

# Public Document Pack



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Tuesday 3 June 2025

## Notice of Meeting

Dear Member

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

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **4.45 pm** on **Wednesday 11 June 2025**.

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

A handwritten signature in black ink, appearing to read "S Lawton".

**Samantha Lawton**

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

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

**The Cabinet Committee - Local Issues members are:-**

**Member**

Councillor Graham Turner

Councillor Nosheen Dad

Councillor Tyler Hawkins

# Agenda

## Reports or Explanatory Notes Attached

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**Pages**

**1: Membership of the Committee**

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

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**2: Minutes of Previous Meeting**

1 - 10

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 22 January 2025, 19 February 2025, 15 April 2025.

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**3: Declaration of Interests**

11 - 12

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

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**4: Admission of the Public**

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

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**5: Deputations/Petitions**

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

In accordance with Council Procedure Rule 10, Members of the Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

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## **6: Public Question Time**

To receive any public questions.

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

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

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## **7: Member Question Time**

To receive questions from Councillors.

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## **8: Traffic Regulation Orders associated with A638 Dewsbury - Cleckheaton Transforming Cities Fund (TCF) scheme**

13 - 140

The Committee will consider objections received to Traffic Regulation Orders associated with A638 Dewsbury - Cleckheaton Transforming Cities Fund (TCF) scheme.

Contacts:

Jason Jones - Principal Engineer, Highways Major Design

Armin Alisic – Project Manager, Kirklees Major Projects

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# Public Document Pack Agenda Item 2

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Wednesday 22nd January 2025**

Present:

Councillor Moses Crook  
Councillor Graham Turner

Co-optees

In attendance:

Elizabeth Cusick, Operational Manager – Highways and  
Street Scene  
Charles Wong, Principal Engineer – Highways and Street  
scene

Observers:

Apologies: Councillor Munir Ahmed

**1 Membership of the Committee**

Apologies were received from Councillor Munir Ahmed.

**2 Minutes of Previous Meeting**

The Committee considered the Minutes of the meeting held on 19<sup>th</sup> November 2024.

**RESOLVED** – That the Minutes of the meeting held on 19<sup>th</sup> November 2024 be approved as a correct record

**3 Declaration of Interests**

No interests were declared.

**4 Admission of the Public**

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

**5 Deputations/Petitions**

No deputations or petitions were received.

**6 Public Question Time**

No questions were asked

**7 Member Question Time**

No questions were asked.

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

The Committee considered an objection received to the proposed Traffic Regulation Order (TRO) – Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield which was presented by Charles Wong, Principal Engineer – Highways and Street scene.

It was explained that the A629 Halifax Road Phase 5 project would lead to the widening of Halifax Road between Yew Tree Road and Ainley Top roundabout to provide two approach lanes. This improvement will cater for traffic heading north towards Halifax; west along the A643 Lindley Moor Road; and to the east along the A643 Brighouse Road.

The objection referred to restrictions being placed in the “layby” outside their property. However, the area of the carriageway referred to was a diverging lane from Halifax Road into Yew Tree Road West. This was currently subject to “Keep Clear” markings, which were regularly abused.

Under the proposals, the current diverge lane of Yew Tree Road would become the beginning of the left slip lane for M62 traffic to bypass Ainley Top roundabout, and the Give Way line for Yew Tree Road moved back to accommodate this change. Parking in this vicinity would impact on visibility from the new layout.

The A629 proposals were subject to several public consultation events, and changes were made to the scheme as a result. A planning application was submitted for the scheme and approval was secured in December 2023.

The TRO was advertised between 9 August 2024 and 30 August 2024. One objection was received during the informal consultation for the legal order in June 2024 but was accepted as a formal objection as the issues remained unresolved at the time of advertising.

The initial reasons for the objection were in relation to adequate consultation, being prevented from parking outside their property due to the removal of the Keep Clear Lines and concerns that the installation of double yellow lines would prevent parking a vehicle in front of the driveway, which was felt to be unusable due to its width.

Officers responded to confirm that as the property was purchased in 2022 by the current occupier, which was within the period when the planning application was being considered. As part of the property purchase process, the objector’s conveyancer should have carried out a Local Authority search.

In respect of the addition of double yellow lines, these proposals reinforced the current arrangements as parking to the frontage was not technically permitted with the existing ‘keep clear’ road marking.

