

# 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)

Monday 7 April 2025

## Notice of Meeting

Dear Member

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

The **Cabinet Committee - Local Issues** will meet in the at **10.00 am** on **Tuesday 15 April 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 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 the Previous Meeting**

The Committee will consider the Minutes of the Meetings held on the 22 January 2025 and the 19 February 2025.

---

**3: Declaration of Interests**

1 - 2

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: Proposed Casualty Prevention Scheme on Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown (associated with the North Huddersfield Trust School Expansion)**

3 - 22

The Committee will consider the objections received to the advertised traffic calming scheme for Woodhouse Hill / Central Avenue / Woodhouse Hall Road, Fartown. This scheme is proposed to improve road safety, reduce the risk to pedestrian safety and support the expansion of North Huddersfield Trust School.

Contacts:

Dean Barker, Principal Road Safety Engineer – Highway Safety

---

## **9: Objection report - Traffic Regulation No 2 Order 2024**

23 - 62

The Committee will consider the Objection report – Traffic Regulation No 2 Order 2024.

Contacts:

Will Acornley, Head of Operational Services – Highways and Street scene

---

**10: Objection report, proposed traffic calming, Lea Lane, Netherton**

63 - 82

The Committee will consider an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Lea Lane, Honley / Netherton.

Contacts: Robert Hardcastle, Principal Engineer

---

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: Proposed Casualty Prevention Scheme on Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown (associated with the North Huddersfield Trust School Expansion)**

<b>Meeting:</b>	<b>Cabinet Committee - Local Issues</b>
<b>Date:</b>	<b>15 April 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Cllr Munir Ahmed</b>
<b>Key Decision Eligible for Call In</b>	<b>No Yes</b>
<p><b>Purpose of Report : To consider the objections received to the advertised traffic calming scheme for Woodhouse Hill / Central Avenue / Woodhouse Hall Road, Fartown. This scheme is proposed to improve road safety, reduce the risk to pedestrian safety and support the expansion of North Huddersfield Trust School.</b></p>	
<p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• That the:             <ul style="list-style-type: none"> <li>○ Prohibition of Driving Except Cycles advertised in (TRO) (No. 05) Order 2024</li> <li>○ The proposed waiting restrictions as advertised in (TRO) (Consolidation Order Providing On-Street Parking Places, Waiting, Loading and Stopping Restrictions and Migration to a 'Map-Based' Format) (Amendment No. 19) Order 2024, with the exception of Central Avenue, where it is recommended, as a result of the objections, to remove the advertised "No Loading At Any Time" element.</li> </ul> </li> </ul> <p>be made</p> <p><b>Reasons for Recommendations</b></p> <ul style="list-style-type: none"> <li>• The proposed scheme has been developed to improve road safety and to further support safe and active travel to school.</li> <li>• The proposed scheme aims to reduce conflicting traffic / turning movements in a location that is at it busiest when vulnerable road user numbers are at their highest – on arrival and departure from school – thus reducing the road safety risk.</li> <li>• The scheme aims to reduce the speeds of vehicles, thus reducing the road safety risk</li> <li>• The proposed waiting restrictions will reduce congestion and current access issues experienced during the morning and afternoon peaks and reduce the opportunity for inappropriate and often dangerous parking practices.</li> <li>• The objections to the proposals do not outweigh the advantages</li> </ul>	
<p><b>Resource Implications:</b></p> <p>This scheme is jointly funded –</p> <ul style="list-style-type: none"> <li>• £70,000 - Approved Highways (Safer Roads) Capital plan CRST 2023 – 2025 funding, justified on the basis that this scheme will have a positive first year rate of return by preventing further instances of personal injury collisions from occurring at this location.</li> <li>• £50,000 – Education Capital funding allocation which will support the proposed school expansion.</li> <li>• All fees and construction costs are covered within the approved budgets.</li> </ul>	

<ul style="list-style-type: none"> <li>If the scheme is not implemented, then irrecoverable costs, already incurred, will be lost.</li> </ul>	
<b>Date signed off by <u>Executive Director:</u> <u>David Shepherd</u></b>	28 March 2025
<b>Is it also signed off by the Service Director for Finance: <u>Kevin Mulvaney</u></b>	28 March 2025
<b>Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer): <u>Sam Lawton</u></b>	04 April 2025

**Electoral wards affected: Ashbrow**

**Ward councillors consulted: Yes**

**Public or private: Public**

**Has GDPR been considered? Yes** – all personal information has been redacted from this report

**1 Executive Summary**

- 1.1 This report relates to a casualty prevention scheme proposed principally to improve safety for pupils attending the North Huddersfield Trust [‘NHT’] School in Ashbrow, but also to provide road safety benefits for other users including residents. The NHT School is undergoing expansion, and as part of that process the Highway Safety Team were approached about improving the safety of pupils walking to and from school, and other highway problems experienced by the school.
- 1.2 There is a history of personal injury collisions [‘PICs’] occurring close to the school where road users were injured. In the five-year period leading up to the scheme identification July 2023 6 personal injury collisions occurred, one of which was classified as serious. 4 NHT School pupils have sustained injuries after being struck by vehicles in the vicinity of the Woodhouse Hill / Woodhouse Hill Road / Central Avenue junctions.
- 1.3 Other PIC types have occurred in this area, not involving school pupils that will also be addressed by this scheme, and they continue to occur with a further child pedestrian injury sustained last year, plus numerous anecdotal accounts of near misses.
- 1.4 Removal of traffic entering and emerging from Central Avenue will provide road safety benefit for pupils who pass through the junction on foot and prevent future PICs involving vehicles turning here, which have occurred in the past.
- 1.5 The new road humps would ensure that all vehicles on Woodhouse Hill slowed as they passed through this location, and traffic islands are to be provided and junction improvements at Woodhouse Hall Road to physically restrict traffic lane widths and further slow vehicles.
- 1.6 Residents currently using Central Avenue to access Woodhouse Hill in their vehicles would have to seek alternative routes.
- 1.7 ‘School Keep Clear’ markings (i.e. zigzags) would be provided on both sides of Woodhouse Hall Road, supported by the Traffic Regulation Order to legally prevent stopping during

school changeover periods 08:00 – 09:30 and 14:30 – 16:00 (enforceable by Council Officers). Additionally, loading would be prohibited along a 15m section of the turning head at the end of the cul-de-sac. These measures are being proposed to alleviate long-standing congestion, access and road safety problems reported by the school headmaster.

1.8 Initial discussions and agreement on a conceptual layout were undertaken with the Education Department, followed by consultation September 2024 with Ward Members, the Headmaster of NHT School and our statutory consultees (including other Council Departments and the Emergency Services), no objections were received. At the request of NHT School, parking/loading/stopping restrictions on Woodhouse Hall Road were added at this stage. The proposed layout subsequently used for public consultation has been included at Appendix A as Plan HS-25-66886-P01 RevB.

1.9 Consultation with residents was undertaken in October 2024, with 260 letters posted out to affected properties in the area, including a link to an electronic version of the plan and letter on the Kirklees Council website, with open access to all.

1.10 Four emails were received in response to that consultation, all of whom were unsupportive of the proposed closure of Central Avenue. Officers engaged with these consultees in early January, reiterating the reasoning behind the scheme and addressing the issues raised. Consultees were also advised of their right to formally object during formal advertisement if they still had concerns, and of how to do so. None of these residents chose to submit formal objections to the proposals.

1.11 **The Kirklees Council (Traffic Regulation) (Consolidation Order Providing On-Street Parking Places, Waiting, Loading and Stopping Restrictions and Migration to a ‘Map-Based’ Format) Order 2024 (Amendment No. 19) Order 2024**  
(For the waiting & loading prohibitions on Central Avenue and Woodhouse Hall Road, and the stopping restrictions associated with the ‘School Keep Clear’ zigzag markings on Woodhouse Hall Road)

**The Kirklees Council (Traffic Regulation) (No. 05) Order 2024**  
(For the prohibition of motor vehicles from Central Avenue at its junction with Woodhouse Hill)

**The Kirklees Council Highways Act 1980 (Section 90 A-F) Woodhouse Hill and Woodhouse Hall Road**  
(For the road humps on Woodhouse Hill and Woodhouse Hall Road)

were advertised between 31<sup>st</sup> January 2025 and 28<sup>th</sup> February 2025, inclusive, and Plan **HS-25-66886-TRO** showing the orders as advertised is included as **Appendix B**.

1.12 During advertisement one objection was received relating to:

- **The Kirklees Council (Traffic Regulation) (No. 05) Order 2024**
- **The Kirklees Council (Traffic Regulation) (Consolidation Order Providing On-Street Parking Places, Waiting, Loading and Stopping Restrictions and Migration to a ‘Map-Based’ Format) Order 2024 (Amendment No. 19) Order 2024**

1.13 Officers are unable to fully resolve this objection without compromising the integrity of the scheme’s primary aim of preventing future collisions and injuries to school children.

## 2 Information required to take a decision

2.1 As a result of the formal objection that was received Officers have reviewed the need for loading and unloading restrictions on parts of the scheme, and have proposed, with CCLI approval, to remove this element of the proposed order

### 2.2 Objection – (Appendix C)

The objection is to the proposed prohibition of motor vehicles from Central Avenue at its junction with Woodhouse Hill, and proposed prohibition of waiting and loading on Central Avenue adjacent to Woodhouse Hill (as shown **Appendix B HS-25-66886-TRO**)

In summary, the grounds of the objection are: -

- That expansion of the NHT School and increased student and teacher numbers would lead to a significant increase in the number of cars (especially those dropping-off/collecting students), and that there is inadequate access included in the development plan, which is the responsibility of the Council, Developers and The NHT School. Existing problems, caused by parents inconsiderately parking in the area experienced during school changeover periods, would worsen.
- That there would be no benefits for the residents of Central Avenue outside of school hours. Residents currently parking cars along the sections proposed to be covered by waiting and loading prohibitions (who live adjacent and have no off-street parking), would have to park along the 'non-restricted' section of Central Avenue, causing problems for other residents and their visitors there. Unless the parking restrictions are policed, they will be disregarded.

Overall, the objectors do not consider that turning Central Avenue into a cul-de-sac and removing essential residential parking will benefit them, their neighbours, visitors, or school pupils, and therefore object to the changes and the removal of the opportunity to load and unload here.

### In Response

A Transport Assessment was carried out as part of the planning application to expand the school. This established that there would be a potential overall increase of 55 vehicles arriving in the morning and a similar number in the afternoon. The aim of the scheme is to improve road safety and reduce the number of existing and expected vehicle trips, but to increase walking and cycling trips.

Officers recognise the issues experienced by residents in the area during school changeover periods, particularly those caused by inconsiderate parking by parents – as this is experienced outside almost every school locally and nationally. However, they do not accept that these problems would be significantly worsened by the relatively small increase in numbers of students (150 / +16%).

The primary aim of the scheme is to use engineering changes to reduce the likelihood of future collisions between vehicles and school pupils.

Our Road Safety team are however actively working with NHT School and all other schools across Kirklees, to promote and encourage active travel modes for pupils to reduce inconsiderate parental parking behaviour when transporting students.

Historical records evidence problems experienced by pedestrians (particularly children) on Woodhouse Hill in this area, with a number being injured, however, inconsiderate parking by parents was not a contributory factor. The collisions history does show that the existing priority give-way traffic calming feature on Woodhouse Hill and turning movements at the Central Avenue junction have been contributory.

On that basis removing vehicle turning movements from this junction would improve pedestrian safety and prevent future collisions involving turning vehicles. The replacement of the priority give-way feature with wide, humped crossings on Woodhouse Hill would improve student safety when crossing, and the crossing near Central Avenue could not be provided safely close to this strong student crossing desire line, if the junction remained open.

Officers do not support the view that the closure would not benefit residents of Central Avenue. A proportion of drivers using the road are doing so to pass through this area and would migrate elsewhere. With only vehicles accessing this section of Central Avenue outside of school changeover periods being the few fronting residents, the street will become much quieter and overall speeds would also reduce. This would benefit residents living along here in terms of noise, pollution and road safety. We accept that room for on-street parking would reduce, however, there is adequate space to the northwest of the proposed restrictions to accommodate any relocated residential parking.

On considering the objections to the loading and unloading restrictions, Officers do not now consider that loading restrictions will be necessary on Central Avenue. As shown Appendix E - Plan HS-25-66886 – CCLI. It is therefore recommended that the draft order is modified to remove this restriction

- 2.3 Officers are required to be mindful of Regulation 9 of the 1996 Regulations when objections are received to any order. If that order has the effect of restricting loading and unloading and those parameters set out in within Regulation 9 (3) are met, in full, then a Public Enquiry will be required to determine those objections.

With this in mind, it has been established that, if the draft order is modified, and approved as such, then, under Paragraph 9(3), the objection becomes irrelevant, and there is no mandatory requirement for a public enquiry

Regulation 9 then gives the Council the discretion to hold a Public Enquiry to determine any and all other objections. Given that the hearing and determination of objections in Kirklees, is done in a public forum, that being Cabinet Committee Local Issues, where the objectors can make representation, Officers are confident that the objections are sufficiently aired, and that no purpose would be served by holding a public inquiry

If the scheme is approved and implemented, we will be deploying parking officers to the area to enforce the new restrictions, particularly immediately after construction when users are first becoming accustomed to the changes.

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

#### **3.1 Council Plan**

This scheme is aimed at contributing to our Council Plan by providing a safer, cleaner environment for all road users on the highway network in the vicinity of North Kirklees Trust School, thus ensuring our children get the safest access to education and thus the best start in life.

### 3.2 Financial Implications

This scheme is jointly funding from existing approved capital plan allocations - £120,000.

If the scheme is not implemented, then irrecoverable costs, already incurred, will be lost.

### 3.3 Legal Implications

This scheme has been consulted on and advertised as legally required by:

- The Road Traffic Regulation Act 1984
- The Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (1996 Regulations) and
- The Highways (Road Hump) Regulations 1999,

Under Sec 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to

- a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- bb) the strategy prepared under [section 80](#) of the [Environment Act 1995](#) (national air quality strategy);
- c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - d) any other matters appearing to the local authority to be relevant

Under Regulation 9(1) of the 1996 Regulations, the Council must consider whether to hold a public inquiry before approving and making the order objected to. As it is recommended to modify the draft order to reduce the restrictions on loading and unloading, if accepted, there is no *obligation* to hold a public inquiry (Reg 9(3) of the 1996 Regulations) but it is still for the Council to exercise its discretion in this respect.

all of which, where relevant, are considered in the report above and below.

### 3.4 Climate Change and Air Quality

Under Sec 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to, amongst other things,

- the strategy prepared under [section 80](#) of the [Environment Act 1995](#) (national air quality strategy);
- Kirklees Air Quality Strategy and Action Plan 2019 commits to improvements to congested junctions and supporting / encouraging active travel and modal shift on journeys to school.

As this scheme aims to significantly reduce the volume and speeds of vehicles using the affected section of Central Avenue, reduce congestion in this area, and support active travel, this will have a positive effect on Climate Change and Air Quality, and is in line with our current Strategy

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

**Not applicable**

## 4 Consultation

Statutory consultees were approached, and no concerns were raised.

Directly affected residents were consulted by Highway Safety. Of the 260+ residents originally consulted one has objected the proposals.

All three Ward Councillors and the School were consulted, and all support the scheme.

## 5 Engagement

Officers successfully engaged with 4 residents who made contact during the original consultation period – the objection subsequently received to the formal advertising of the proposals was not from any of those 4 residents.

## 6 Options

### 6.1 Options considered

1. Do nothing
2. Replace the existing priority give-way feature adjacent to the Woodhouse Hill / Central Avenue junction with an uncontrolled crossing on a raised plateau and implement waiting restrictions to reduce inconsiderate parking.
3. Replace the existing priority give-way feature with a formal humped zebra crossing and implement waiting restrictions to reduce inconsiderate parking.
4. Prevent vehicle movements at the Central Avenue junction, replace the priority give-way feature with an uncontrolled crossing positioned on a raised plateau and implement waiting restrictions to reduce inconsiderate parking.

Except for Option 1, all options required elements of formal advertisement to be undertaken to support successful implementation.

### 6.2 Reasons for recommended option

Option 4 is recommended along with the necessary TRO's as it provides a more holistic and affordable approach to preventing injury collisions, and would reduce inconsiderate parking and rat running, and better support active school travel.

It is further recommended that that the 'No Loading At Any Time' parking restrictions on Central Avenue are removed from the proposals and the objection to the 'No Waiting At Any Time' be overruled here, and the Prohibition of Driving Except Cycles advertised in (TRO) (No. 05) Order 2024, and the Prohibition of Waiting and Loading on Central Avenue as advertised in (TRO) (Consolidation Order Providing On-Street Parking Places, Waiting, Loading and Stopping Restrictions and Migration to a 'Map-Based' Format) (Amendment No. 19) Order 2024 (**Appendix D1 and D2**) be implemented as advertised, with the exception of the loading restrictions being removed from Central Avenue, (**Appendix E**) allowing the expected road safety benefits to be realised.

Removing the loading and unloading restrictions from Central Avenue will result in making the objections to these proposals frivolous as the other lengths of loading and unloading restriction on both sides of the road at the end of the cul-de-sac are within the allowed limits of 15 metres on both sides of the road.

Consideration has been the Section 9(1) of the 1996 regulations and determined that, based on the revised proposals, if accepted, the objection does not meet the test to require a mandatory Public Enquiry. By hearing and determining these objections at Cabinet Committee Local Issues this section of the regulations is satisfied.

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

## **7 Next steps and timelines**

If the objections are considered and overruled, the prohibition of motor vehicles and waiting restrictions and detailed loading restrictions will be implemented as advertised, alongside the other scheme proposals, during the school summer holidays commencing late July 2025.

If CCLI members uphold the objection in whole or in part, the prohibitions will not be implemented, and an alternative scheme would have to be conceived, carried forwards through consultation and advertisement and implemented at a future date, with the costs incurred to date lost.

## **8 Contact officer:**

Dean Barker  
Principal Road Safety Engineer – Highway Safety  
Phone 01484 221000 Ext. 78606  
Email: [dean.barker@kirklees.gov.uk](mailto:dean.barker@kirklees.gov.uk)

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

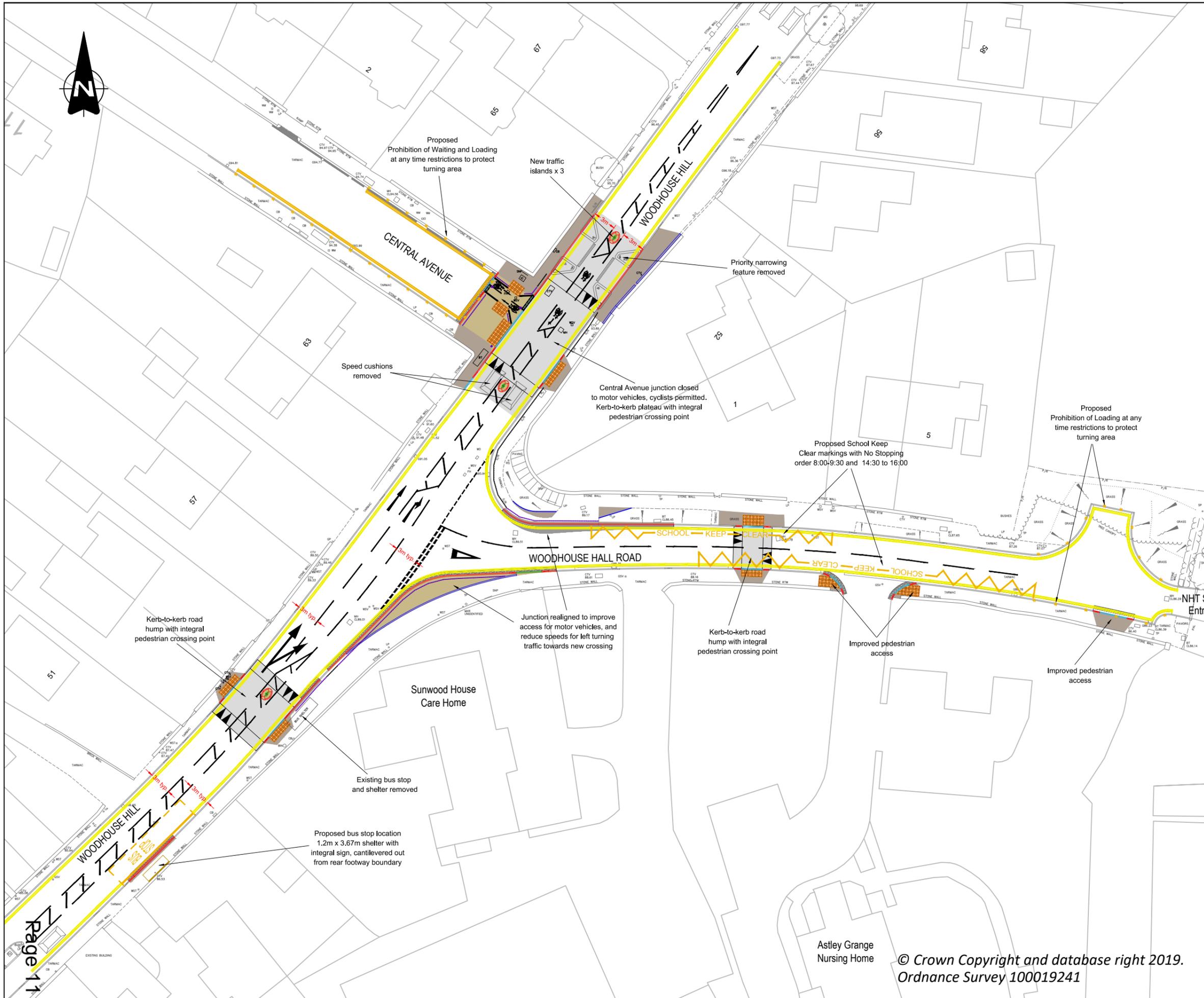
None

## **10 Appendices**

Appendix A - Consultation Plan HS-25-66886-P01 RevB.  
Appendix B – Full Scheme TRO proposals HS-25-66886-TRO  
Appendix C – Objection (redacted)  
Appendix D1 and D2 – Posted TRO notices  
Appendix E – Amended proposals – As recommended

## **11 Service Director responsible**

Katherine Armitage  
Service Director –Environmental Strategy and Climate Change,  
Interim Service Director – Highways and Streetscene  
(01484) 221000  
[Katherine.Armitage@kirklees.gov.uk](mailto:Katherine.Armitage@kirklees.gov.uk)



- Key**
- Footways - Existing reprofiled / reconstructed
  - Footways - New full depth construction
  - Footways - New blister tactile paving at crossings
  - Carriageways - Existing reprofiled / reconstructed
  - Carriageways - New full depth construction
  - Carriageways - Reinstated adjacent to new kerbs
  - Proposed full height kerbs
  - Proposed transition kerbs
  - Proposed 6mm kerbs at pedestrian / cycle crossings
  - Proposed 25mm kerbs at driveways
  - Proposed drainage channels
  - Proposed footway edging
  - Proposed pedestrian guardrail
  - Proposed Keep-Left bollards, non-illuminated
  - New White Road Markings
  - Proposed Yellow Markings subject to new Orders
  - Existing Yellow Markings to be retained / refreshed
- Note - All existing white road markings to be removed throughout scheme extents

