page is intentionally left blank