A	Sep 24	Minor revisions arising from RSA1 recommendations
B	Oct 24	School Keep Clear & loading restrictions added following consultation with NHT School

REF.	DATE	REVISIONS
------	------	-----------



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

SECTION Highway Safety

DRAWN DSB	CHECKED PW
-----------	------------

SCALE N.T.S.	PROJECT NO. TBC	DATE Sep 24
--------------	-----------------	-------------

PROJECT  
 North Huddersfield Trust School  
 Woodhouse Hill  
 Casualty Prevention Scheme

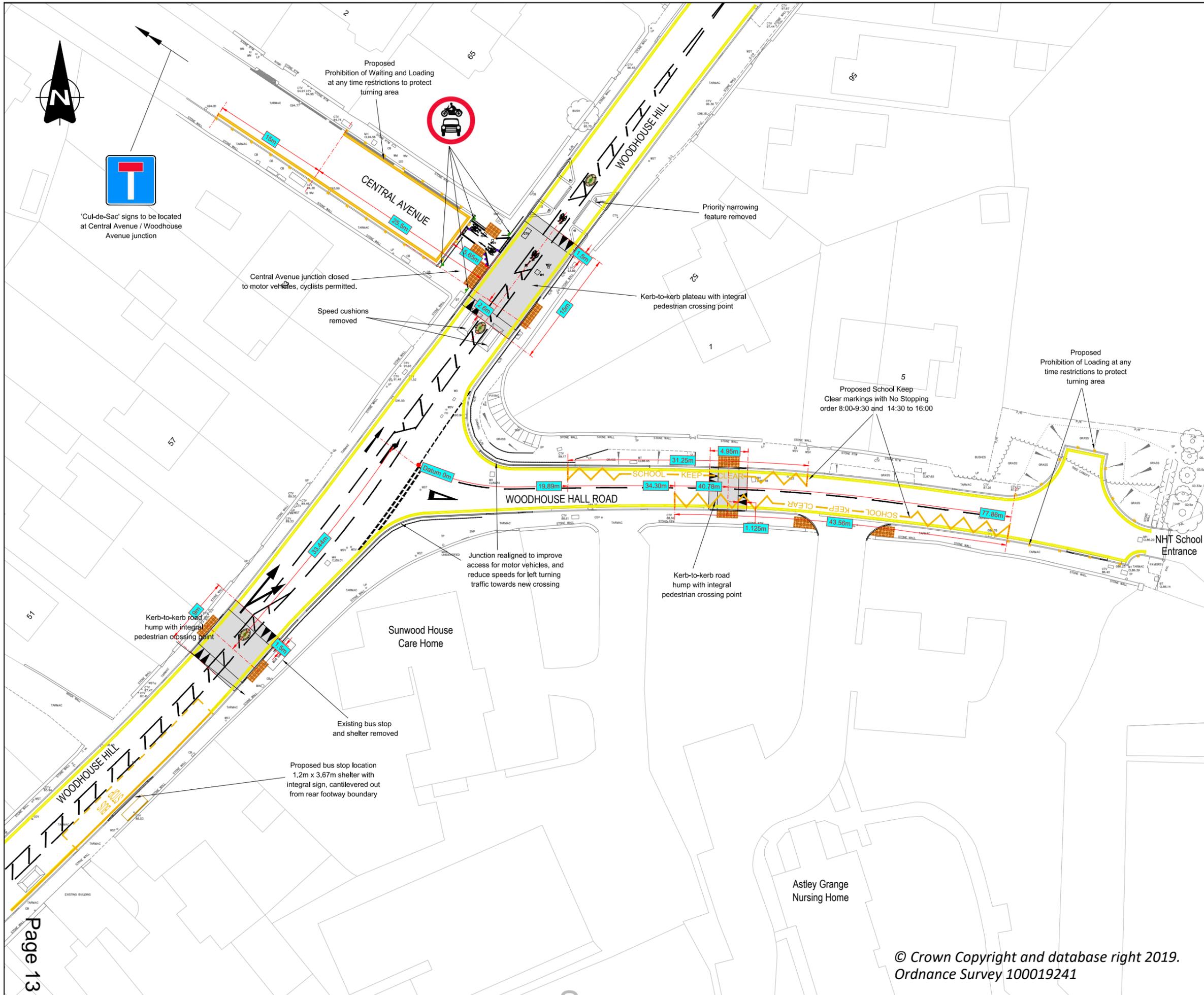
TITLE  
 Preliminary Design  
 General Arrangement  
 For Consultation

DRAWING No. HS-25-66886-P01B

CAD No.

© Crown Copyright and database right 2019.  
 Ordnance Survey 100019241

This page is intentionally left blank



This page is intentionally left blank

We object to the proposed changes.

Firstly, the expansion of the school and the increased number of students will mean that there will be a proportional increase in the number of cars dropping-off/collecting students. With such a significant increase in student numbers at the school there needs to be adequate access to the site for teachers, visitors and students being dropped off by parents. This should be in the development plan for the site and include safe paths for pedestrians away from the road. This is the responsibility of the council and developers with the school to create in order to provide safe passage for pupils. At present, cars on the school run create problems in Central Avenue, Woodhouse Avenue, Woodhouse Hill, and Woodhouse Hall Road and at the relevant junctions in this area. Restricting parking/waiting spaces, even without increasing the number of vehicles, will create more congestion and, possibly, more accidents. Road markings (and the Highway Code) are regularly ignored during the drop-off/collection times and there seems to be no incentive to encourage drivers to abide by them now or in the future.

A casual observation of students leaving school at the end of the day and walking down Woodhouse Hill reveals that the major obstacle to them safely progressing down the street is the number of cars blocking the pavement. If the pavement is to be cleared, where will those cars go? Presumably the increase in student numbers will mean an increase in staff as well. Staff cars are already parked in Central Avenue, where will they be parked in future?

At present very few students cycle to school and, of course, they need to be able to do so as safely as possible, but given the current pattern of road use it is difficult to see how closing Central Avenue will make it safer. If a student is going up the hill at the end of the school day, whether walking or cycling, they will need to cross the road and the safest place to do that is the crossing point, which is beyond the end of Central Avenue. Those going down the hill at that time have no need to cross the road. Those cycling up the hill in the morning would be turning right into Woodhouse Hall Road and would need to cross in front of oncoming traffic but they will still need to do that under the proposal. If cyclists and pedestrians are using the same path at the end of the day, how will safety be improved?

In general, cars entering and exiting Central Avenue do so slowly because of the road layout, but there are some cars that speed up and down Woodhouse Hill, usually outside of school rush hours.

Secondly, outside of school hours, we believe that the proposed changes would deliver few, if any, benefits for residents of Central Avenue. Number [REDACTED], is a multi-occupancy building and the residents have no parking access on Woodhouse Hill and thus park their cars in the proposed no parking/waiting zone on Central Avenue. This is not currently a problem but the proposed changes would mean they would have to park elsewhere -- the non-restricted part of Central Avenue being the obvious zone for them to park. Several houses in Central Avenue have off-road parking to the front but any visitors to them would now be competing with residents who don't have off-road parking at the front for the reduced number of spaces. And how will a ban on loading/unloading work?

We are fortunate to have access to our property [REDACTED] from Woodhouse Hill but there are some inconveniences that mean we prefer to park at the front of the house.

Unless the parking restrictions are policed we believe that they will be disregarded and people will park with their wheels on the footpath as they do in other parts of Central Avenue, Woodhouse Hill and Woodhouse Avenue.

It seems that the school did not develop an integrated plan to support the expansion from the outset and this should have been done before the expansion was approved -- improvements in access and the safety of students should not have been an afterthought.

Overall we don't consider that turning Central Avenue into a cul-de-sac and removing essential parking spaces will benefit residents, visitors, or school pupils and object to the proposed changes.

We apologise for the lateness of this response. [REDACTED] did write to Amanda Pinnock before Christmas to request a conversation where we could air our concerns and make sure that we had understood the proposal, but she didn't receive a response

We do not support

"[...] a prohibition of motor vehicles except for cycles on Central Avenue near the junction of Woodhouse Hill, it is proposed to prevent parking at any time (including for loading) around the eastern extents of Central Avenue, to maintain a clear turnaround area for drivers in the new cul-de-sac section."

Thank you for your attention

[REDACTED]

**KIRKLEES COUNCIL  
(TRAFFIC REGULATION) (CONSOLIDATION ORDER PROVIDING ON-STREET  
PARKING PLACES, WAITING, LOADING AND STOPPING RESTRICTIONS AND  
MIGRATION TO A 'MAP-BASED' FORMAT) ORDER 2024 (AMENDMENT NO. 19)  
ORDER 2024**

**CENTRAL AVENUE, WOODHOUSE HILL & WOODHOUSE HALL ROAD,  
FARTOWN, HUDDERSFIELD**

The Council of the Borough of Kirklees propose to make the above Order under their powers in the Road Traffic Regulation Act 1984 the effect of which, as it affects lengths of road in the Huddersfield area of the Kirklees district, will be to:

- (i) Prohibit the waiting or loading and unloading of vehicles at any time on a lengths of Central Avenue and Woodhouse Hall Road**
- (ii) Create School Keep Clear restrictions on Woodhouse Hall Road that will be in operation on Mondays - Fridays between the hours of 08:00 – 09:30 and 14:30 – 16:00**
- (iii) Modify the existing restrictions prohibiting waiting at any time on Woodhouse Hill**

REASON: Planning permission has been granted for extensions to existing buildings and new infrastructure, being provided to accommodate an increase in pupil numbers attending the North Huddersfield Trust School, in Ashbrow, Huddersfield (Planning Ref 2024/92798, and various others related). As part of the school's redevelopment, Highway Safety were asked to develop a highway scheme to address safety and accessibility issues experienced on the roads around the main entrance during school changeover periods for education in order to mitigate for any future deterioration in conditions caused by increased numbers of pupils.

As part of the scheme, it is necessary to better manage on-street parking in the area. This Traffic Regulation Order is proposed to prevent stopping along sections of both sides of Woodhouse Hall Road during school changeover periods, and to prevent parking (including loading) at any time around the turning head located directly outside the school entrance at the end of the road.

To support a prohibition of motor vehicles except for cycles on Central Avenue near the junction of Woodhouse Hill, it is proposed to prevent parking at any time (including for loading) around the eastern extents of Central Avenue, to maintain a clear turnaround area for drivers in the new cul-de-sac section.

It is believed that these proposals will improve accessibility for, and the safety of, school pupils and residents travelling through the area on foot or by cycle.

A copy of this draft Order, together with the plans showing the affected lengths of road and a detailed statement of reasons for proposing the Order may be inspected at:-

- Online: <http://www.kirklees.gov.uk/trafficregulation>
- By emailing [highways.TRO@kirklees.gov.uk](mailto:highways.TRO@kirklees.gov.uk)

If you wish to object to the proposed Order, you should send the grounds for your objection to:

- by email: [TRO.Objections@kirklees.gov.uk](mailto:TRO.Objections@kirklees.gov.uk); or
- by post to TRO Objections, Kirklees Council Legal Services, PO Box 1720, Huddersfield HD1 9EL

Objections must be sent no later than 28 February 2025, and please ensure you quote reference DEV/HG/D116-2419(AO)

Dated this 31 January 2025

Samantha Lawton – Service Director – Legal, Governance and Commissioning  
Kirklees Council, Legal Services  
PO Box 1720  
Huddersfield  
HD1 9EL



**KIRKLEES COUNCIL  
(TRAFFIC REGULATION) (NO. 05) ORDER 2024  
CENTRAL AVENUE, FARTOWN, HUDDERSFIELD**

The Council of the Borough of Kirklees propose to make the above Order under their powers in the Road Traffic Regulation Act 1984 the effect of which, as it affects lengths of road in the Dewsbury area of the Kirklees district, will be to:

- **Prohibit driving at all times (except for cycles) on a length of Central Avenue, Fartown from the junction of Woodhouse Hill for a distance of 5.65 metres in a north-westerly direction**

**REASON:** Planning permission has been granted for extensions to existing buildings and new infrastructure, being provided to accommodate an increase in pupil numbers attending the North Huddersfield Trust School, in Ashbrow, Huddersfield (Planning Ref 2024/92798, and various others related).

As part of the school's redevelopment, Highway Safety were approached by Education to develop a highway scheme to address safety and accessibility issues experienced on the roads around the main entrance during school changeover periods and to mitigate for any future deterioration in conditions caused by increased numbers of pupils. As part of this scheme, a prohibition of driving except for cycles on Central at the junction of Woodhouse Hill is considered necessary. Appropriate facilities will be provided to maintain access through the restrictions for cyclists and pedestrians only.

It is believed that these proposals will improve accessibility for, and the safety of, school pupils and residents travelling through the area on foot or by cycle.

A copy of this draft Order, together with the plans showing the affected lengths of road and a detailed statement of reasons for proposing the Order may be inspected at:-

- Online: <http://www.kirklees.gov.uk/trafficregulation>
- By emailing [highways.TRO@kirklees.gov.uk](mailto:highways.TRO@kirklees.gov.uk)

If you wish to object to the proposed Order, you should send the grounds for your objection to:

- by email: [TRO.Objections@kirklees.gov.uk](mailto:TRO.Objections@kirklees.gov.uk); or
- by post to TRO Objections, Kirklees Council Legal Services, PO Box 1720, Huddersfield HD1 9EL

Objections must be sent no later than 28 February 2025, and please ensure you quote reference DEV/HG/D116-2405

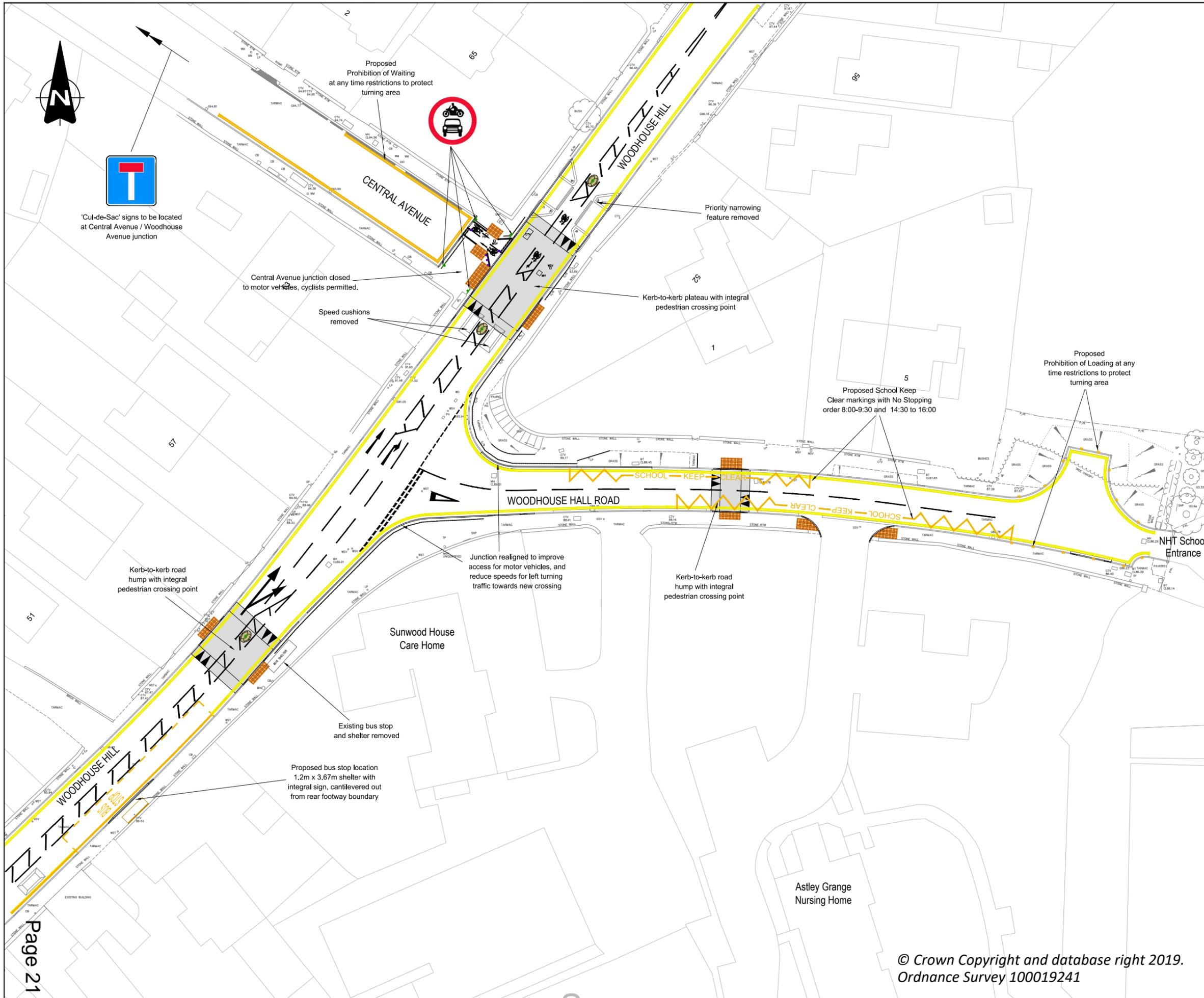
Dated this 31 January 2025

Samantha Lawton – Service Director – Legal, Governance and Commissioning

Kirklees Council, Legal Services  
PO Box 1720  
Huddersfield  
HD1 9EL



This page is intentionally left blank



- Key**
- Proposed new areas of footway construction
  - Proposed new traffic calming features
  - Proposed tactile paving at pedestrian crossings
  - Proposed new kerbs
  - Proposed pedestrian guardrail
  - Proposed Keep-Left bollards, non-illuminated
  - Proposed concrete & plastic bollards
  - Proposed White Road Markings
  - Proposed Yellow Markings subject to new Orders
  - Existing Yellow Markings to be retained / refreshed

REF.	DATE	REVISIONS



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

SECTION Highway Safety

DRAWN DSB	CHECKED EC
-----------	------------

SCALE N.T.S.	PROJECT NO. TBC	DATE Mar 25
--------------	-----------------	-------------

PROJECT  
 North Huddersfield Trust School  
 Woodhouse Hill  
 Casualty Prevention Scheme

TITLE  
 General Arrangement  
 TRO & Traffic Calming  
 For CCLI

DRAWING No. HS-25-66886-CCLI

CAD No.

© Crown Copyright and database right 2019.  
 Ordnance Survey 100019241

This page is intentionally left blank



**REPORT TITLE: Objection report – Traffic Regulation No 2 Order 2024**

<b>Meeting:</b>	<b>Cabinet Committee – Local issues</b>
<b>Date:</b>	<b>15th April 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Councillor Munir Ahmed</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes</b>
<p><b>Purpose of Report:</b> To approve the making of the Kirklees Council (Traffic Regulation) (No 2) Order 2024 , as advertised (with motorcycle permits), and for it to be implemented on site as soon as possible.</p>	
<p><b>Recommendations</b></p> <p>To approve the making of the Kirklees Council (Traffic Regulation) (No 2) Order 2024 , as advertised (with motorcycle permits), and for it to be implemented on site as soon as possible.</p> <p><b>Reasons for Recommendations</b></p> <p>To avoid the risk of further significant damage to the routes, as approx. £300k has been spent, over 3 years, on repair work, to counteract the damage caused by 4 wheeled vehicles.</p> <p>The permit scheme to be implemented allows for safer use of the routes by some motorised vehicles (landowners/business owners and motorcyclists with a permit), ensuring that some users still have a legitimate opportunity to use the routes, whilst limiting others who are causing substantial damage to the environment.</p> <p>For the reasons set out in the report the objections that remain are outweighed by the above advantages</p>	
<p><b>Resource Implications:</b> If the objections are not over ruled and implemented as advertised, the Service will continue to expend large sums of Council revenue keeping these routes in a fit and proper state for legitimate users, neither will we be able to improve safety or protect the rural environment. If those objections relating to the introductions of permits for some legitimate use are upheld, it will limit the opportunity to manage users, as, because access has to be maintained for horse rider access, motorcycle access will remain available – the implementation of permits will allow enforcement of unregistered users, and the ability to remove permits if standards of behaviour are not maintained.</p>	
<b>Date signed off by <u>Executive Director:</u> <u>David Shepherd</u></b>	<b>11/03/2025</b>
<b>Is it also signed off by the Service Director for Finance: <u>Kevin Mulvaney</u></b>	<b>12/03/2025</b>
<b>Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer): <u>Sam Lawton</u></b>	<b>31/03/2025</b>

**Electoral wards affected: Holme Valley South**

**Ward councillors consulted: Cllr Jane Rylah, Cllr Moses Crook, Cllr Damian Brook**

**Public or private: Public**

**Has General Data Protection Regulation been considered: Yes**

## **1. Executive Summary**

- 1.1 The routes affected by this TRO proposal (Appendix 1 – TRO plans) are a mix of rural highways, Byways Open to All Traffic (BOAT's) and Bridleways, and they are subject to increased vehicular use by pleasure drivers, and 4 x 4 vehicles. This is considered to be a nuisance and causing danger to other legitimate by way users. This use has also caused direct damage to the routes, and subsequent secondary damage to the surrounding landscape such as blocked streams, damaged walls, etc.
- 1.2 The police have been asked on numerous occasions to deal with this issue using existing legislation, however the problem has persisted.
- 1.3 The Council has also been asked on numerous occasions to deal with this issue and considers that the most appropriate way forward is to create a prohibition of driving (except for emergency vehicles and permit holders) for the above roads. It is believed that it is appropriate to take action in this way as this will allow for:
  - Avoiding danger to persons or traffic;
  - Preventing damage to the road or to buildings nearby;
  - Facilitating the passage of traffic;
  - Preserving the character of a road especially suitable for walking or horse riding.
- 1.4 The proposals were formally advertised from 18 September 2025 to 16 October 2024 and during that time 14 objections were received.

This report seeks to give a summary of the objections received to the proposed Traffic Regulation Order (TRO) – 'TRO No 2 of 2024' – Various Roads in Holmfirth. The extent of the prohibition of driving can be found on the plans in Appendix 1.

## **2. Information required to take a decision**

- 2.1 There are 14 formal objections in total to the proposed TRO.
- 2.2 The objections are summarised in Appendix 2 and the objection for each can be found in full, in Appendix 3.

### **2.3 The objections from three broad categories:**

- 2.3.1 Lack of information about the permit scheme.

#### **Response**

When initial consultation was undertaken, representation was received from organisations supporting motorcycle riders, asking for the opportunity to legitimately use these routes.

Following discussions, the decision was taken to include a permit scheme to allow usage by motorcyclists, whilst holding them to account for their behaviour by means of a Code of Conduct and a permit that can be withdrawn, should they not follow that code.

The revised proposals was not subject to further consultation prior to the TRO being advertised and it is this aspect of the TRO that is raising concern. Some objectors feel their response would have been different, when initially consulted on.

The need for further consultation was not felt necessary, as the TRO was to be publicly advertised, and those previously consulted would be informed of their opportunity to further comment, should they wish to.

So, whilst supporting the principal of the prohibition of driving on several routes the objectors feel without seeing the permit scheme details there will still be an opportunity for 2 and 4 wheeled vehicles to be able to gain a permit to use these routes.

It is not intended to permit use of these routes by 4 wheeled vehicles with the exception of business / landowners, who have a right of access, maintenance and emergency vehicles.

The permit scheme seeks to limit the use to 2 wheeled vehicles and then to only those that sign up to the code of conduct, of which a draft version is in Appendix 4.

The permit scheme will monitor the number of legal motorcycle users on these routes and strengthen the case for governing bodies to act against any illegal users. The permit scheme also requires permit holders to sign up to a code of conduct which encourages and expects safe motorcycle use of the routes, strengthening capacity to manage anti-social driving which goes against the code of conduct associated with the permit.

If implemented as advertised, and the permit scheme applied, damage to the route will be monitored and further action taken should this be found to be necessary.

### 2.3.2 Objection to the prohibition of driving for all vehicles on these routes.

#### **Response**

A number of objections have come from motorbike riders who believe they should be allowed to ride these routes. Their understanding is that the prohibition of driving will ban them from doing so.

It is proposed that the prohibition of driving will have exemptions for motorbike riders if they are successful in their permit application and are willing to sign up to and abide by a code of conduct as shown in Appendix 4.

The permit scheme seeks to monitor the number of legal motorcycle users on these routes and strengthen the case for governing bodies to act against any illegal users. So rather than preventing access for these objectors, in the right circumstances, they can still enjoy their pursuits on these routes.

### 2.3.3 Concern that an important section of route has been missed off the prohibition of driving.

## Response

Appendix 1 shows the extent of all the prohibition of driving routes proposed under this traffic regulation order. However, two objectors believe that an additional section should have been included.

One objector stated “the TRO as drafted does not cover the western end of Scaly Gate or the southern end of Scar End Lane, the sections of these roads where recreational motorists (mainly motorcyclists) access unenclosed moorland I think you should include these sections of the roads in the TRO, i.e. the 85 metres of Scar End Lane between its junction with Scar Hole Lane and the proposed barrier location, and the section of Scaly Gate between the proposed eastern barrier location and its junction with Hirst Lane, Intake Lane and Scar End Lane.”

- 2.4 The extents of the proposed prohibition of driving mirror the temporary traffic regulation order that was introduced previously here to limit any further damage a number of years ago. The Council deem these restrictions effective and so have matched the previous extents of the temporary traffic regulation order to the permanent traffic regulation order.

The start and finish points were aligned to access rights and turnaround points and have worked well during the temporary traffic regulation order has been in effect. If the traffic regulation order is approved officers will monitor the prohibited area and other routes to make sure the restrictions remain effective.

- 2.5 Officers are required to be mindful of Regulation 9 of the 1996 Regulations when objections are received to any order. If that order has the effect of restricting loading and unloading and those parameters set out in within Regulation 9 (3) are met, in full, then a Public Enquiry will be required to determine those objections. With this in mind, it has been established that none of the objections received relate to loading and unloading and as such under Paragraph 9(3), the objections are not relevant and there is no mandatory requirement for a public enquiry

Regulation 9 then gives the Council the discretion to hold a Public Enquiry to determine any and all other objections. Given that the hearing and determination of objections in Kirklees, is done in a public forum, that being Cabinet Committee Local Issues, where the objectors can make representation, Officers are confident that the objections are sufficiently aired, and that no purpose would be served by holding a public inquiry

### 3. Implications for the Council

#### 3.1 Council Plan

An assessment of the request for permanent restrictions here has been made using the Council’s usual TRO processes which ensures it has been considered in a fair and balanced way.

#### 3.2 Financial Implications

There is the requirement to install 6 concrete barriers at 6 locations via our internal Highways team. Pre-existing gates and locking mechanisms are already installed at 4 other locations. This is therefore considered as a low-cost option to resolve the issue.

Without implementation of restrictions, the £300k investment already made into repairing these routes will be wasted, and additional budget will be required to continually repair damage and sustain these routes, so they are safe for all legitimate users.

### 3.3 Legal Implications

The Council has a duty under Section 41 of the Highways Act 1980 to maintain highways. The continued use of these routes the subject of the restrictions in the proposed TRO by the types of vehicles now proposed to be restricted would cause damage and the resulting lack of maintenance to these routes could result in notices being issued to the Council, under Section 56, Highways Act 1980 and, ultimately, ruled upon by the Crown Court and financial recompense resulting.

Under Sec 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- bb) the strategy prepared under [section 80](#) of the [Environment Act 1995](#) (national air quality strategy);
- c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- d) any other matters appearing to the local authority to be relevant

all of which, where relevant, are considered in the report above and below.

Notwithstanding the nature of the objections Officers are satisfied that the TRO has been consulted on and advertised as legally required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (1996 Regulations)

As there are unresolved objections remaining under Regulation 9(1) of the 1996 Regulations, the Council must consider whether to hold a public inquiry before approving and making the order objected to. The objections remaining do not give rise to an *obligation* to hold a public inquiry (Reg 9(3) of the 1996 Regulations) but it is still for the Council to exercise its discretion in this respect. This is considered in the report.

### 3.4 Climate Change & Air Quality

As this scheme aims to significantly reduce the volume of vehicles using the affected area, reduce congestion, and support pedestrians using the area, this will have a positive effect on Climate Change and Air Quality, and is in line with our current Strategy.

### 3.5 Other (eg Risk, Integrated Impact Assessment or Human Resources)

N/A

#### 4. Consultation Engagement

- The three local ward councillors were consulted on the proposals ahead of the formal TRO process. No concerns were raised relating to the introduction of the TRO from any ward councillors.
- Local residents, and users were consulted initially, and changes were made to the initial scheme as a result, ahead of the proposals being advertised.
- Statutory bodies and local land and business owners were also consulted in line with the Kirklees Council TRO process ahead of the formal public advertisement and no comments were received.
- The public advertisement of the TRO has allowed for objections or support to be received from the wider public.

#### 5. Options considered

- 1) That the objections should be considered outweighed, and the TRO be made and implemented as advertised.
- 2) That the proposals should be re-consulted on, then re-advertised, having allowed people to fully understand the permit scheme details.
- 3) That the objections should be considered to outweigh the advantages, and that the TRO should not be made.

#### 6.2 Reasons for recommended option

The option recommended by Officers is **5(1)** as detailed above. The reasons for this recommendation are as below:

- (i) While some of the objections are related to the permit scheme, the issue appears to be a lack of information for the objectors. The proposed permit scheme will limit access for 2 wheeled vehicles and is designed to prevent any further damage caused by non-essential use of the routes by 4 wheeled vehicles. Putting a formal Traffic Regulation Order in place will mean that only essential vehicular traffic and non-essential users utilising a lesser damaging 2 wheeled vehicle in accordance with a defined code of conduct can utilise the routes.
- (ii) The proposed TRO allows for recreational users to access these routes without the risk of significant, irreversible damage.
- (iii) The proposed TRO permit scheme and code of conduct gives Kirklees Council a level of control over the recreational 2 wheeled motorised users of the route and enables enforcement should this be necessary.
- (iv) No objections have been received stating objections to loading and unloading here but given that the road closures may have an effect on this ability for all drivers, a discretionary Public Enquiry has been considered. Taking this information into account a decision has been taken to follow the Council's best practice whereby the objections will be considered and a decision taken by a constitutional committee with access to the meeting by the public.

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

## **7 Next steps and timelines**

If the recommended option is taken and the objections are considered as not outweighing the advantages, a timeline will be developed to complete works to set up the permit scheme in line with the installation of vehicle barriers and closing/locking of pre-existing vehicle barriers on these routes.

If the objections are considered to outweigh the advantages, no further action will be taken at this time, and the roads will remain open for all users. The likely result of this is continued complaints from vulnerable users, continued damage to the routes and surrounding environment and continued revenue costs incurred to ensure these routes are maintained in a safe and proper manner.

## **8 Contact officer: Will Acornley**

**Email:** [will.acornley@kirklees.gov.uk](mailto:will.acornley@kirklees.gov.uk)

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

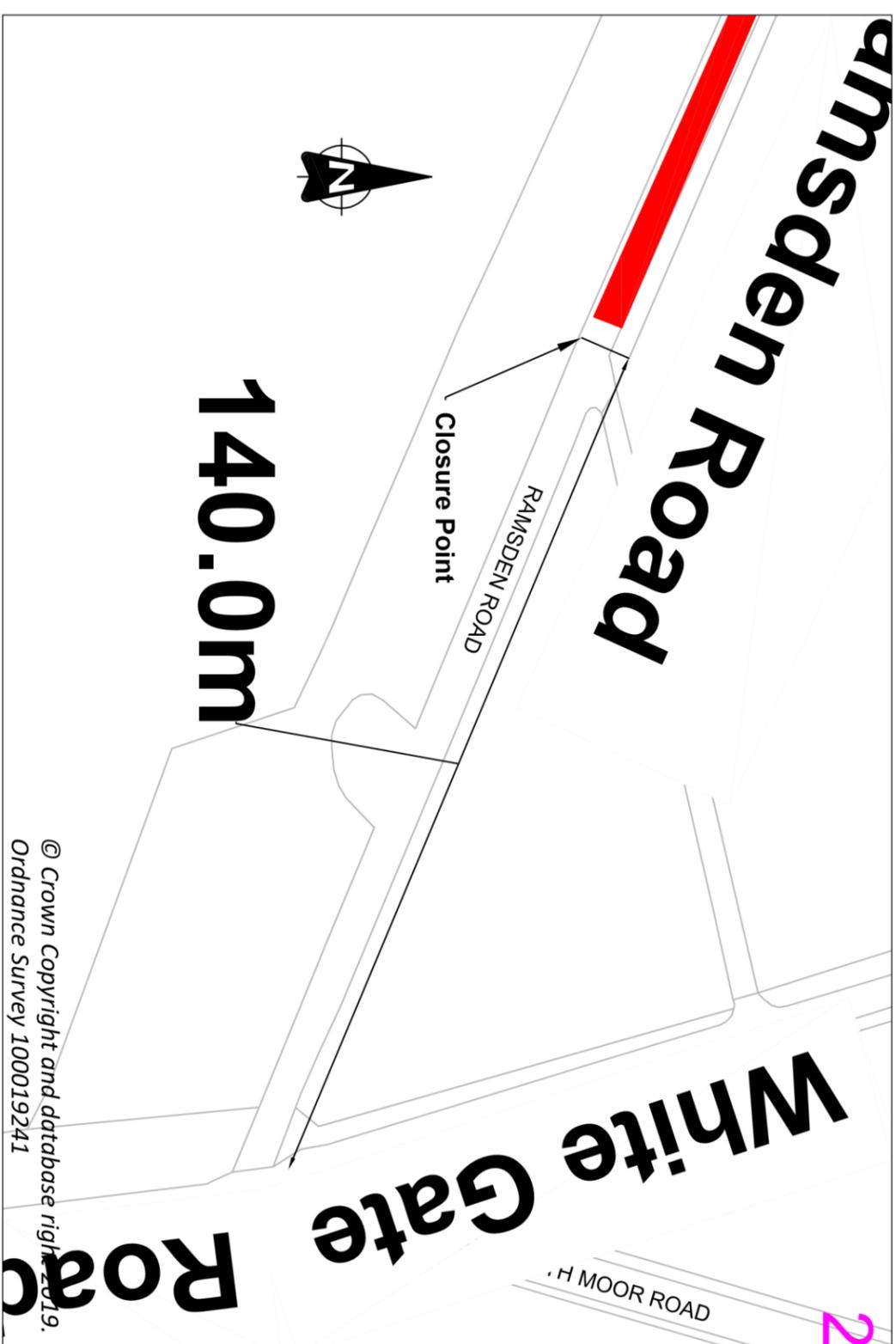
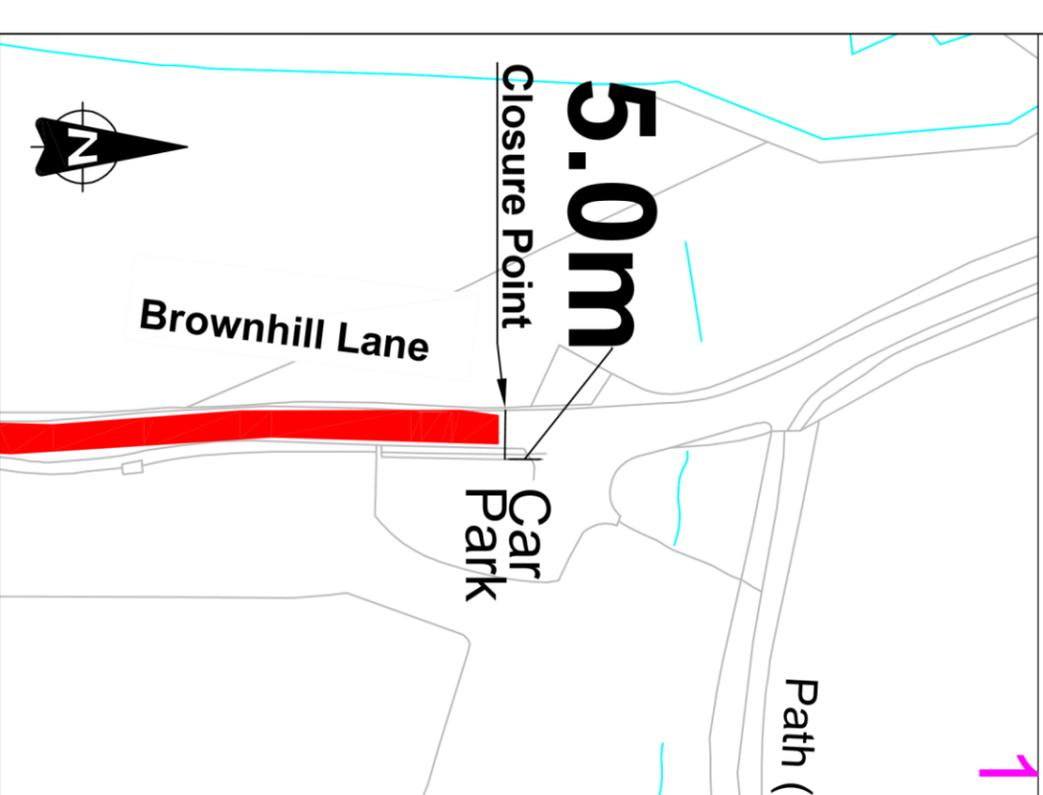
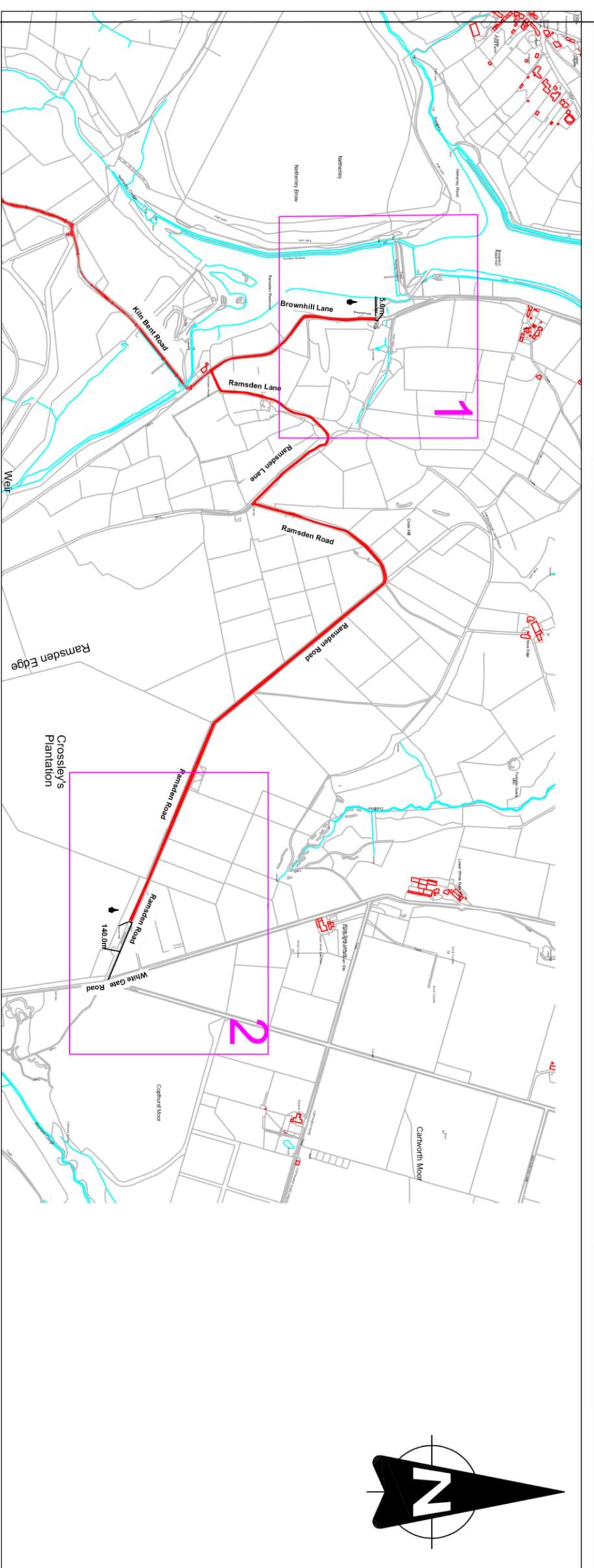
N/a

## **10 Appendices**

1. Appendix 1 – TRO plans
2. Appendix 2 – Summarised objections
3. Appendix 3 - Objections in full & redacted
4. Appendix 4 - Code of Conduct

## **11 Service Director responsible: Katherine Armitage**

This page is intentionally left blank



REF.	DATE	REVISIONS



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

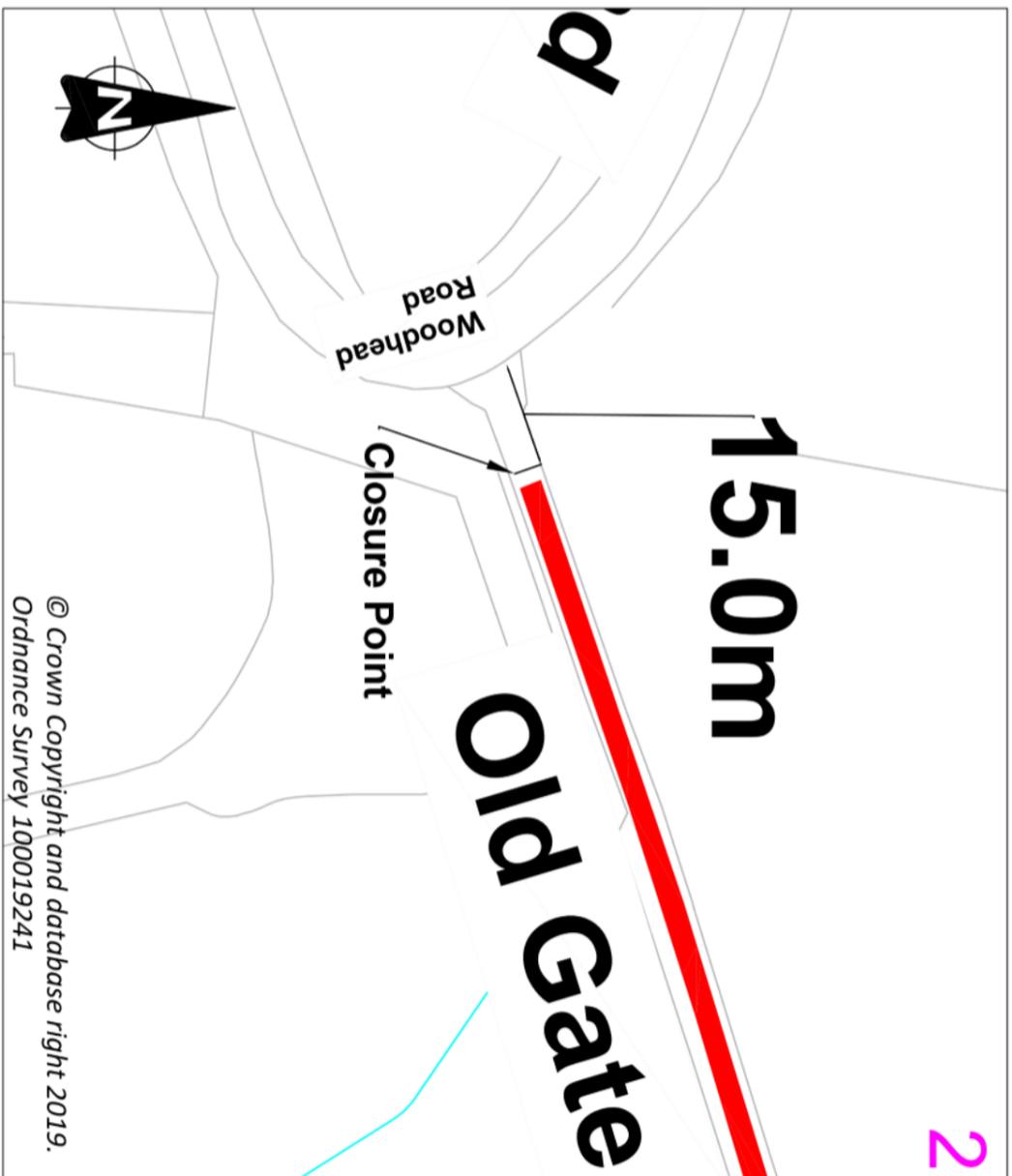
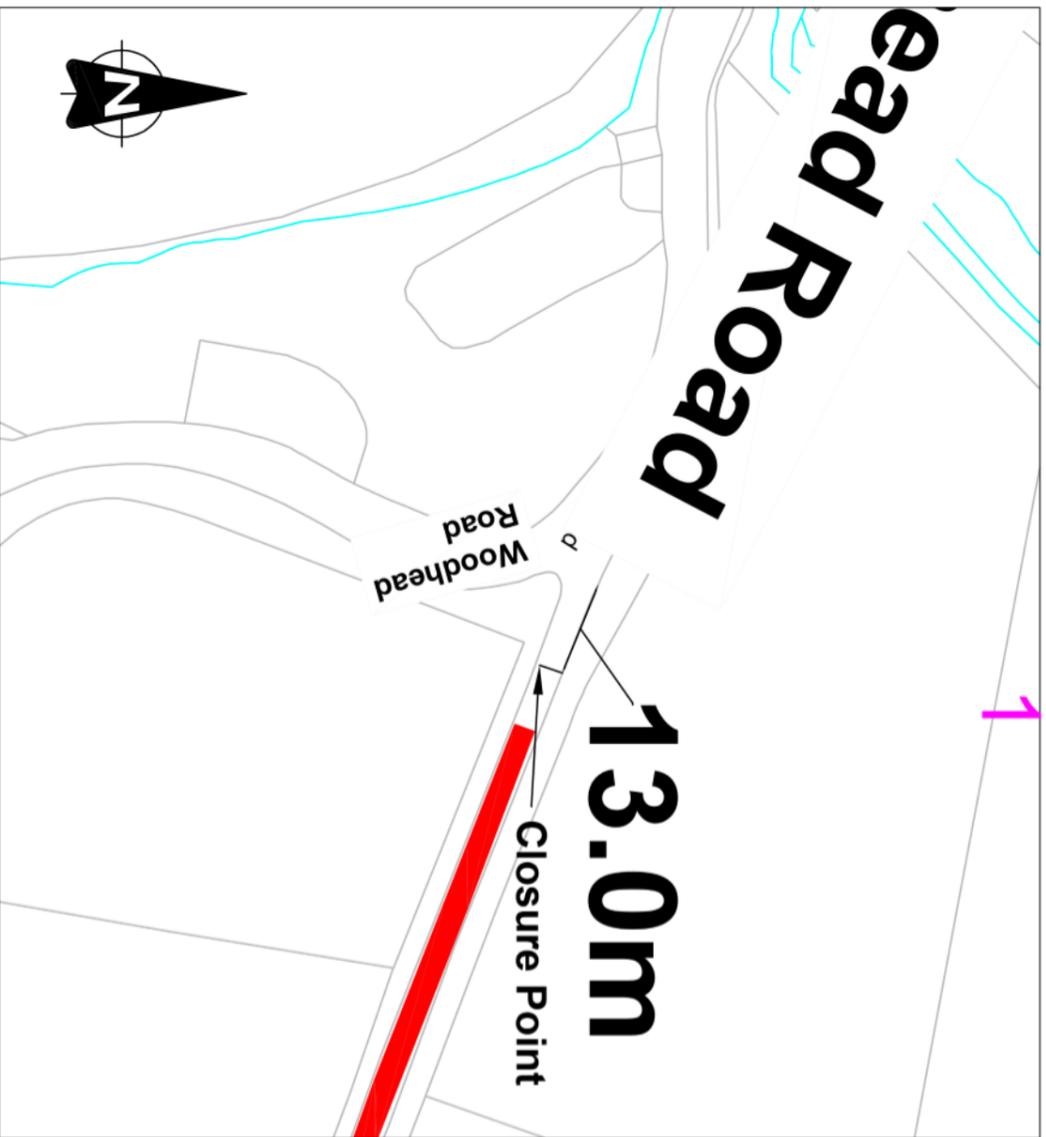
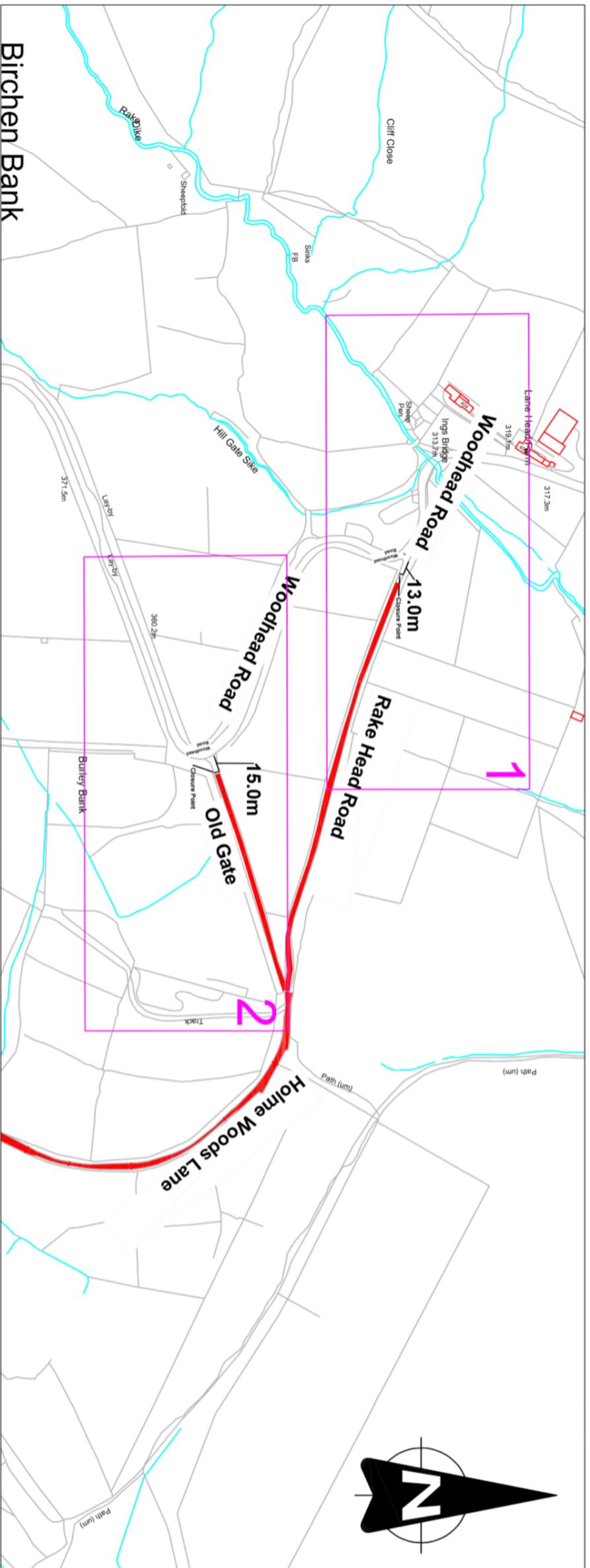
SECTION	Safety
DRAWN	JT
CHECKED	PW
SCALE	1:1000
PROJECT NO.	Safety
DATE	June 24

PROJECT  
TRO'S Yateholme Gate Locations  
Ramsden Road & Lane  
Brownhill Lane  
Kiln Bent Lane (part)

TITLE  
Plan 1 - Yateholme

DRAWING No.  
TF.18.200.343

© Crown Copyright and database right 2019.  
Ordnance Survey 100019241



REF.	DATE	REVISIONS

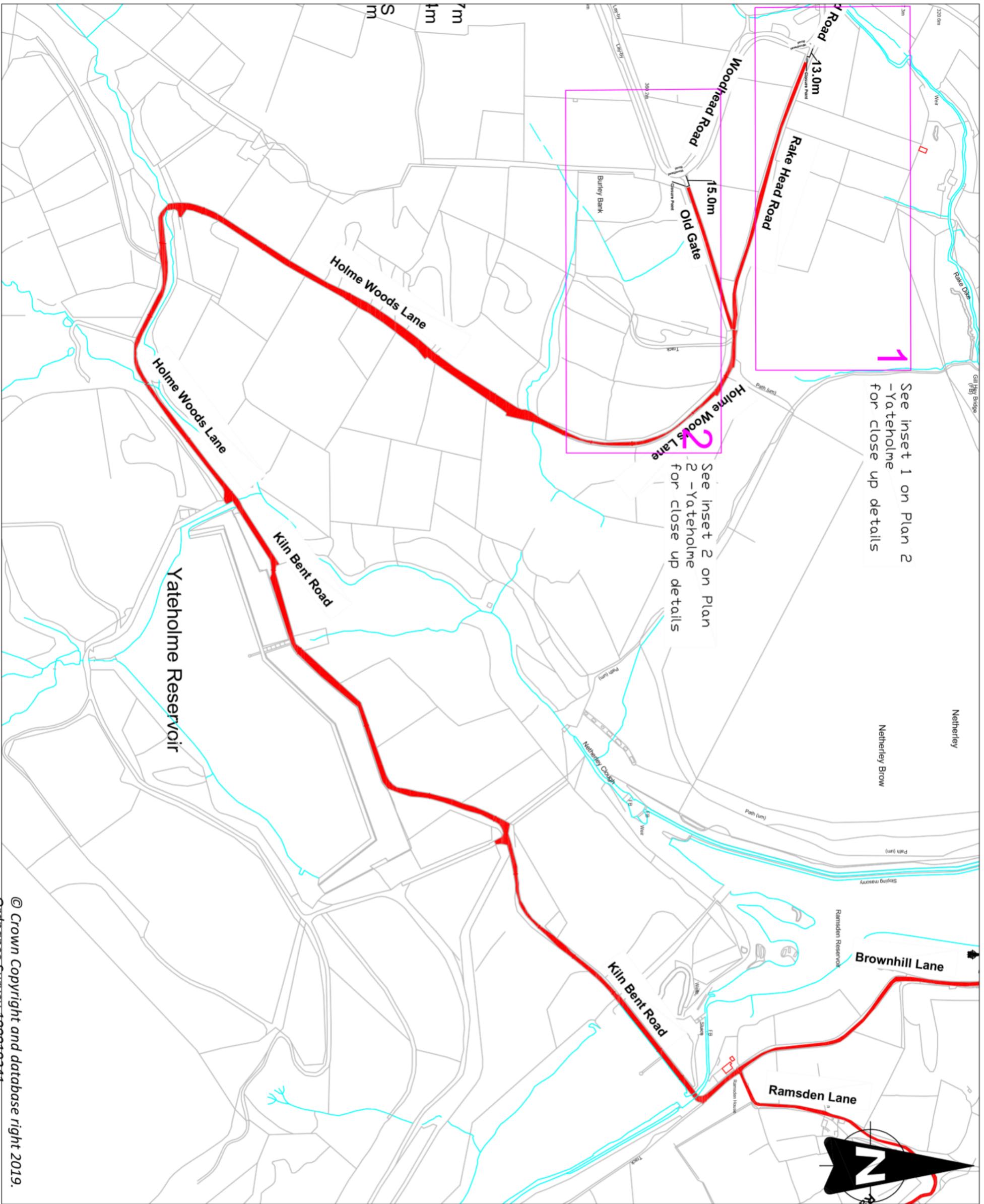


Streetscene & Housing  
Flint Street, Fartown  
Huddersfield, HD1 6LG

SECTION	Safety			
DRAWN	JT	CHECKED	PW	
SCALE	1:1000	PROJECT NO.	Safety	
PROJECT	TRO'S Yateholme Gate Locations Rake Head Rd, Old Gate & Holme Woods Lane (start)		DATE	June 24

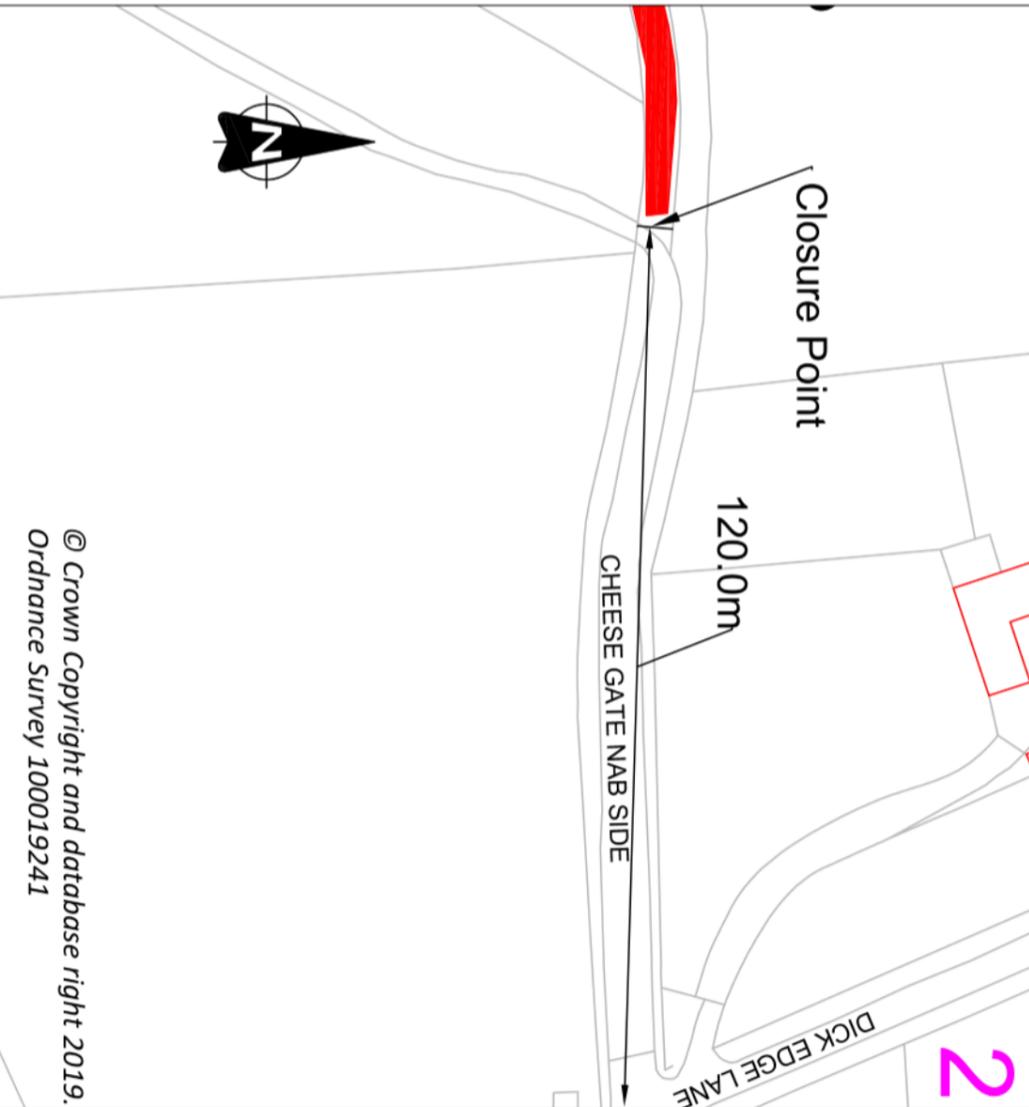
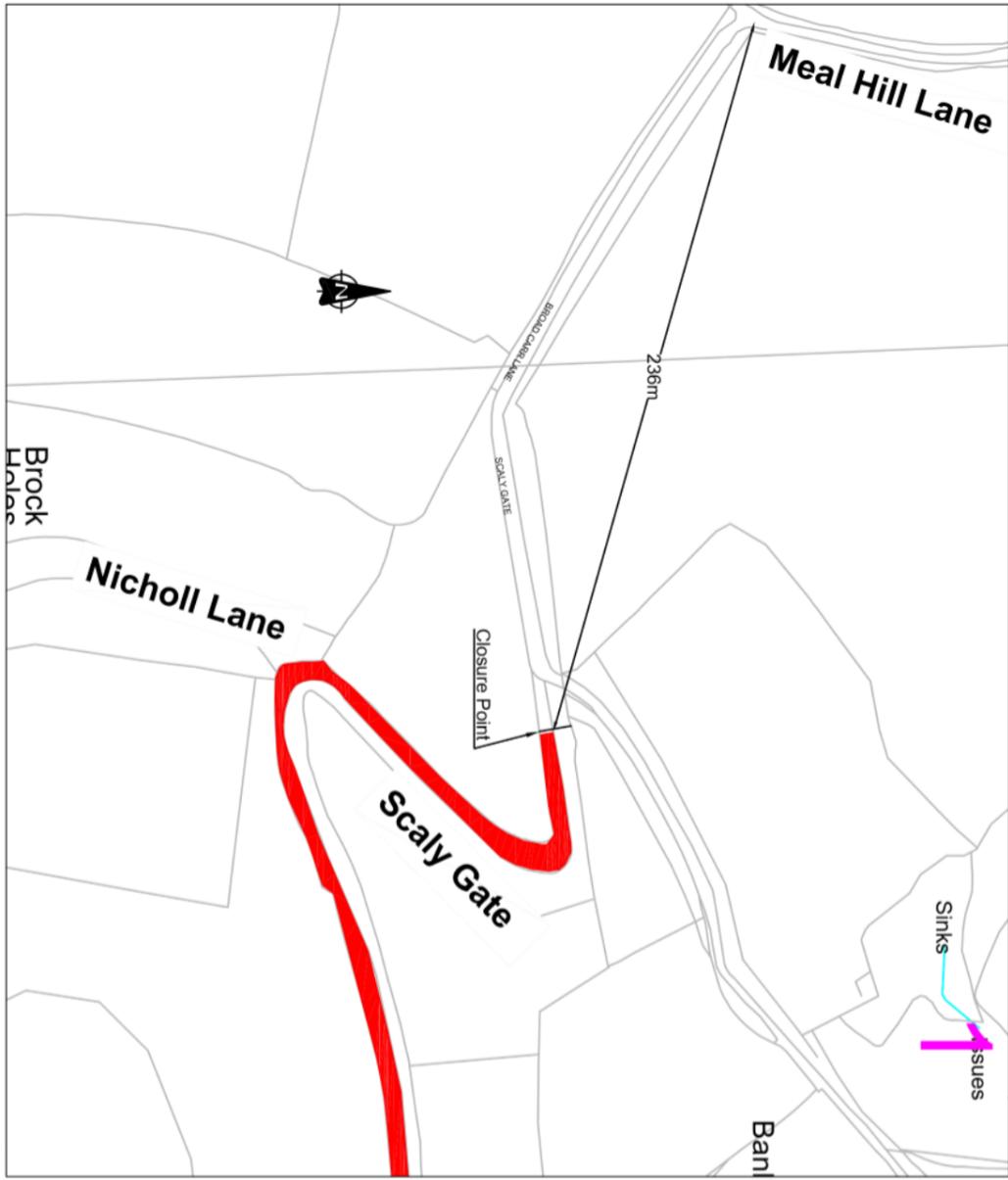
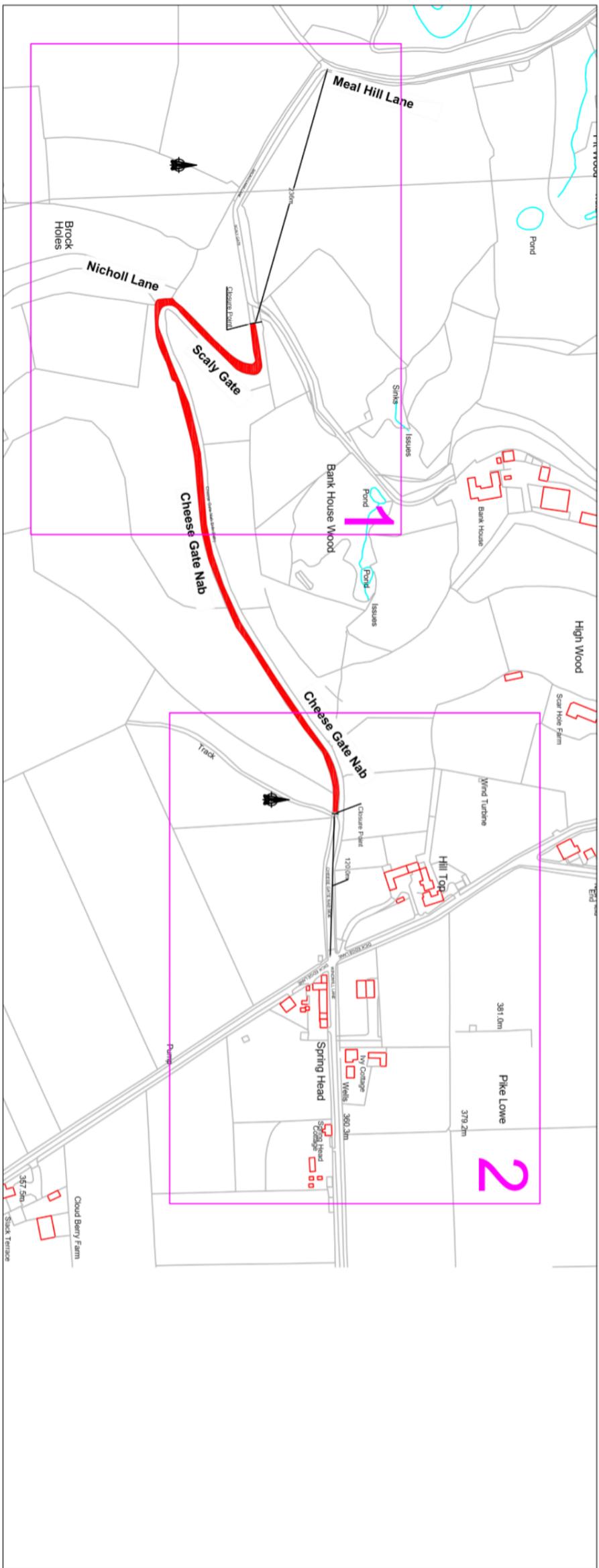
TITLE	Plan 2 - Yateholme		
DRAWING No.	TF.18.200.344		

© Crown Copyright and database right 2019.  
Ordnance Survey 100019241



© Crown Copyright and database right 2019.  
Ordnance Survey 100019241

	
<b>Streetscene &amp; Housing</b> Flint Street, Fartown Huddersfield, HD1 6LG	
SECTION	Safety
DRAWN	JT
CHECKED	PW
SCALE	PROJECT NO.
Custom	Safety
DATE	June 24
PROJECT	
TRO'S Yateholme Gate Locations	
TITLE	
Plan 3 - Yateholme	
DRAWING No. TF.18.200.345	



REF.	DATE



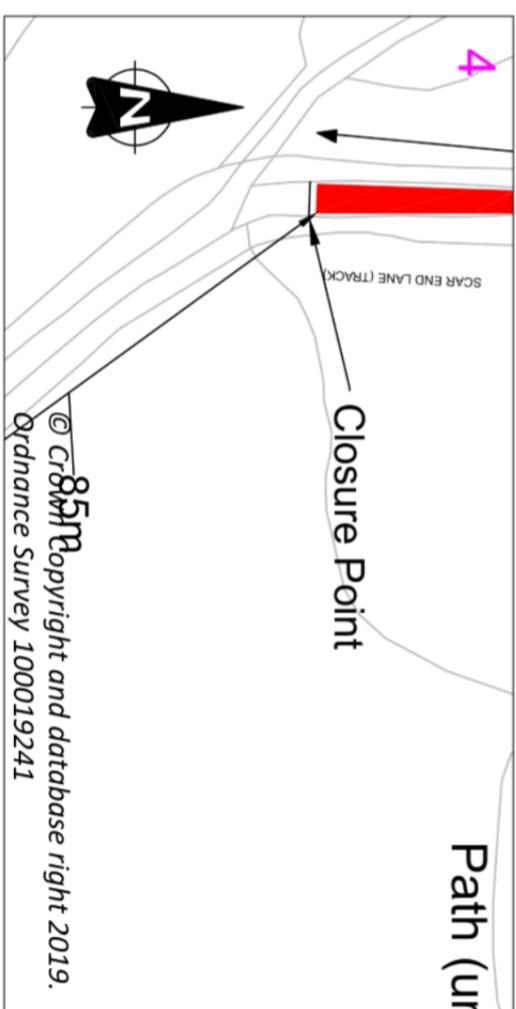
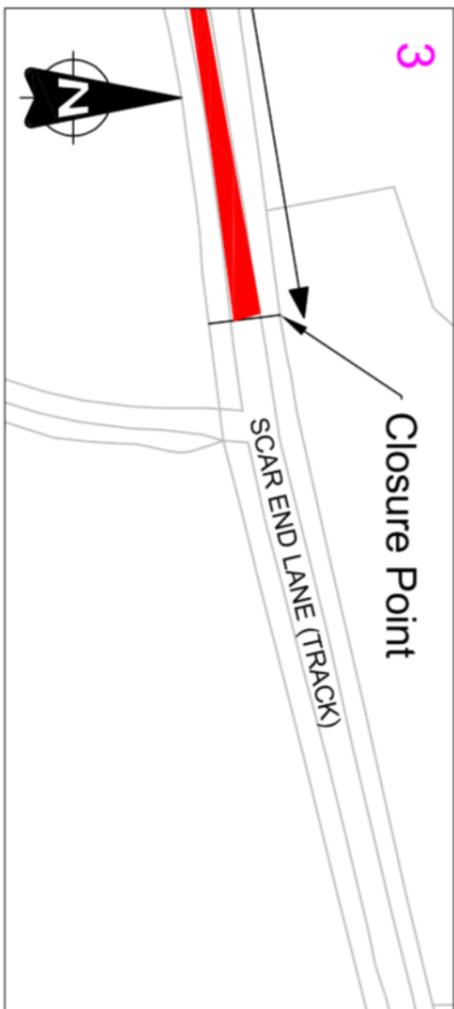
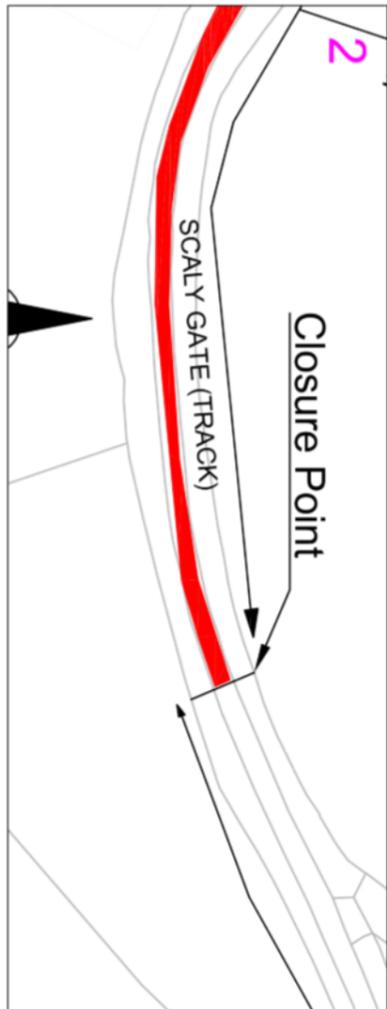
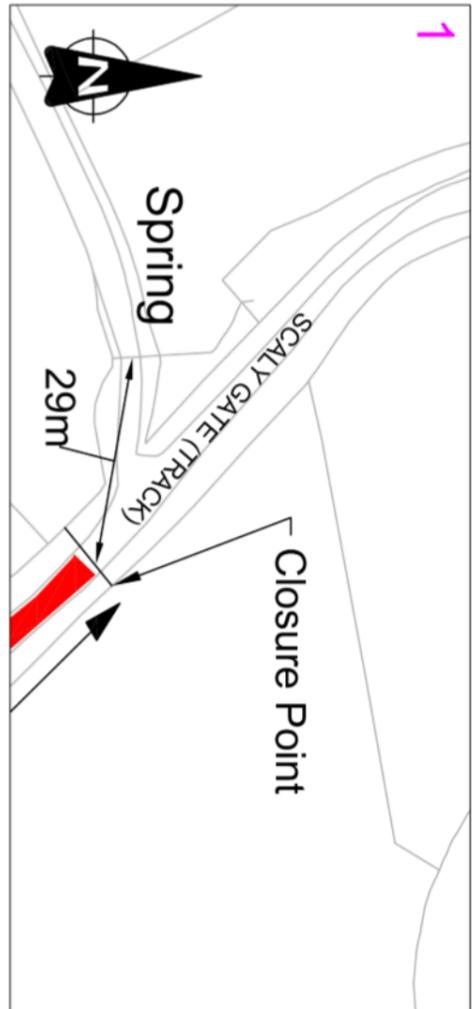
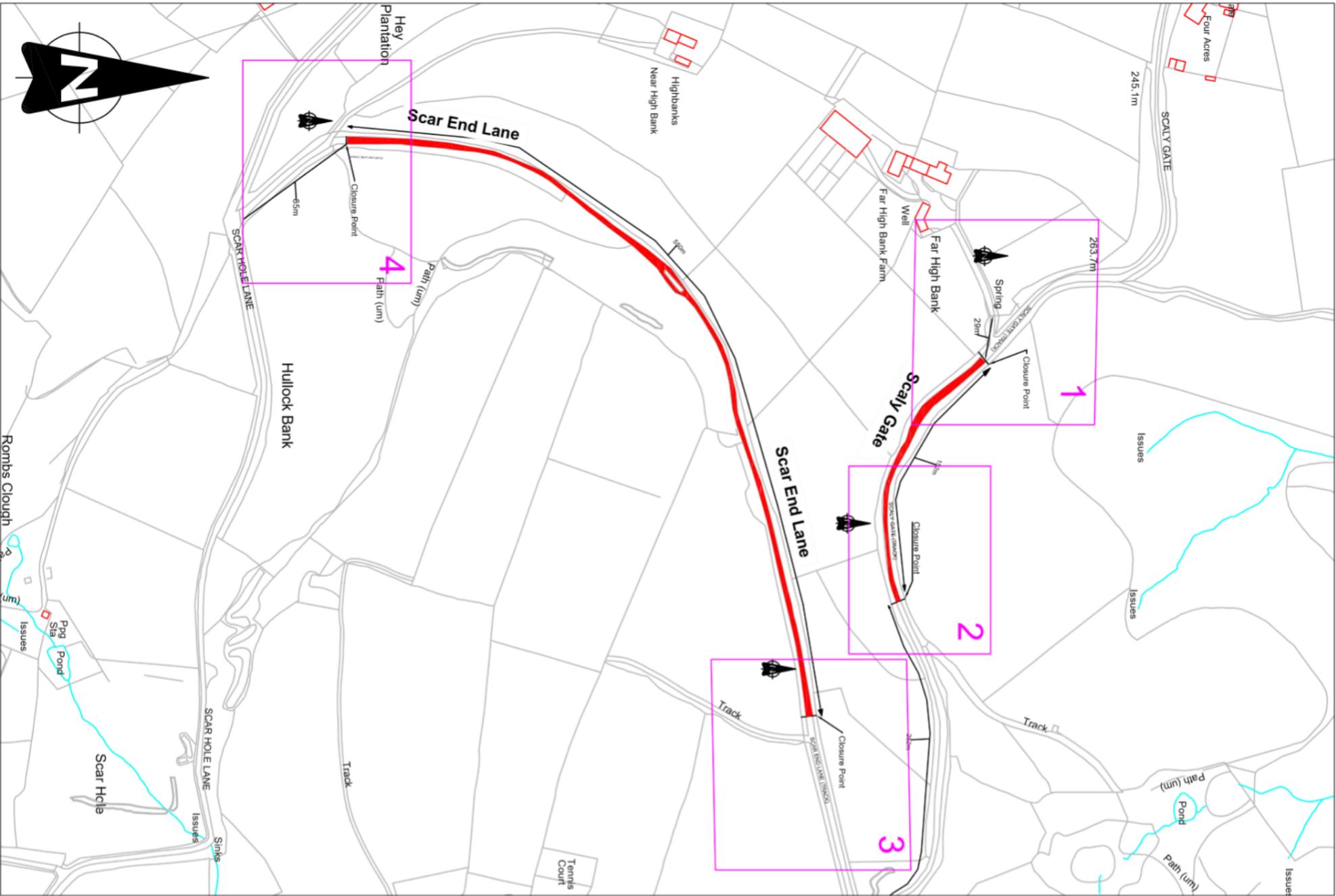
Streetscene & Housing  
Flint Street, Fartown  
Huddersfield, HD1 6LG

SECTION Safety	
DRAWN JT	CHECKED PW
SCALE 1:1000	PROJECT NO.
	DATE June 24

PROJECT  
(Scaly Gate/Cheese Gate Nab Side,  
Hepworth) (Proposed Traffic Regulation  
Order)

TITLE Plan 4 -Scaly Gate/Cheese Gate Nab Side	
DRAWING No. TF.18.200.347	
CAD No.	

© Crown Copyright and database right 2019.  
Ordnance Survey 100019241



REF. DATE	
SECTION	Safety



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

DRAWN	JT	CHECKED	PW
SCALE	1:1000	PROJECT NO.	
		DATE	June 24

PROJECT  
Scaly Gate/Scar End Lane, New Mill,  
Holmfirth (Proposed Traffic Regulation  
Order)

TITLE  
Plan 5 - Scaly Gate/ Scar End Lane

DRAWING No. TF.18.200.346  
CAD No.

© Ordnance Survey 100019241  
Ordnance Survey 100019241

This page is intentionally left blank

## **Appendix 2 – Summarised Objections**

### **Objection 1**

This objector covered a number of areas, the first was that we have not specified the basis on which permits will be issued to motor vehicles. Secondly landowners requiring access to Ramsden Road, Holme Woods Lane, Kiln bent Road, Rake Head Road & Old Gate would be inconvenienced by the introduction of the permit scheme.

They also believe consultation has been particularly poor and that residents, landowners (and their tenants) or Holme Valley Parish Council have not had an opportunity to shape the proposal.

For the section Cheese Gate Nab Side, Scar End Lane and Scaly Gate the objector believes a section has been missed off the extent of the prohibition of driving. The western end of Scaly Gate or the southern end of Scar End Lane.

### **Objection 2**

As a representative group for horse riders they want to see TROs on these routes but object to the TROs as currently proposed because the public has been given no information about the proposed permit scheme. This makes it impossible for anyone responding to the consultation to give an informed opinion and invalidates the consultation.

### **Objection 3**

This objector does not agree with banning vehicles, if you ban vehicular use you will not stop anti-social use as these are people who don't care and will still use the routes.

Let us not forget that throughout the whole proposal, the routes that are being proposed are repeatedly being referred to as ROADS, or HIGHWAYS, and all legal users should have equal right to use them.

The " considered increase in vehicular use " mentioned is an effect of this policy, by persistently closing legal routes used it concentrates use on the remaining routes. I have no doubt there are an incredibly small minority of anti-social users of the roads mentioned, this does include walkers and horse riders but only vehicle users are getting banned.

### **Objection 4**

As a local resident and with passion for off-road motorcycling this objector believes it is wrong to prevent access. Stronger enforcement and a police presence should be enough to deter those abusing these routes.

### **Objection 5**

This objector states that permits will not improve things as they will be impossible to police and they will not prevent damage, noise, pollution or safer riding.

### **Objection 6**

The TRO proposes a permit scheme but not who will be entitled to receive a permit. The objector believes no motor vehicle should be allowed on these routes. A review of where all the barriers are sited to prevent unwanted access should be undertaken and this review should include how the restrictions affect those persons with protected characteristics under the Equalities Act.

### **Objection 7**

This objector supports the introduction of the TRO but not the inclusion of access being made available by permit holders. So they are saying no motorised vehicles should have access on any of these routes.

### **Objection 8**

This objector supports the introduction of the TRO but not the inclusion of access being made available by permit holders. So they are saying no motorised vehicles should have access on any of these routes.

### **Objection 9**

This objector request that full details of the permit scheme are made available with this TRO. They then go on to say no motorised vehicles should have access on any of these routes.

### **Objection 10**

This objector campaigns for the rights of walkers, horse riders, pedal cyclists, carriage drivers and the disabled to use green lanes (byways open to all traffic and unsealed unclassified roads) without danger, difficulty and inconvenience caused by recreational motor vehicle use. They support the introduction of the TRO but not the inclusion of access being made available by permit holders. So they are saying no motorised vehicles should have access on any of these routes.

They also believe that the western end of Scaly Gate or the southern end of Scar End Lane should have been included in the prohibition of driving.

### **Objection 11**

This objector supports the introduction of the TRO but not in the current way it has been drafted. This is due to the fact some vehicles will be exempt from the “prohibition” if they display a valid permit, without the TRO explaining to whom or to what class of user the permits may be granted.

**Objection 12**

This objector supports the introduction of the TRO but all motorised vehicles should be prohibited. Priority use of the lanes should be for horses, pedestrians and cyclists only, not for any motorised vehicles.

This page is intentionally left blank

## Appendix 1 - Objections received to TRO No 2 of 2024 – Various Roads in Holmfirth

### Objection 1

As a resident and frequent user of these routes I support the proposed Traffic Regulation Order (TRO) in principle, but object to the proposal for permissive use by some recreational motorists and to the lack of consultation regarding Ramsden Road and connecting routes. I therefore object to elements of the first schedule and to the references to permits in the proposed order and the statement of reasons.

My response groups the roads into through routes, because our points differ for each of these routes.

Ramsden Road, Holme Woods Lane, Kiln bent Road, Rake Head Road & Old Gate

- You indicate in the current draft TRO that it will not apply to motor vehicles which display a permit issued by you. But, unlike the 2021 PSPO, you have not specified what the conditions for issuing permits will be. I think, to meet the issues identified by the 2007 petition, by you in the 2009 report to Cabinet, by PDNPA, and to fulfil the statutory purposes (avoiding danger, preventing damage, facilitating the passage of non-motorised traffic, preserving the character of a road especially suitable for walking and horse-riding) given in your statement of reasons, you should only issue permits for use as indicated in paragraphs 2.2.1, 2.2.2 and 2.3 of the draft TRO and for use by people requiring access to land accessed from the route, i.e. all recreational motor vehicles (cars, quad bikes and motorcycles) should be prohibited.
- Unlike the other routes on this proposed TRO, legitimate access is required by Landowners and others. The route will tolerate this limited access without significant intervention but it is quite clear that the damage caused by recreational vehicles and motorbikes is unsustainable unless frequent maintenance is carried out; something that Kirklees has been reluctant to do historically and in any case would be an inappropriate use of public funds.
- It seems to me that imposing a permit TRO for motorised access to these lanes (other than Old Gate) would inconvenience owners and occupiers of land and other premises adjoining the route, and their visitors.
- Consultation; once again it seems that this has been particularly poor for this area. A recent FOI request revealed that no-one has actually been consulted on the proposed TRO meaning that residents, landowners (and their tenants) or Holme Valley Parish Council have not had an opportunity to shape the proposal. One resident in particular would effectively be “locked in” behind gates / barriers without any explanation how such a system would operate.
- Gates / Barriers; these were installed in February 2023 for the then proposed PSPO. Again these were positioned without any consultation and it was quickly recognised by residents and landowners that at least two of the four were inappropriately located and would lead to unnecessary inconvenience if they were ever to be put into operation. These gate form part of the proposed TRO and therefore are unacceptable.

## Cheese Gate Nab Side, Scar End Lane and Scaly Gate

These three unsealed unclassified roads are outside PDNPA, but close enough to the routes described above to form part of the circuits popular with recreational motor vehicle users of green lanes. In the 19th century they were well-maintained for horse-drawn vehicles, but were not (or only partially) sealed with tarmac in the 20th century because there are alternative tarmac roads in their vicinity which provide access between the A616 and the top of the steep hillside to the north-east. Use by recreational motor vehicles (motorbikes and 4x4s) has led to significant damage and nuisance for local residents and other non-motorised users of these routes.

However the TRO as drafted does not cover the western end of Scaly Gate or the southern end of Scar End Lane, the sections of these roads where recreational motorists (mainly motorcyclists) access unenclosed moorland. I think you should include these sections of the roads in the TRO, i.e. the 85 metres of Scar End Lane between its junction with Scar Hole Lane and the proposed barrier location (closure point on Plan 5), and the section of Scaly Gate between the proposed eastern barrier location (closure point on Plan 5) and its junction with Hirst Lane, Intake Lane and Scar End Lane. If you do not include these sections in the TRO, the motor vehicle damage to these unenclosed areas will continue. There will also be problems from recreational motorists driving on these two narrow sections and then having to turn round when they get to the barriers. I do not ask that you change the barrier locations, as I understand local residents and businesses have been consulted on these (unlike the Yateholme area), merely that you extend the lengths of road covered by the TRO to allow you to put up TRO traffic signs at the southern end of Scar End Lane and the eastern end of Scaly Gate.

### **Objection 2**

Peak Horsepower Bridleway Group represents the interests of horse riders throughout the Peak District. We have over 400 individual members. We are affiliated to the British Horse Society. Bridleway groups throughout the Peak District are affiliated to us.

Recreational motor vehicle use of Scaly Gate, Scar End Lane, Ramsden Rd, Brownhill Lane, Kiln Bent Rd, Rake Head and Old Gate is making these tracks unsafe or inaccessible for horses and riders. The problem for equestrians is twofold: a) the ruts made by off-road 4x4s and motorbikes are making much of these routes impassable for horses; b) the speed at which vehicles are driven, in particular motorbikes, is making the routes dangerous, particularly where there are unsighted bends.

We want to see TROs on these routes but object to the TROs as currently proposed because the public has been given no information about the proposed permit scheme. This makes it impossible for anyone responding to the consultation to give an informed opinion.

We think that the failure to include essential information about the permit scheme invalidates the consultation and that Kirklees needs to start all over again, this time providing full details of the aims and operation of any permit scheme: how many permits would be issued, who or what class of motor vehicle would be entitled to have a permit,

how many passes a year by motor vehicles the scheme would allow, how and by whom the scheme would be managed, how it would be enforced, and how abuse of the scheme (for example by the sharing of padlock codes to any locked gates) would be prevented.

The Statement of Reasons says that the purpose of the TROs is to prevent danger and damage, to facilitate the passage of users along the routes, and to 'preserve their character for walkers and horse riders'. Should the proposed permit scheme be intended to allow continued passage by any recreational 4x4s and/or motor bikes, the danger and damage and the effective exclusion of equestrians will continue.

Because of their character the only motor vehicles which should be allowed to use these tracks are those of residents, landowners and farmers needing access, plus the emergency services.

The TROs should be full-time excluding all types of recreational motor vehicles.

### **Objection 3**

I object in the strongest possible sense to the proposed order.

Having read the statement of reasons on the issue, on the face of it, the reasons for the claimed proposal seem sensible issues that would be good to argue, however, the points made have all been created by the obviously apparent policy of Kirklees council to stop any kind of "Green Laning" activity in the borough.

The "considered increase in vehicular use" mentioned is an effect of this policy, by persistently closing legal routes used it concentrates use on the remaining routes. I have no doubt there are an incredibly small minority of anti-social users of the roads mentioned, this does include walkers and horse riders but only vehicle users are getting banned.

IF YOU BAN VEHICULAR USE, YOU WILL NOT STOP ANTI SOCIAL VEHICULAR USE, AS THESE ARE PEOPLE WHO DONT CARE AND WILL STILL USE THE ROUTES.

Everyone else who legally and courteously use the routes will suffer for the incredibly small minority.

"Avoiding danger to persons or traffic"

Danger is present in the vicinity of any highway.  
Are you suggesting we close all roads to avoid danger?  
Nobody has been injured by a vehicle on these routes.

"Preventing damage to the road or buildings nearby"

I have ridden and walked all the routes in question, the "damage" to the roads is in the vast majority by storm water and the bare minimum of maintenance would prevent this.

"Facilitating the passage of traffic"

Are you kidding me? You are contradicting yourselves ! Are you not trying to ban traffic?

"Preserving the character of a road especially for walking or horse riding"

Let us not forget that throughout the whole proposal, the routes that are being proposed are repeatedly being referred to as ROADS, or HIGHWAYS, and all legal users should have equal right to use them.

I will finish by saying I feel this email is a waste of time. Pretty sure nobody will read it or reply, nor will it have any impact given the councils proven track record on these matters, expense of surveys and how far down the road this forgone conclusion seems to be, as people who enjoy these roads in, or on vehicles are a minority. The lack of support for this minority both in the council, and with the vastly larger walking and bike riding community makes it easy to get away with the obvious discrimination on display over past decades.

#### **Objection 4**

I have lived around the local area all my life and have a passion for off road motorcycle riding. Ramsden Road has been a big part of enjoying the local area on my motorcycle without the need to travel farther afield in my van to get the same enjoyment that is on the door step. Surely this could be policed better by putting speed limit signs on it or the police utilising the public expense of their off road bikes and parking on there every once in a while to educate the minority who are abusing it. There are 100s of miles of foot paths in the area that walkers can use and it seems abit unfair that the limited facility's that we have to ride and enjoy our motorcycles what we have spent money on to enjoy the local lanes are getting targetted and closed down by people who don't understand our interests and it is called "Ramsden Road" not Ramsden Footpath. I hope this will remain open for all users to keep enjoying.

#### **Objection 5**

The use of permits is impossible to police. It will not stop the number of, or illegal vehicles using the roads.

Permits will not stop the further destruction of the already dangerous roads.

Permits will not stop the invasive noise from these vehicles in the surrounding areas of the roads.

Permits will not stop the exhaust pollution which does travel in the surrounding areas of the roads.

Permits will not stop the dangerous speeds at which the vehicles are driven.

I have myself, witnessed a neighbour falling over when a train of vehicles did not attempt to slow down to pedestrians, these speeds are dangerous on single track roads. I have myself ended up in the drainage ditch after having to slam on my brakes as a number of bikes sped at ridiculous speed down the road, they did not stop, permits will not stop this occurring and it is only too common.

Permits will not stop the negative impact on wildlife and fauna.

Permits will not stop the destruction of walls, again I have witnessed this occurring. The roads are not suitable for vehicles such as these and it is only a matter of time before a serious accident happens if it hasn't already.

## **Objection 6**

Peak & Northern Footpaths Society object to the proposals on the following grounds.

1. The orders propose a permit scheme but include no details of the type of vehicles, numbers, or times of year these vehicles would be permitted access and how the scheme would be policed effectively.
2. The council does not provide any assessment of the effect the vehicle permit scheme use will have on the highways in terms of damage and loss of amenity to other users and on adjoining land.
3. The Society considers that ALL public motor vehicles should be restricted from these lanes at ALL times. Without this the stated aims of the orders cannot be met.
4. It is the normal motor vehicle traffic on the lanes which is causing the damage rather than any increased vehicle use. This has previously been admitted in writing by Kirklees officers. No data is included in the statement of reasons to back up the councils view.
5. The damage caused to surrounding land, walls and drains is deliberate and the Society has provided numerous video evidence of motor cycle groups and 4x4 groups participating in such activity. Presumably, these are the same groups who will have permit access? But this is not clear.
6. Siting of ALL the proposed barriers needs comprehensively reviewing to ensure they are in the correct location and effective. A review of how they affect persons of some protected characteristics under the Equalities Act does not appear to have been carried out and should be done urgently. This was promised by officers under previous proposals.
7. The current damage on Ramsden Road which is caused by normal motor vehicle use of the byway is costing Kirklees some £300k to repair a stretch of about 500m. The proposed orders will not protect this investment or further damage to the highway here.
8. The other lanes contained in the orders are in a similar state of disrepair and again the orders as proposed will not protect them from further ongoing damage from vehicles.

## **Objection 7**

First I want to say that as a resident of Butterley Lane and regular walker of Scaly Gate and Scar End Lane (and occasionally of Cheese Gate Nab) I am very pleased that the Council are proposing this order. I agree with the statement of reasons generally (but not the repetition of the Council's attempts to suggest the police are in some way responsible). For completeness I suggest that restoration of the amenity of the area could be added to the reasons.

However I do have some observations, as follows:

1. Article 2.2.3 contemplates permits although no clue is given as to the circumstances in which this might apply. I cannot see that any access will be required other than for the parties identified in articles 2.2.1 and 2.2.2 (adjoining owners already have access by definition).

2. I am concerned that article 2.2.3 might be employed to permit access contrary to the principles set out in the statement of reasons, e.g. for recreational use (which is the cause of all the problems). Such use of permits would clearly be inappropriate if not unlawful.

3. Physical barriers will certainly be required to prevent access. The use of permits raises the prospect of barriers which can be opened and so will materially handicap the effectiveness of physical barriers.

In conclusion I suggest that article 2.2.3 should be deleted.

## Objection 8



16 OCT 2024

12.10.2024

Re Traffic No 02 Order 2024  
Various Roads in Holmfirth (Plan 5)

Ref DEV/HG/D116 -2402

To TRO Objections @ Kirkdees Council

As residents of [REDACTED] we are in total agreement for these lanes (PLAN 5) to be closed but object to permits being given to anyone other than emergency services and local farmers /landowners.

The majority of these lanes are impassable now due to the damage caused by the reckless drivers in 4x4 vehicles and motorbikes. Allowing permits to be obtained by these people is going to allow the destruction and everyday disturbance to continue. A large majority of these vehicles are not road legal and do not have visible number plates (motorbikes) As they tend to travel in convoys up and down at any time day or night this causes huge risk for cyclists, walkers, horse riders etc. as the lanes have not got passing places and have high bankings on either side.

We have to listen to the constant noise of revving engines as they travel up the steep lane directly in front of our house which is made worse during wet or snowy weather when the number of vehicles increase. The damage to the surface of the lanes is indescribable making it dangerous and impassible in places for people on foot – drains are blocked and when wet this allows torrents of water to take hardcore, stones, sludge etc to lower levels- we then have the task of clearing up as road sweepers seem to be a thing of the past.

Large Concrete blocks were installed (by Kirkdees Council) a good while ago on the above lanes and also surrounding nearby lanes to put a stop to this situation and it worked instantly. As soon as they were removed for reasons unbeknown to us we were inundated by the vehicles immediately and the scenario continues.

The Concrete Blocks Work  
Permits will not Work

Yours Faithfully



## Objection 9



Kirklees Council Legal Services,  
PO Box 1720,  
Huddersfield, HD1 9EL

By email [TRO.Objections@kirklees.gov.uk](mailto:TRO.Objections@kirklees.gov.uk)



11 Oct 2024

Dear Legal Services,

**DEV/HG/D116-2402 - PROPOSED TRAFFIC REGULATION ORDER (NO 02) VARIOUS ROADS IN HOLMFIRTH 2024 - CHEESE GATE NAB SIDE, BROWNHILL LANE, HOLME WOODS LANE, KILN BENT ROAD, OLD GATE, RAKE HEAD ROAD, RAMSDEN LANE, RAMSDEN ROAD, SCALY GATE, SCAR END LANE, HOLMFIRTH**

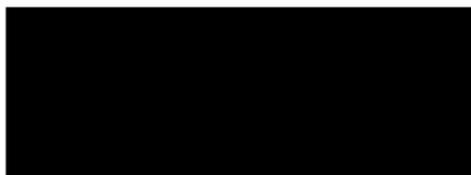
CPRE PDSY opposes the draft TRO as written and urges Kirklees Council to amend it before further consultation. All the above named routes and associated verges banks and walls have been severely damaged by recreational 4x4s and motorbikes. The use of such vehicles on these routes has also brought nuisance for residents, and danger for non-motorized users (NMUs). We have long campaigned for the application of TROs restricting the use of these routes to NMUs only. However, Kirklees is proposing a permit scheme for use of the lanes by some vehicles, the details of which are not available with the consultation. Also, Kirklees should strengthen the statement of reasons for the TRO.

### Permit scheme

The TRO would prohibit any vehicle unless it *'displays in the relevant position a permit issued by the Council'*. No details are given about the permit scheme - times of year when it would apply, number of days of use, which vehicles would be subject to a permit, number of permits that the Council intends to issue, which direction vehicles may travel in, conditions under which permits may be cancelled, how the scheme would be enforced and who would administer it. There is no suggestion that it would only be open to residents. Any public consultation must make available sufficient information (in an accessible and easily interpretable format) to enable the public to give 'intelligent consideration' to the proposal (Gunning Principles). Full information about the permit system must be available with the draft TRO.

### Reasons for proposed TRO

The purposes of the TRO as given in the Statement of Reasons includes:



## Objection 10

1. GLEAM campaigns for the rights of walkers, horse riders, pedal cyclists, carriage drivers and the disabled to use green lanes (byways open to all traffic and unsealed unclassified roads) without danger, difficulty and inconvenience caused by recreational motor vehicle use.

2. We would support this proposed Traffic Regulation Order (TRO) in principle, but object to the proposal for permissive use by some recreational motorists. We would also like to point out ways in which the TRO could be clarified, improved and made more effective. We therefore object to elements of the first schedule and to the references to permits in the proposed order and the statement of reasons. We also comment on what Kirklees Council might learn from its own previous experience of trying to protect these roads, and the land they provide access to and the communities they serve, from the problems caused by recreational motor vehicle use. Our response groups the roads into five through routes, because our points differ for each of these routes.

### Ramsden Lane and Ramsden Road

3. This route is a byway open to all traffic (Holmfirth 175 and 180 on Kirklees Council's definitive map and statement of public rights of way). This definition means that it can legally be used by the public on foot, on horses, on cycles, and with horse-drawn and motor vehicles, but is mainly used for the purposes for which footpaths and bridleways are used i.e. by walkers and horse riders.

4. You (Kirklees Council) first consulted on a TRO proposal for this route in 2006, because of concerns expressed "by a number of local residents and users about issues in relation to vehicular traffic and safety", but did not take it forward because two of the councillors for the Holme Valley South ward did not support the proposal. You then received a petition in late 2007 asking for a TRO because "off-road motorised vehicles" were using the route, a use "incompatible with the peaceful enjoyment of the natural beauty" of the area by non-motorised users, and because the recreational motorised use resulted in "very significant risks and potential dangers.. and extensive damage to the surface and verges of the byway". This petition was considered by Cabinet in June 2009. The officer's report included an appendix with photos and descriptions of sections of the route where its width makes it difficult/unsafe for a car to pass a non-motorised user and where "off-road drivers" had driven on and damaged the boundary banks and verges and an old quarry adjoining the route. This appendix noted that ruts had "occurred partly as a result of water running down the byway, however concentrated vehicular use has made the situation much worse". The officer's report also noted "a small number of incidents when pedestrians have been injured by motorised traffic". Walking, cycling and horse riding groups supported a TRO, and LARA, the Land Access and Recreation Association which represents recreational motor vehicle user groups, supported the use of an experimental TRO to assess its impact. However, Cabinet accepted the officer recommendation to discuss the problem with the Peak District National Park Authority (PDNPA), as the route is in/adjacent to the national park.

5. PDNPA classified the route as ‘may be unsustainable’ in 2013 (it scored 14 out of a possible maximum score of 15) and approved it as a priority route in 2014. PDNPA identified the issues as “user conflict – recreational value for all users of the route and area”, “route nature- section of the route is steep and narrow with limited visibility”, “route condition – poor surface”, adjacent to Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area and Natural Zone, and “impact on adjacent land - illegal use”. The Peak District Local Access Forum Green Lanes Sub-group surveyed the route in 2017 and said that a TRO “may need to be considered to address the on-going issues”.

6. You made an experimental TRO in November 2018 because of “severe damage caused by recreational use of 4wd vehicles” but rescinded this TRO in early 2019 following a legal challenge by the Green Lane Association (GLASS). The publicity about this challenge and about the PSPO (see below) is likely to have led to an increase in use by recreational motorists who see these routes as a challenge to exercise their driving skills.

7. You proposed a Public Spaces Protection Order (PSPO) in 2021 for this route and others in the Yateholme area to “manage and restrict anti-social use by ... 4x4 and similar type vehicles i.e. damaging recreational off-road driving ... and other anti-social behaviour activity, such as fly-tipping, by means of physical exclusion .. (barriers)”. This was not a complete ban on 4x4s and similar vehicles, but specified that such use would be by permit, requiring agreement to conditions of use e.g. a maximum total of 32 vehicle movements per week. You did not propose any restriction on motorcycles or quad bikes, despite motorcycle use being a risk for non-motorised users on the steep narrow section of the route, and despite motorcyclists damaging the verges and driving illegally in the quarry adjoining the route. You did not put this PSPO into effect, nor renew it at the end of its statutory 3 year term, so it has now lapsed.

8. You indicate in the current draft TRO that it will not apply to motor vehicles which display a permit issued by you. But, unlike the 2021 PSPO, you have not specified what the conditions for issuing permits will be. We think, to meet the issues identified by the 2007 petition, by you in the 2009 report to Cabinet, by PDNPA, and to fulfil the statutory purposes (avoiding danger, preventing damage, facilitating the passage of non-motorised traffic, preserving the character of a road especially suitable for walking and horse-riding) given in your statement of reasons, you should only issue permits for use as indicated in paragraphs 2.2.1, 2.2.2 and 2.3 of the draft TRO and for use by people requiring access to land accessed from the route, i.e. all recreational motor vehicles (cars, quad bikes and motorcycles) should be prohibited.

9. We point out that our reading of section 3(1) of the Road Traffic Regulation Act 1984 (RTRA 1984) “... a traffic regulation order shall not be made with respect to any road which would have the effect

....

(b) of preventing for more than 8 hours in any period of 24 hours access for vehicles of any class, to any premises situated on or adjacent to the road, .... , or (as the case may be) for vehicles of that class, from, and only from, the road.”

is that you must permit access to premises on or adjacent to Ramsden Road/Lane for at least 16 hours in each day.

10. We provide photographic evidence in Appendix 4 (previously submitted to Will Acornley) of the reasons why a TRO prohibiting all recreational motor vehicles is required on Ramsden Lane/Road. We also re-submit Appendix A which summarises the applicability of the reasons for a TRO to all the roads covered by the current TRO proposal.

Brownhill Lane, Holme Woods Lane, Kiln Bent Road, Old Gate, Rake Head Road

11. Old Gate is a byway open to all traffic (Holmfirth 182) which branches off the through unsealed unclassified road made up of Rake Head Road, Holme Woods Lane, Kiln Bent Road and the unsealed section of Brownhill Lane.

12. PDNPA classified these routes as 'may be unsustainable' in 2013 (a score of 7 out of a possible maximum score of 15) and approved them as a priority route in 2014. PDNPA identified the issues as "disturbance to residents", "conflict – recreational value for all users of the route and area", "route condition – poor drainage" and "impact on adjacent land - illegal use". The Peak District Local Access Forum Green Lanes Sub-group surveyed the route in 2017 and recommended that PDNPA officers work with you (Kirklees Council) and the landowner to address illegal use and progress repairs. PDNPA logged the numbers of motor vehicles using the route in 2016 as 1.4 large vehicles and 9.8 motorcycles per day, indicating that motorcyclists are the majority motorised users of this route and of Ramsden Lane/Road which terminates on it.

13. The (Yateholme) PSPO you proposed for Ramsden Lane/Road in 2021, but did not bring into force, also covered these roads.

14. Our impression, following a site visit in 2023, is that the main issue with these lanes is the illegal use by motorcycles and 4x4s of an area of land at the junction of Old Gate, Rake Head Road and Holme Woods Lane. This illegal and damaging use has been taking place since at least 2013 despite signs warning that it is illegal and that offenders' vehicles may be seized. Other than Old Gate, which is a narrow byway, the other routes are relatively wide (wide enough in the case of Rake Head Road to allow walkers to park their cars on it). It seems to us that imposing a permit TRO for motorised access to these lanes (other than Old Gate) would inconvenience owners and occupiers of land and other premises adjoining the route, and their visitors. We also repeat the point made above for Ramsden Lane Road that prohibiting access for owners and occupiers is not legal under the TRO as drafted.

15. We suggest that you decide whether to implement the TRO as proposed for Brownhill Lane, Holme Woods Lane, Kiln Bent Road and Rake Head Road in the light of consultation with owners and occupiers of adjacent land and premises and with Holme Valley Parish Council. And also that you monitor whether a TRO prohibiting all motor vehicle use of Ramsden Lane/Road and of Old Gate except for access results in a reduction in the illegal use of the land at the Old Gate/Rake Head/Holme Woods Lane junction.

Cheese Gate Nab Side, Scar End Lane and Scaly Gate

16. These three unsealed unclassified roads are outside the Peak District National Park, but close enough to the routes described above to form part of the circuits popular with recreational motor vehicle users of green lanes. In the 19th century they were well-maintained for horse-drawn vehicles, but were not (or only partially) sealed with tarmac in the 20th century because there are alternative tarmac roads in their vicinity which provide access between the A616 and the top of the steep hillside to the north-east. Use by recreational motor vehicles (motorcycles and 4x4s) has led to significant damage and nuisance for local residents and other non-motorised users of these routes.

17. You (Kirklees Council) made temporary TROs on these roads in 2022 for repairs, but the temporary TROs lapsed or were revoked and you have not done any repairs. These temporary TROs followed complaints by local residents to you via the Parish Council and via Holme Valley South ward councillors. We sent you (Will Acornley) detailed photographic records of the problems caused on these three roads and adjacent land by recreational motor vehicles in April this year, i.e. why a TRO prohibiting all recreational motor vehicle use is needed, and re-submit these Appendices 1 to 3. We also suggested that additional statutory reasons (from section 1 and section 22 RTRA 1984) could be used for a TRO on these roads (Appendix A). But you have not taken our suggestions into account in the current proposal. For instance, we suggested that you could use the reasons “for preserving or improving the amenities of the area through which the road runs” (RTRA section 1(f)) and “conserving the natural beauty of the area” (RTRA section 22A) for these three lanes. A TRO based on these reasons could protect residents from the disturbance and intimidation caused by recreational motor vehicle use, and protect the flora of the verges and adjacent unenclosed moorland from damage.

18. However the TRO as drafted does not cover the western end of Scaly Gate or the southern end of Scar End Lane, the sections of these roads where recreational motorists (mainly motorcyclists) access unenclosed moorland (see last photo in Appendix 2 and the photos of Hullock Bank in Appendix 3). We think you should include these sections of the roads in the TRO, i.e. the 85 metres of Scar End Lane between its junction with Scar Hole Lane and the proposed barrier location (closure point on Plan 5), and the section of Scaly Gate between the proposed eastern barrier location (closure point on Plan 5) and its junction with Hirst Lane, Intake Lane and Scar End Lane. If you do not include these sections in the TRO, the motor vehicle damage to these unenclosed areas will continue. There will also be problems from recreational motorists driving on these two narrow sections and then having to turn round when they get to the barriers. We do not ask that you change the barrier locations, as we understand local residents and businesses have been consulted on these (unlike the Yateholme area), merely that you extend the lengths of road covered by the TRO to allow you to put up TRO traffic signs at the southern end of Scar End Lane and the eastern end of Scaly Gate.

Allowing some recreational motor vehicle use by permit

19. We question why you appear to be proposing motorised access to all these roads by permit, not just for those requiring access to their premises, but also for some recreational motorists. Our experience of TROs and PSPOs which allow recreational motorised use by

permit is that they are administratively complex, require testing before implementation, and even then they may not be effective.

20. Lake District National Park Authority (LDNPA) made a permit TRO for Gatescarth Pass byway open to all traffic in 2004, following a public inquiry and an experimental permit TRO. This TRO allows a maximum of 30 motorcyclists and 4x4 drivers to use the route on one specified day per month, subject to them agreeing to conditions of use in advance, and subject to cancellation for bad weather and poor ground conditions. LDNPA staff patrol the route on permit days to ensure these conditions are being met and that only permit holder motorists are using the route. You should also note that Gatescarth Pass is not comparable to the Kirklees routes you are proposing a TRO on in terms of its amenity for non-motorised users and its use by farmers and other landholders. Also the maximum number of motor vehicles per month on Gatescarth Pass is equivalent to an average of 1 per day, much less than the 11.2 per day on Kiln Bent Road logged by PDNPA in 2016, i.e. Gatescarth Pass is much less popular with recreational motor vehicle users than the green lanes covered by your proposed TRO.

21. Kent County Council (KCC) has made permit TROs on some of its byways open to all traffic. As with LDNPA, these were preceded by an experimental TRO in 2007 to test whether permits would be effective. But, unlike LDNPA's aim of restricting motor vehicle numbers and days of use to protect the byway, KCC's aim was to prevent illegal and anti-social motorised use e.g. driving off the byway into adjoining woodland, so there is no limit on permits but permit-holders are asked to report vehicles seen being driven irresponsibly off the routes to the county council and the police. But the permit TROs have not stopped illegal and anti-social use. Kent police reported in February 2024 that they had patrolled one of the areas (Bredhurst, Boxley and Detling) where a permit TRO is in force and had "given advice [to motorcyclists holding permits] regarding their use of the tracks and not affecting other people"; they had also found some motorcyclists without permits (indicating that the code to the barrier had been shared) and one who was uninsured. Kent police also reported nuisance motorcycles and quad bikes in this area in August 2024.

22. Erewash Borough Council made a PSPO in 2023 prohibiting motorised use of an unsealed unclassified road (Brackley Gate) because of anti-social behaviour and fly-tipping on land accessed from the road, except by permit. GLASS and Trail Riders Fellowship (TRF, another organisation representing recreational motorists) have agreed with Erewash Borough Council that their members will be granted permits by the council on application and proof of membership. These organisations may suggest to you that a similar permit system be used for your TRO. We would oppose this on two grounds: first, that the problems caused by recreational motorised use affect the roads, not just land accessed from the roads, and second, that a TRF group have been amongst the recreational motorists who drive illegally on land (see photos of Hullock Bank in Appendix 3) accessed from Scar End Lane.

Section 122 RTRA 1984

23. Following the judgment (2019) by the Court of Appeal in a case in which the Trail Riders Fellowship challenged a TRO made by Hampshire County Council for three green

lanes, the Court concluded that the traffic authority should have in mind the duty (s122(1)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable, and then have regard to factors in favour of imposing a restriction, which will include the reasons in section 1 RTRA 1984. We suggest that you should follow this approach explicitly in your decision. We point out that these roads are not expeditious or convenient for motor vehicle users (nor are most of them safe having narrow sections) compared with nearby tarmac roads.

#### Minor errors in the First Schedule

24. We think two of the plan references in Column 1 of this schedule are wrong. The plan showing Meal Hill Lane and Nichol Lane (Column 2) is Plan 4, not Plan 5. The plan showing Nichol Lane and Dick Edge Lane (Column 2) is Plan 4, not Plan 1. Also we think the reference in Column 2 to the junction of Ramsden Lane with Brownhill Road should read Brownhill Lane, not Brownhill Road.

#### Conclusion

25. Non-motorised users and residents have been asking you for a TRO prohibiting all recreational motorised traffic on Ramsden Lane/Road since 2006 for reasons of safety, amenity, natural beauty and preserving suitability for non-motorised use. This demand and reasons also apply to Cheese Gate Nab Side, Scar End Lane and Scaly Gate. A TRO which allows some recreational motorised traffic by permit will not satisfy these reasons. Furthermore consultees cannot make an informed response to this consultation because you have not provided any information about which motorised users will benefit from the permit scheme. We object to the TRO as proposed because of this lack of information, the failure to exempt access to premises, and because of the omissions in the statement of reasons and in the extent of the TRO (for Scaly Gate and Scar End Lane).

#### **Objection 11**

Proposed TROs: Scaly Gate, Scar End Lane, Ramsden Rd, Brownhill Lane, Kiln Bent Rd, Rake Head, Old Gate

All the above routes have been severely damaged by recreational 4x4s and motor bikes. Kirklees has recognized that this use has created public nuisance for residents, danger for non-motorized users and environmental damage to verges, trees, banks and walls. We wish to see TROs on all these routes but we are opposed to the TROs as currently drafted. The statement of reasons for the TROs says that their purpose is to end nuisance and danger to other highway users and to stop damage to the highways and their surrounding landscape such as blocked streams, damaged walls 'etc'. It says that the TROs will allow for avoiding danger, preventing damage to the roads, facilitating the passage of [unspecified but presumably non-motorized] traffic, and preserving the character of the roads, especially for walkers and horse riders.

As drafted, the TROs will have an exemption for any motor vehicle if it 'displays in the relevant position a permit issued by the Council'. The reasons for proposing a permit scheme, the scope of the scheme, how it would operate, the number of permits to be issued, and to whom or to what class of user have not been explained. Kirklees is, in effect,

asking the public to give its views on a proposal about which it has no information. This is an unacceptable way to carry out a public consultation.

We can only speculate on the nature of the permit scheme. If permits are to be restricted to residents needing access, we would have no objection. If they are to be issued to motorcyclists, which we understand may be the intention, then we strongly object.

Motorcycles present more danger to non-vehicle users than 4x4s because of their speed, particularly on unsighted bends. On soft ground motor bikes damage surfaces by creating wide sets of deep parallel ruts. As well as damaging surfaces, this makes routes inaccessible to some users and it encourages motor cyclists to drive on and damage verges. All of this has happened on these routes. For these reasons, a permit scheme permitting motorcycle use defeats the very purposes of the TROs given in the Statement of Reasons.

If the intention is to give access to motor cycles under a permit scheme, the Authority should be setting out and sharing with the public as part of this consultation its view on the volume of motorcycle use (per week, or month or year), and hence the number of permits, that it believes will not cause damage or danger, and it should be explaining how it has reached this view. It has done neither.

Where permit schemes for recreational motor vehicles have been tried in other parts of the country, they have been easily open to abuse, for example by vehicle users the sharing of pass codes to padlocked gates.

In summary, we are opposed to these TROs as drafted if the proposed permit scheme gives continuing access to motorcycles. Only full TROs excluding all types of recreational motor vehicle are sufficient to achieve the Authority's stated aims for these routes.

We also think that, because Kirklees has failed to provide any information about the proposed permit scheme, the public cannot reach an informed view and that the consultation is therefore fatally flawed.

## **Objection 12**

With regard to the above TRO reference we totally AGREE with the closures as shown on Plan 5. However we believe this should be a total closure and NOT with the use of permits as they will be open to abuse by persons with motorised vehicles. If the correct signage is in place then this will stop all motorised vehicles. As there is no access to fields between the proposed closures there is no need for a permit system as it would only be for the purpose of recreational use by motorised vehicles. Why have a permit system when the lanes have been closed and cannot be policed it will be open to any amount of abuse. We have assumed that you are proposing to install gates when the concrete blocks which were used before worked perfectly well and allowed the lanes to recover somewhat from the damage created by the 4x4 vehicles and motorbikes. The priority use of these lanes as a B.O.A.T is for horses pedestrians and cyclists only not for motorised vehicles. We need to stop these vehicles once and for all as they are constantly alarming residents the general public our horses sheep and other farm animals with the noise and pollution they are causing along with all the rubbish they are leaving behind. The most important reason for a permanent closure of these lanes is to stop the further erosion and destruction.

While writing the closure point on Plan 5 No3 needs to be 10m past our gate to gain access to our field.

### **Objection 13**

We have today become aware of a proposed TRO affecting Ramsden Road.

Please may we have an opportunity to lodge an objection to the proposed TRO

We would normally be notified and consulted in accordance with regulation 6(1), item 7(c), of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and consider that we should have been so consulted in this instance. The regulation allows for TRF to be consulted and lodge an objection at this stage of the TRO process.

The Trail Riders Fellowship ("TRF") is an organisation representing users affected by the proposed order. Kirklees will be aware of TRF, having agreed the attached consent order relating to a previous TRO affecting Ramsden Road.

If Kirklees will not allow TRF opportunity to object, please can we have a reasoned explanation as to why not.

### **Objection 14**

Hope you are doing well.

I was participating on a video call (May 2024) regarding Ramsden road with council representatives as well as TRF (##) and MAG (##) representatives (representing local TRF riders using the Ramsden road). We discussed at that time about limiting access to 4x4 but still allowing recreational motorbike riding.

I was surprised when we went with a group of riders doing our ride (we do it once a few months) to find that the Ramsden road was completely blocked by concrete blocks (unpassable).

Upon inspection we found a TRO that does not only close Ramsden road, but multiple roads which are part of our ride. This TRO was past due to Object for us as we did not ride there for a while.

I checked with ## if WY TRF was consulted about this TRO and it wasn't communicated at all.

This was really shock to us, as even though only once a few month, we organize a ride where members from other parts of Yorkshire (West Yorkshire TRF) join us and we guide in our local area and then we get offered the same treatment riding with them in their local areas. I have to say our local run was really liked, closing these lanes will cause major blow to our ride and force us to have longer tarmac time to connect to other lanes (that are still open) using longer road through villages.

Most of us are hard working "older" gentlemen that face daily stress at work, business and riding the bikes is a way for us to relax. Same as someone likes chess, someone likes rugby, someone rides horses, we do like adrenaline and tiredness from green lane riding. Riding offroad is a balsam for my stress and many of our members feel the same...

We as TRF are promoting legal riding, however I am afraid, if more and more lanes are being closed then there is no reason for people to join TRF as there won't be much we can offer to them. Green lane map that TRF maintains will show less and less legal lanes.

Putting on TRO will only stop law abiding citizens, it won't stop the riders that don't care and I assume this type of riders is the one you don't want on those roads.

Please could you speak to the responsible parties to ensure this situation does not become a standard? We would like to be consulted on any proposals, this way we can object, but also we can keep our green lane map up to date.

This page is intentionally left blank

## **Kirklees Council Exemption Permit Code of Conduct**

For use of routes affected by:

KIRKLEES COUNCIL (TRAFFIC REGULATION) (NO. 02) ORDER 2024 enforced on CHEESE GATE NAB, BROWNHILL LANE, HOLME WOODS LANE, KILN BENT ROAD, OLD GATE, RAKE HEAD ROAD, RAMSDEN LANE, RAMSDEN ROAD, SCALY GATE, SCAR END LANE, HOLMFIRTH

### **Introduction & Scope**

The Council will grant permits to use the routes restricted by the above Order to any person wishing to use a motorcycle on any part of these routes. The permit may be limited to certain parts of the routes only. Whilst being issued to individuals, each permit is specific to a vehicle, it cannot be used to exempt all and any motorcycle owned or ridden by a permit holder.

Grant of a permit is conditional on the permit holder complying with the following provisions. See below under Enforcement and Penalties.

This document outlines the expected and required behaviour and responsibilities of permit holders to ensure a safe and enjoyable experience for all users of these routes. It is imperative that all permit holders adhere to this code of conduct to maintain the privilege of riding on these regulated routes.

### **General Principles**

The below points highlight the general principles permit holders sign up to follow:

- **Legal Compliance:** Adhere strictly to all traffic laws and regulations. Ensure your motorcycle is roadworthy and complies with legal requirements.
- **Respect for Other Users:** Share the routes considerately with walkers, cyclists, horse riders, and other motorists. Always yield to non-motorised users.
- **Respect for the Environment:** All riders must respect the natural environment and minimise their impact. Stay on designated paths and avoid causing erosion or damage to flora and fauna.
- **Safety First:** Your safety and the safety of others is paramount. Follow all safety guidelines and wear appropriate protective gear at all times.

### **Specific Guidelines**

#### **Route Usage**

- Only use routes for which you have a valid permit. Ensure your permit is accessible at all times while riding.
- Follow any designated route markers and signage. Pay attention to all signs and signals, and do not deviate from the marked paths under any circumstances.
- Do not create new paths or shortcuts. Stay on the established routes to prevent environmental damage and maintain the integrity of the routes.
- Keep to the defined area of the route and travel with least impact.
- Report any route damage or obstructions to Kirklees Council using the Council's "Contact the Council – Roads and Transport" website form or by calling [01484 414700](tel:01484414700) (Monday to Wednesday 9am-5pm,

Thursday 10.30am-5pm, Friday 9am-4.45pm). If you encounter fallen trees, blocked paths, or other hazards, notify the council as soon as possible.

- Adhere to seasonal and weather-related route closures. Respect any temporary restrictions put in place to protect the environment or ensure safety during adverse conditions.
- Respect historical and cultural landmarks. Do not disturb or damage any sites of historical or cultural significance along the routes.
- Use designated entry and exit points. Only enter and exit the routes at specified locations to avoid unnecessary disturbance to the environment and local residents.

### **Environmental Considerations**

- Avoid riding in wet, poor weather conditions to prevent damage to the trails. Wet conditions can lead to increased erosion and degradation of the paths, making them unsafe for all users.
- Refrain from disturbing wildlife and livestock. Maintain a respectful distance from animals and avoid making sudden noises or movements that could startle them. Stop and switch off engines when sharing the road with ridden horses.
- Take all litter home with you and dispose of it responsibly. Leave no trace behind to ensure the natural beauty of the routes is preserved for everyone to enjoy.
- Respect private property and do not trespass. Ensure you stay within the boundaries of the designated routes and do not venture onto private land without explicit permission.
- Avoid damage to vegetation. Ride carefully to avoid running over plants or causing unnecessary damage to the surrounding greenery.
- Educate others. Share your knowledge and best practices in line with this code of conduct with fellow riders to promote a culture of environmental responsibility within the motorcycle community.

### **Behaviour and Conduct**

- Ride in a controlled manner and at a speed that is safe for the conditions, no higher than the voluntary recommended maximum of 25mph. Always be prepared to stop or slow down when encountering other users or obstacles.
- Avoid excessive noise and use a noise-compliant exhaust system. Keep engine revs low when near residential areas or other sensitive locations.
- Do not engage in reckless or aggressive riding. This includes wheelies, racing, and any form of stunt riding that endangers yourself or others.
- Be courteous to all other route users and neighbours. Offer assistance to those in need and communicate clearly with hand signals or verbal warnings when passing.
- Adhere to all specified speed limits and adjust your speed according to the terrain and weather conditions.
- Avoid riding in large groups that can overwhelm the route and cause inconvenience to others. Small, manageable groups are expected. The maximum number of riders in a group should be no more than three.
- Ensure your motorcycle is adequately maintained to prevent mechanical failures that could cause accidents or environmental harm.
- Do not obstruct the route for other users.
- Report any incidents or accidents to Kirklees Council promptly, providing all necessary details for follow-up using the Council's "Contact the Council – Roads and Transport" website form or by calling [01484 414700](tel:01484414700) (Monday to Wednesday 9am-5pm, Thursday 10.30am-5pm, Friday 9am-4.45pm).
- Stay informed about any updates or changes to the routes and regulations by regularly checking communications from Kirklees Council.

### **Enforcement and Penalties**

The permit only exempts motorcycle traffic that complies with the above. Use of the Order routes otherwise than in accordance with this Code is unauthorised and may lead to prosecution for breach of the Order. Failure to comply with this code of conduct may also result in conditions or limitations being applied, or the revocation of your permit. Regular monitoring and random checks will be conducted to ensure compliance.

### **Conclusion**

By signing up for a permit, you agree to abide by the Kirklees Council Motorcycle Permit Code of Conduct. Your cooperation ensures that the listed routes can be enjoyed by all in a safe and responsible manner.

Thank you for your commitment to these principles.

Kirklees Council

DRAFT

This page is intentionally left blank



**REPORT TITLE: Objection report, proposed traffic calming, Lea Lane, Netherton**

<b>Meeting:</b>	<b>Cabinet Committee – Local issues</b>
<b>Date:</b>	<b>15th April 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Councillor Munir Ahmed</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes</b>
<p><b>Purpose of Report:</b> To consider an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Lea Lane, Honley / Netherton</p>	
<p><b>Recommendations</b> That the:              Formal objection be over ruled, and the four proposed traffic calming features be approved and implemented as advertised</p> <p><b>Reasons for Recommendations</b></p> <ul style="list-style-type: none"> <li>• The traffic calming scheme of four features was proposed following comments received after an initial consultation and is a direct result of a request for measures to slow speeds on the road from local residents.</li> <li>• The proposed traffic calming on this route is aimed in particular at addressing concerns raised for residents entering and exiting the property Magdale House.</li> <li>• The scheme is designed to improve road safety for all residents and road users travelling along the road and provide a more resilient road network in this location.</li> <li>• The two traffic calming features added in response to the informal consultation to the original two features provide value for money over the initial smaller scheme.</li> <li>• The objections to the proposal do not outweigh the advantages.</li> </ul>	
<p><b>Resource Implications:</b></p> <ul style="list-style-type: none"> <li>• The design and implementation of the proposed Traffic Calming Scheme has been funded through Children’s Services.</li> </ul>	
<p><b>Date signed off by <u>Executive Director:</u> <u>David Shepherd</u></b></p> <p><b>Is it also signed off by the Service Director for Finance: <u>Kevin Mulvaney</u></b></p> <p><b>Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer): <u>Sam Lawton</u></b></p>	<p><b>28/02/2025</b></p> <p><b>03/03/2025</b></p> <p><b>24/03/2025</b></p>

**Electoral wards affected: Holme Valley North**

**Ward councillors consulted: Cllr Donna Bellamy, Cllr Charles Greaves & Cllr Tony Mcgrath**

**Public or private: Public**

## Has General Data Protection Regulation been considered: Yes

### 1. Executive Summary

- A Commissioning Team within Children's Services raised concerns around the safety for pedestrians and vehicles entering/ exiting and travelling to and from Magdale House given that the road narrows here, the lack of a footpath and it is in the proximity of a blind bend.
- Lea Lane is a route which links Honley Village to Netherton Village and has a mixture of residential properties as well as commercial properties such as Farms/ Holiday Lets and converted Mill properties, in a semi-rural setting with a posted speed limit of 30mph and National Speed Limited roads to the South. See Plan TF.17.200.281.011. **(Appendix 1)**
- Footways are limited and only present in areas of residential properties along Lea Lane. They do not exist in the direct periphery of the property of Magdale House.
- A feasibility discussion took place with Children's Services to consider the various potential solutions which could be introduced to mitigate their concerns of speeding traffic and road safety risks in the vicinity of Magdale House.
- A decision was taken that the most appropriate engineering solution would be the installation of vertical traffic calming features in the form of speed cushions and a scheme was designed on that basis.
- Funding was secured, by Children's Services, for this scheme to be taken forward.
- The proposals were subject to public consultation locally and changes made to the scheme as a result.
- Revised funding was requested and approved.
- The scheme was formally advertised in line with the Road Hump Regulations 1999

### 2. Information required to take a decision

2.1 Initial design of the scheme proposed 2 sets of 2 cushions positioned to North and South of the entrance of Magdale House, features 1 and 2 as shown on plan TF.17.200.281.006a. **(Appendix 2)** These proposals were subject to public consultation.

The original scheme was then changed to include a total of 4 sets of 2 cushions on the approaches to Magdale House, (Features 1 – 4 - Appendix 2) with a set located on the southern approach to both Wrigley Court and Cocking Steps Lane respectively following comments received to the informal consultation.

2.2 The proposed vertical traffic calming, as per Appendix 2, is not only designed to address concerns regarding the safety of residents and visitors to the property both by vehicle and by foot but also to reduce the speed of vehicles travelling on Lea Lane on approach to this location.

2.3 A notice of proposals for the implementation of the traffic calming was advertised from 6<sup>th</sup> January 2025 to 3<sup>rd</sup> February 2025. During the formal advertisement period 1 objection was received.

#### 2.4 Objection – **(Appendix 3)**

Received from a resident of Wrigley Court. They are objecting to Feature 3 on the grounds that it is an excessive and non-urgent use of council funding. They also would not like the noise pollution caused by cars going over the feature outside their property.

They also requested that other features which don't create noise could be considered such as a priority give way.

## In Response

When designing traffic calming schemes, it is important that among all aspects of a scheme, the functionality of features is considered. Removing this feature from near the property would encourage drivers to increase speeds between the remaining features and schemes should be designed to encourage smooth, consistent driving across the extents of the scheme. This type of driving reduces the impact of noise and pollution as vehicles remain at a constant slower speed rather than increasing and rapidly slowing as they approach another feature.

A priority give way was considered as part of the feasibility stage but was discounted because of the larger impact on the objector and the surrounding environment as well as other limiting factors. A priority system would need to give southerly driving vehicles (uphill drivers) priority and as such a physical chicane would need to be installed. This would reduce the carriageway width at this location and position drivers transversely closer to the edge of carriageway. As mentioned above, there are limited footways and the southerly carriageway is not kerbed. This area would need to be refreshed and designed according to current standards.

Repositioning of either feature 3 or 4 would not be physically possible as we would not install any type of feature on a bridge deck.

Positioning feature 3 further south is not possible because of existing lighting columns, the carriageway width is reduced and not viable to allow for adequate spacing transversely.

Other features or combination of differing features such as priority give ways and chicanes would increase the likelihood of erratic driving and possibly increase the risk of personal injury collisions due to drivers that may attempt to rush through these features to avoid stopping. The priority system that the objector has suggested would arguably have a larger impact on noise and pollution as well as the level of conflict between drivers would increase, creating concerns from residents.

Features which rely on horizontal deflections only have an impact on vehicle speeds when there is the necessary flow of opposing vehicles to ensure the feature is effective. A constant balanced flow of vehicles is required. If a feature like this is effective and vehicles do give way, the constant stopping and starting increases both noise and air pollution.

It should also be noted that studies published by Department for Transport (DfT) suggest that cushions produce a reduction in the overall traffic noise level both during the day and night in a comparison against other vertical features such as round top and flat top road humps as well as a control scenario of features and/or no features at all. Kirklees Standard Details match the dimensions of feature used by DfT in the studies (Kirklees Standard Detail HD/SD/07/06b) **(Appendix 4)**

## 2.5 Comments Received **(Appendix 3)**:

Further comments were received outside of the advertising period but included for transparency purposes as follows.

### 2.5.1 Comment 1

This installation serves no benefit to restricting vehicle speeds on the two problem areas of Lea Lane: other side of bridge and the bridge itself.

In response

It should be noted that this is not a Casualty Reduction Scheme and was not investigated under the same requirements. The scheme is funded by Children's Services and is primarily aimed at targeting the concerns raised by this service. The additional concerns raised by local residents in the area were discussed with the Client, who upon investigation felt these additional cushions were essential to provide an overall scheme which met the needs of both local residents and Children's Services.

It is not feasible to install features on the bridge deck or within the footprint of the deck, our policy is to avoid installing assets on a bridge deck or in the footprint of a bridge structure unless special authorisation is given. Structural tests would need to be undertaken, and these would be cost prohibitive to the scheme. As there is no footway installed, we would be forcing pedestrians across these features and creating inaccessibility which is against the guidance for equality. In addition, the bridge is narrower than the joining carriageway and can only comfortably accommodate one vehicle in either direction at any one time. Most drivers would drive according to the surroundings and prepare to alter driving speed and or position in the carriageway on the approach to this location. So, the bridge itself acts as a natural calming feature.

#### 2.5.2 Comment 2

The position for these cushions is on an incline and will lead to unnecessary noise 24 hours per day.

In response

Please see response to Objection 1 as follows.

When designing traffic calming schemes, it is important that amongst all aspects of a scheme, the functionality of features is considered. Removing the feature 3 from near the property would encourage drivers to increase speeds between the remaining features and schemes should be designed to encourage smooth, consistent driving across the extents of the scheme. This type of driving reduces the impact of noise and pollution as vehicles remain at a constant slower speed rather than increasing and rapidly slowing as they approach another feature.

A priority give way was considered as part of the feasibility stage but was discounted because of the larger impact on the objector and the surrounding environment as well as other limiting factors. A priority system would need to give Southerly driving vehicles (uphill drivers) priority and as such a physical chicane would need to be installed. This would reduce the carriageway width at this location and position drivers transversely closer to the edge of carriageway. As mentioned above, there are limited footways and the southernly carriageway is not kerbed. This area would need to be refreshed and designed according to current standards. As well as this, repositioning of either feature 3 or 4 would not be physically possible as we would not install any type of feature on a bridge deck.

Positioning feature 3 further south is not possible because of existing lighting columns, the carriageway width is reduced and not viable to allow for adequate spacing transversely. In addition, other features or combination of differing features such as priority give ways and chicanes would increase the likelihood of erratic driving and

possibly increase the risk of personal injury collisions due to drivers that may attempt to rush through these features to avoid stopping.

The priority system that the objector has suggested would arguably have a larger impact on noise and pollution as well as the level of conflict between drivers would increase creating concerns from residents. Features which rely on horizontal deflections only have an impact on vehicle speeds when there is the necessary flow of opposing vehicles to ensure the feature is effective. A constant balanced flow of vehicles is required. If a feature like this is effective and vehicles do give way, the constant stopping and starting increases both noise and air pollution.

It should also be noted that studies published by Department for Transport suggest that cushions produce a reduction in the overall traffic noise level both during the day and night in a comparison against other vertical features such as round top and flat top road humps as well as a control scenario of features and no features at all. Kirklees Standard Details match the dimensions of feature used by DfT in the studies (Kirklees Standard Detail HD/SD/07/06b) **(Appendix 4)**

### 2.5.3 Comment 3

The turning circle in Wrigley Court is insufficient, delivery vehicles tend to reverse into the Court after driving down from Netherton. As already mentioned, this part of Lea Lane is on an incline and HGV's often find it difficult to maintain traction on the slope, particularly as the entrance to Wrigley Court is a significant incline from Lea Lane. The installation of speed cushions where proposed close to the Wrigley Court junction will exacerbate this problem.

In response

The proposed cushions are designed to allow a larger HGV/ delivery vehicle to straddle a feature if necessary. Vehicles wishing to attempt a reverse around the corner into Wrigley Court will still be able to do so. The cushion will not make this manoeuvre more difficult for HGV professional drivers given that they have already driven up and over the feature and they would use their experience to reverse backwards.

As part of the consultation process, Statutory Consultees were informed of all proposed schemes, including the Freight Transport Association, and no objections were received from them, raising concerns about HGVs travelling over speed cushions.

2.6 Officers are required to be mindful of Regulation 90c of the Highways Act 1980 when objections are received to any advertised notice of proposed traffic calming, in that the Local Authority shall consider any objections sent to them, and may, if they think fit, cause a local inquiry to be held.

Given that the hearing and determination of objections of this nature, in Kirklees, is done in a public forum, that being Cabinet Committee Local Issues, where the objectors can make presentation, Officers are confident that the objections are sufficiently aired, and this meeting serves as a local inquiry

## 3. Implications for the Council

### 3.1 Council Plan

The request for Traffic Calming was made using the Council's approved processes, which ensure it was considered in a fair and balanced way using cost benefit analysis. Implementing vertical traffic calming features in the locations identified are designed to improve road safety and allow traffic to travel through this section of the network at a slower average speed by providing a consistent and balanced scheme. The proposed scheme would support the Council Plan 1<sup>st</sup> April 2024 – 31<sup>st</sup> March 2025 in the following key priority areas;

Priority 3 – Continue to deliver a greener, healthier Kirklees and address the challenges of climate change. The proposed scheme as detailed above, utilises the most environmentally friendly features permitted for use on Kirklees Highways out of the suitable features that could be considered for this location. The introduction of features in this location may also encourage more active travel and discourage drivers from using the route as a quicker route.

Priority 4 – Continue to invest and regenerate our towns and villages to support our diverse places and communities to flourish. The investment in this location regenerates and provides a more resilient road network, improving the network and infrastructure and would contribute to strategic targets and overall aims of zero killed or seriously injured collisions by 2040 by slowing traffic speeds here.

As part of the Council Plan, we also have Shared Outcomes which this proposed scheme will also contribute towards; Best Start – Children have the best start in life. The scheme is funded and driven by Children's Services who are providing a home for young people within the care system, and this is in direct response to concerns raised by the team responsible for the Childrens Home. Further concerns were raised for the safety of children within the local community who could also be affected by vehicles travelling at a higher speed. Introducing the proposed scheme in the location as shown helps to mitigate these concerns and encourage community engagement by providing a safer environment and network for the community to use. Safe and Cohesive – People in Kirklees live in cohesive communities, feel safe and are protected from harm. The introduction of the proposed will positively improve the concern of speeding vehicles in this area by encouraging slower speeds through the area, ensuring people feel safer and are protected from harm. A number of residents requested the consideration of additional features showing there is a cohesive community. Providing the proposed features would ensure the shared concern and goals of the community are met and actioned on. Efficient and Effective – Kirklees Council works smart and delivers efficiently and effectively. The additional features will ensure value for money as the additional cost of these features is marginal in comparison to if the additional features were to be considered separately. The proposed features are suitable for the location and will be effective in reducing the average speed of vehicles by providing an efficient scheme over a larger area.

### **3.2 Financial Implications**

Funding for this scheme has been secured, by Children's Services, as part of the overall scheme costs and justified by them as appropriate and necessary expenditure to deliver the conversion of Magdale House for young people. The total allocated for this scheme from Children's Services is £40,000.

There is a current cost that includes producing a feasible scheme, consulting and advertising the relevant Traffic Regulation Order and subsequent correspondence with residents. This current total expenditure against this scheme is currently £14,621.82

If the objections are upheld, the scheme would need to be abandoned, and the financial commitment already made would be lost.

This is because in order for the original scheme to be installed, the proposals would need to be re-advertised as an amended design of only two features (Features 1 & 2) at an additional Traffic Regulation Order cost of £6775.00. These proposals would lose both the proposed safety benefits and would not be the best value for money. The additional costs for this subsequent re-advertisement would also increase the scheme costs above the allocated scheme funds meaning any change to the current proposals could no longer be progressed resulting in a loss of the current costs.

### **3.3 Legal Implications**

These proposals have been developed in line with The Highways (Road Hump) Regulations 1999.

These proposals were noticed in accordance with Highways Act 1980 – Section 90 A- F and received objections which are being adequately discharged as required under Section 90C.

### **3.4 Climate Change & Air Quality**

As this scheme aims to significantly reduce the speeds of vehicles using the affected section, reduce congestion in this area, and support active travel, this will have a positive effect on Climate Change and Air Quality, and is in line with our current Strategy

### **3.5 Other**

#### **Working with Partners**

These proposals will ensure the appropriate and recommended vertical traffic calming features are installed to improve the facility for Children Services but also continue to provide a safer community for local residents and their families.

#### **Improving outcomes for children and young people**

The proposals are aimed at controlling traffic flow and speeds to create a safer environment for all children and young people in the area. As the conversion of Magdale House is specific to Children's Services, the improved environment will contribute to the success of the Childrens facility.

## **4 Consultation**

The three local ward councillors were consulted on the proposals and no formal objections were raised at that time.

Local residents were consulted prior to the scheme being advertised, resulting in scheme amendments.

## **5 Engagement**

Early engagement with Childrens Services was undertaken to ensure initial aims were understood, further discussions were had to provide feedback on various proposals but the final decision was to progress vertical traffic calming. Residents were provided with a letter and plan showing details of the initial proposals with five residents providing comments by email requesting further features, specifically at the areas near to Cocking Steps Lane and Wrigley Court junctions. Further informal consultation occurred and further comments from residents were received by email and telephone calls.

Amendments to the scheme were considered to try and appease the concerns, however, environmental factors as mentioned in response to Objection 1, were limiting the ability to meet the concerns raised or it was unfeasible to meet the request due to budgetary limitations. Councillors of the Holme Valley North Ward were consulted regarding the scheme and one Councillor has supported the implementation of the scheme in this

location by positively promoting the scheme and providing comments to residents which provide further guidance and explanation on the features. No comments were received from the 2 other Councillors from the Ward. Statutory Consultees were consulted, and no comments were received.

## 6 Options

- a). That the objection be outweighed, and the proposals implemented as advertised,
- b). That the objection be upheld, and the proposals abandoned.

Officer recommendation Option a)

### 6.2 Reasons for recommended option

The initial proposed scheme for 2 features (Features 1 & 2) is well supported by residents. The additional features (Features 3 & 4) have attracted 1 objection, but it should be noted that, during the initial consultation with residents, 5 separate members of the public requested further features on Lea Lane, specifically in the areas as shown on the final proposed scheme. The proposed scheme with 4 features aims at introducing a more robust scheme which will encourage drivers to drive consistently at a slower speed on Lea Lane, as they enter this residential area. It will provide a Safer environment for the community and target concerns raised by residents entering and exiting Wrigley Court and Cocking Steps Lane. The acoustic performance of speed cushions has been considered, and these are the most environmentally sensitive features that can be installed. Repositioning of the features is also not possible due to the current position of other assets on the network. This scheme also contributes to improving our current network and safety by providing a resilient network for future years as well as providing value for money. To provide these features at a later date would increase the cost exponentially and make it economically unviable.

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

## 7 Next steps and timelines

Cabinet Committee Local Issues to consider the objection raised during the formal advertising period for the installation of the proposed traffic calming scheme and reach a decision on whether the Traffic Regulation Order is to be implemented as advertised.

If Cabinet Committee Local Issues chooses to overrule the objection received, the scheme, will be implemented as advertised.

If Cabinet Committee Local Issues choose to uphold the objection, the proposals to introduce the traffic calming scheme, as consulted and advertised, will not go ahead and the introduction of the scheme will be abandoned and any safety benefits lost.

## 8 Contact officer:

Robert Hardcastle  
Principal Engineer  
(01484) 221000

**Email:** robert.hardcastle@kirklees.gov.uk

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

<https://www.kirklees.gov.uk/beta/delivering-services/pdf/council-plan-2024-2025.pdf>

## **10 Appendices**

Appendix 1 - TF.17.200.281.011

Appendix 2 - TF.17.200.281.006a

Appendix 3 – Objection & Comments received

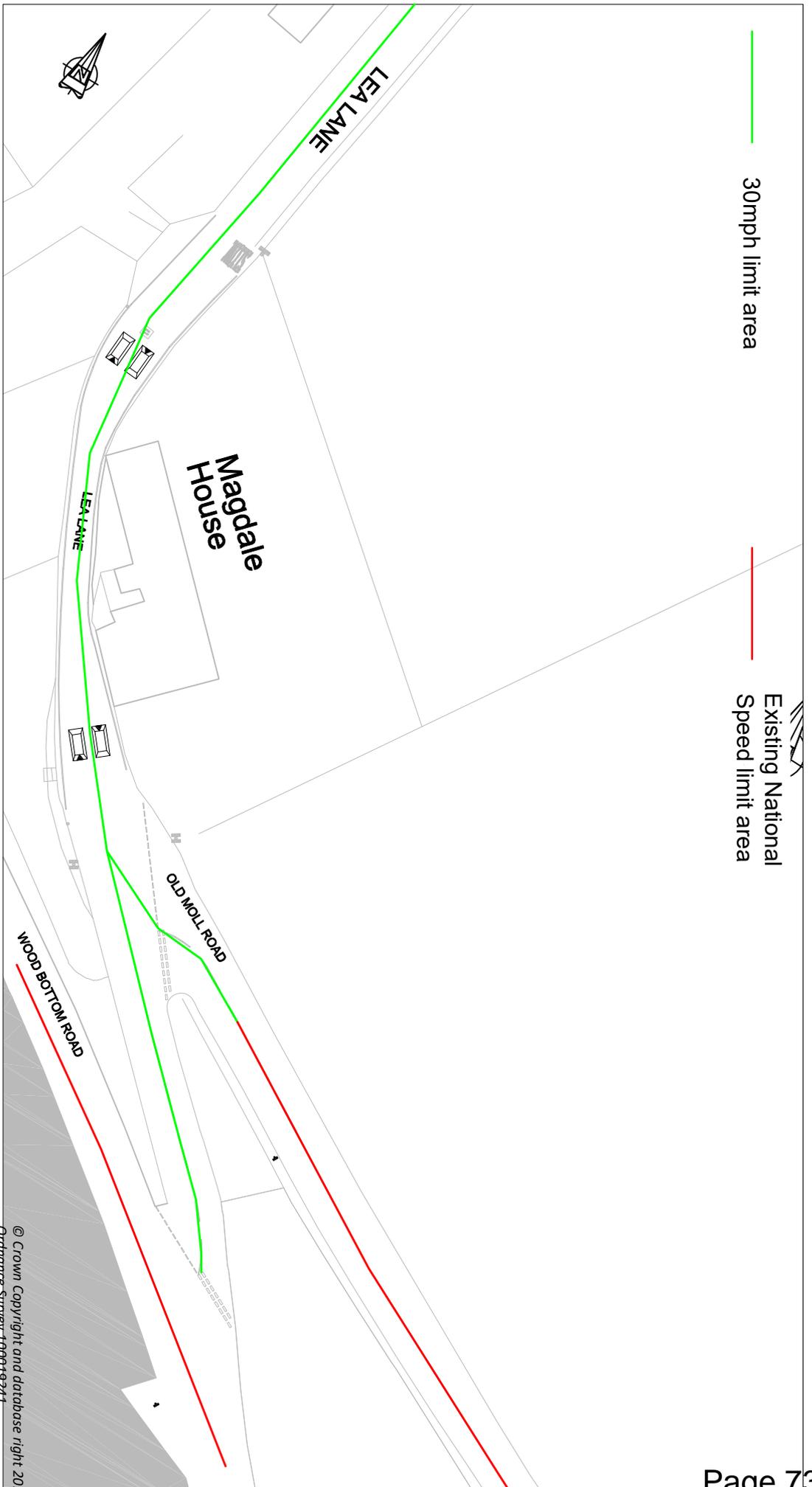
Appendix 4 - Kirklees Standard Detail HD/SD/07/06b

## **11 Service Director responsible: Katherine Armitage**

This page is intentionally left blank

30mph limit area

Existing National Speed limit area



© Crown Copyright and database right 2019. Ordnance Survey 100019241



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

Project

Lea Lane, Netherton

Scale

NTS

Drawn

RAH

Checked

Section

Safety

Date

22/03/24

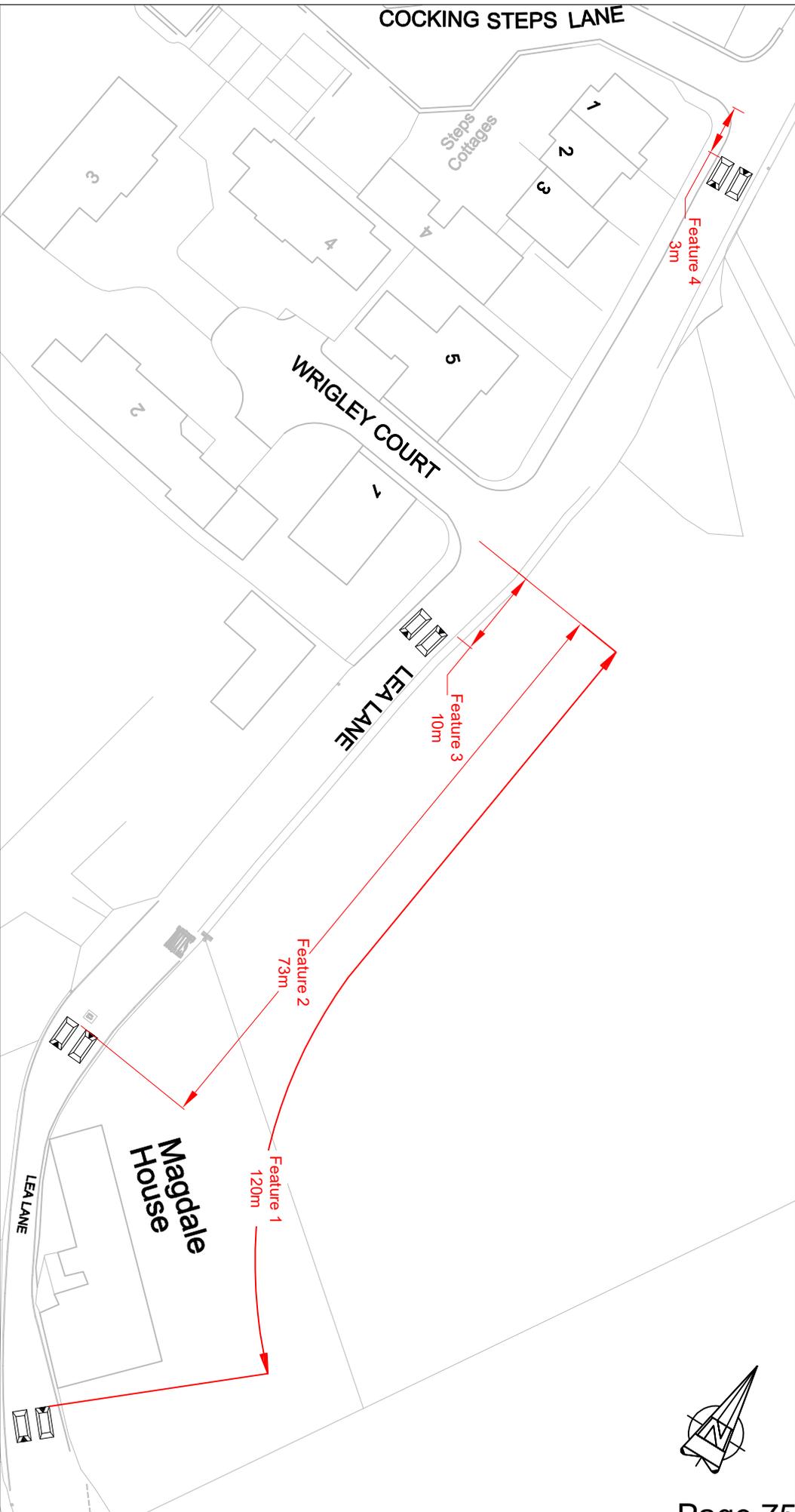
Drawing No.

TF.17.200.281.011

Title

Existing Speed Limits

This page is intentionally left blank



© Crown Copyright and database right 2019.  
Ordnance Survey 100019241

 <b>Kirklees</b> COUNCIL	Project	Lea Lane, Netherton	
	Scale	NTS	

Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG	Title	Proposed Traffic Calming Cushions	
		Section <b>Safety</b>	Date <b>11/24</b>
Drawing No.		TF.17.200.281.006a	

This page is intentionally left blank

## **Objection 1**

From: [REDACTED] >

Date: 29 January 2025 at 15:35:52 GMT

To: [tro.objections@kirklees.gov.uk](mailto:tro.objections@kirklees.gov.uk)

Subject: Objection to traffic calming speed bumps on Lea Lane

Dear Sir/ Madam,

I am writing to object to Features 2 and 3 on the proposed Traffic Calming Measures for Lea Lane Huddersfield. (DEV/HG/D126-230) I understand the need to slow the traffic down for the children's home, Magdale House, which is situated on a tight bend in the road. I am happy for speed bumps to be situated before the approach to Cocking Steps junction and on either approach to the Children's home. I do not see the benefit in placing speed bumps either side of the junction with Wrigley Court. It seems both an excessive and non urgent use of council funding which could be better spent. I also live facing the road, at [REDACTED] and would not like the noise pollution caused by cars going over speed bumps directly in front of my house. I would be happy to consider a traffic calming measure that did not cause noise (where the road could be narrowed to a single carriage and right of way given to drivers going uphill) . I still ,however, uphold the view that the amount of speed restrictions is excessive and unnecessary. I would also like you to provide evidence to show that road traffic data has been collected and used to support this decision by the council , as I feel there are many more dangerous areas within the ward that would benefit from this action.

Please could you forward the appropriate road studies which have been conducted prior to your decision? I would also like to draw your attention to the fact that the proposed traffic calming plan is not available online.

Kind regards, [REDACTED]  
[REDACTED]

## **Objection 2 sent to wrong email address**

Hello [REDACTED]

I have checked into your query regarding your objection below to the above proposed traffic calming scheme.

You unfortunately sent your concerns and objection to an incorrect email address ([objections@kirklees.gov.uk](mailto:objections@kirklees.gov.uk)) which is not recognised as an active inbox within the council and as such, no record of your objection reached myself or colleagues within the timescales of the legal advert. This means that we haven't been able to log your comments and concerns as a formal objection to be considered at Cabinet Committee Local Issues.

Whilst we can't accept your email below as a formal objection for the above reason, on this occasion, I will include your comments within my Cabinet Report because I have received another objection in regards to the same feature in that location with similar concerns raised.

The scheme and report will be presented at a future Cabinet Committee Local Issues meeting. You have expressed a desire to attend or be made aware of the future date of the Committee meeting. Once a date is confirmed, I will ensure this is provided to yourself and other objectors.

I am aware that some other emails have been sent into the council which you will be updated on through the complaints process.

This email hasn't been included in your complaint alongside those other emails nor have those other emails been raised as part of this objection process above.

This means the report I will be taking to cabinet will only consider and respond to your comments raised within the email to [objections@kirklees.gov.uk](mailto:objections@kirklees.gov.uk). Your other concerns will be considered outside of the cabinet process which I understand you will be given a reply to in due course.

Kind Regards



To: TRO Objections  
Subject: DEV/HG/D126-230

Dear Sirs,

I write to register my objection to parts of the scheme to install speed cushions on various sections of Lea Lane.

The installation of speed cushions on the corner both before and after the children's home at Magdale House is sensible and receives my full support.

The other problem area for speeding traffic and potential road accidents is the bridge near the entrance to Cocking Steps Lane. The bridge is narrower than Lea Lane and has no provision for footpaths, and with stone parapets at both sides poses a significant risk to pedestrians who regularly take their lives into their own hands when crossing the bridge. The installation of a speed cushion after traffic has raced down Lea Lane from Netherton and already crossed the bridge will not help in any way. Speed cushions need to be installed both before and after the bridge to restrict the speed of vehicles crossing the bridge.

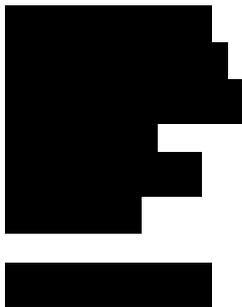
I would also like to register my objection to the installation of speed cushions outside Wrigley Court. This installation serves no benefit to restricting vehicle speeds on the two problem areas of Lea Lane. The position for these cushions is on an incline and will lead to unnecessary noise 24 hours per day. In addition, because the turning circle in Wrigley Court is insufficient, delivery vehicles tend to reverse into the Court after driving down from Netherton. As already mentioned, this part of Lea Lane is on an incline and HGV's often find it difficult to maintain traction on the slope, particularly as the entrance to Wrigley Court is a significant incline from Lea Lane. The installation of speed cushions where proposed close to the Wrigley Court

junction will exacerbate this problem and will lead to significantly more road damage which already exists in this area.

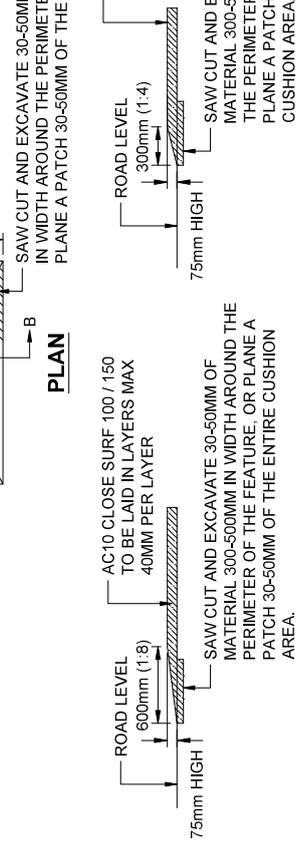
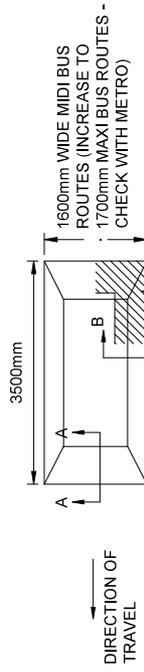
The removal from the scheme of the cushions outside of Wrigley Court would fund the installation of the cushions before the bridge, making Lea Lane a safer environment for pedestrians as well as reducing the current excess speeds experienced along this stretch.

I trust you will register my objection and give it full consideration

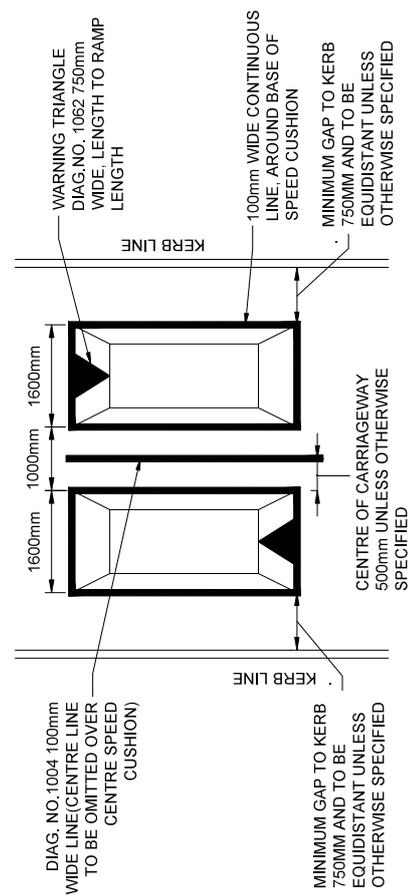
Yours faithfully

A large black rectangular redaction box covers the signature and name of the sender. The redaction is composed of several overlapping black shapes, including a large blocky signature and a separate horizontal bar below it.

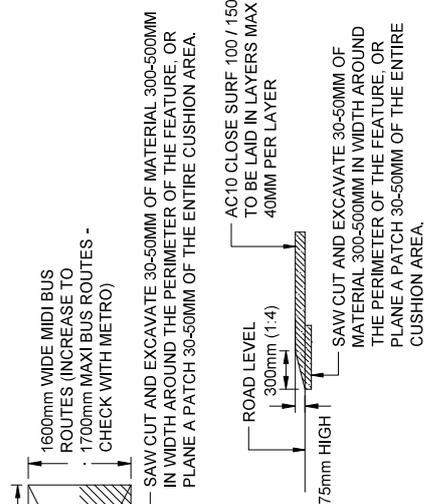
This page is intentionally left blank



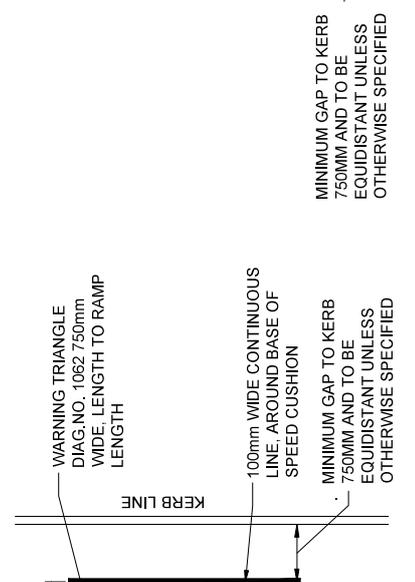
**SECTION A-A**



**DOUBLE LAYOUT**



**SECTION B-B**



**TRIPLE LAYOUT**

- NOTE**
1. SCARIFY SURFACE WHERE ROAD CUSHIONS ARE TO BE CONSTRUCTED AND APPLY TACK COAT TO BOND NEW HUMPS WITH EXISTING CARRIAGEWAY.
  2. CUSHIONS SHALL BE CONSTRUCTED IN LAYERS MAXIMUM DEPTH OF AC10 CLOSE SURF 100 / 150, COMPACTED WITHIN METAL FRAME WITH A VIBRATING WHACKER PLATE. SPACES LEFT AFTER REMOVAL OF FRAME TO BE FILLED WITH BITUMEN HOT POURED. FINISHED SURFACE LEVEL OF CUSHION TO BE 75mm AFTER COMPACTION. TOLERANCE IN FINISHED SURFACE LEVEL OF CUSHION IS ± 10mm.
  3. EACH CUSHION SHALL HAVE WARNING TRIANGLE MARKINGS AS SHOWN ON THE TYPICAL DETAILS, OR AS SHOWN ON THE SCHEME DRAWINGS. ALL ROAD MARKINGS SHALL BE IN WHITE THERMOPLASTIC SCREENED WITH APPLIED BALLOTTINI.
  4. CUSHIONS SHALL BE MARKED WITH TEMPORARY WARNING TRIANGLES IN WHITE SPRAY PAINT IF THEY ARE TO BE TRAFFICKED BEFORE PERMANENT MARKINGS ARE APPLIED.
  5. ALL ROAD MARKINGS SHALL COMPLY WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
  6. MINIMUM DISTANCE TO KERB 750MM OR TO OTHER CUSHION 1000MM
  7. MAXIMUM GAP BETWEEN SPEED CUSHIONS AND KERS/SPEED CUSHIONS NOT TO EXCEED 1.20m
  8. EXACT LOCATION OF CUSHIONS AND SIGNS TO BE AGREED JOINTLY WITH THE ENGINEER.
  9. TRAFFIC AND PEDESTRIAN MOVEMENTS ON ALL AFFECTED ROADS TO BE MAINTAINED AT ALL TIMES.
  10. ALL GULLY GRATE AND FRAMES AFFECTED BY CUSHIONS SHOULD BE CHANGED TO A CYCLE FRIENDLY TYPE.

**ag**

**01**

**Commercial Regulatory and Operational Service**  
 Highway Design  
 Flint Street, Fartown  
 Huddersfield, HD1 6LG

Project

# STANDARD DETAILS

Title

# BLACKTOP CUSHIONS

Scale	NOT TO SCALE	
Drawn	AKKV	Checked
Section	HD	Date
		APRIL 21
Drawing No.	HD/SD/07/06B	

This page is intentionally left blank