Mr Fariq also attended the meeting to support the initial reasons for objection as outlined in the report (2.7) and to highlight further concerns around safety when accessing the drive. It was noted that reversing into a narrow driveway off a road with 2 lanes of traffic was difficult, and reversing onto the pavement with a restricted

## Cabinet Committee - Local Issues - 22 January 2025

view was unsafe for both pedestrians and motorists. It was also highlighted that a disabled family member who regularly visited the property required parking nearby as the drive was not wide enough for them to fully open their car door making it impossible for them to exit the vehicle.

In response the Committee noted that this was a key connecting route between Kirklees, Calderdale and the Motorway and that it was clear from the evidence that the current advisory road markings were not being respected and the installation of double yellow lines would enable enforcement as part of the wider scheme. The Committee did express their sympathy for residents due to challenges caused by an ageing road network and appreciated the comments regarding safety, but this was already an issue due to the advisory road markings being ignored and vehicles blocking access to the pedestrian crossing.

In regard to accessibility, the Committee advised Mr Fariq to contact local ward councillors to start the process around obtaining an advisory disabled parking bay outside the property. It was also highlighted that officers were still prepared to work with Mr Fariq around widening the entrance to the drive which the Committee encouraged.

Having considered the information presented both verbally and in writing the Committee agreed that:

**RESOLVED** – That the Objection to the proposed ‘Traffic Regulation Order Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield’ be overruled and that the Order be implemented as advertised.

**RESOLVED:** That the Objection to the proposed ‘Traffic Regulation Order Amendment Order No 9 2024 – A629 Halifax Road, Huddersfield’ be overruled and that the Order be implemented as advertised.

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# Public Document Pack

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Wednesday 19th February 2025**

Present:

Councillor Munir Ahmed  
Councillor Graham Turner

Co-optees

In attendance:

Elizabeth Cusick, Operational Manager – Highways and  
Street scene  
Karen North, Principal Technical Officer

Observers:

Apologies: Councillor Moses Crook

**1 Membership of the Committee**

Apologies were received from Councillor Moses Crook

**2 Minutes of Previous Meeting**

The Committee considered the Minutes of the meeting held on 22<sup>nd</sup> January 2025.

**RESOLVED** – That the Minutes of the meeting held on 22<sup>nd</sup> January be deferred to the next meeting for approval.

**3 Declaration of Interests**

No interests were declared

**4 Admission of the Public**

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

**5 Deputations/Petitions**

No deputations or petitions were received.

**6 Public Question Time**

No questions were asked.

**7 Member Question Time**

No questions were asked.

**8 Traffic Regulation Order (TRO) - 'Amendment Order No 15 of 2024' - Leeds Road/Jubilee Gardens, Mirfield**

The Committee considered objections received to the proposed Traffic Regulation Order (TRO) – 'Amendment Order No 15 of 2024' – Leeds Road/Jubilee Gardens, Mirfield which was presented by Karen North, Principal Technical Officer.

It was explained that a Planning Application (2020/62/92368/E) was submitted, by developers, and approved, for 14 dwellings with garages and the formation of a new access road off Leeds Road, Mirfield. Planning conditions were added to the planning approval, one of which required details of the access road to be submitted, along with an appropriate road safety audit, for approval, prior to commencement of the development (Appendix 1). This identified that drivers could continue to use the A62 Leeds Road and / or the junction mouth of the new development to park in, thus obstructing access and blocking visibility for drivers legitimately using the residential access, and/or for cyclists and pedestrians crossing the junction mouth. (Appendix 2). The road safety audit recommended the introduction of waiting restrictions into the access to protect it, and along the main road for a sufficient length to ensure adequate visibility for emerging vehicles onto Leeds Road.

The scheme to improve road safety for all road users using this route, at this location, was approved as part of the planning process, to ensure road safety, and the Traffic Regulation Order (TRO) required to implement the waiting restrictions was advertised from 31 October 2024 to 28 November 2024. During the formal advertisement period two objections were received.

The three local ward councillors were consulted on the proposals and although Councillor Bolt raised some concerns regarding the reasoning for the proposal, no formal objections were raised at that time.

The Committee were presented with and considered two options which were;

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

Having considered the information presented both verbally and in writing the Committee noted that the traffic audit was part of a planning condition and that they were satisfied that the amendments were to improve road safety for all road users. It was agreed:

**RESOLVED** – That the objections be overruled and that the proposed Traffic Regulation Order (TRO) – 'Amendment Order No 15 of 2024' – Leeds Road/Jubilee Gardens, Mirfield be implemented as advertised.

# Public Document Pack

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**Tuesday 15th April 2025**

Present:

Councillor Munir Ahmed  
Councillor Graham Turner

Co-optees

In attendance:

Observers:

Apologies: Councillor Moses Crook

**1 Membership of the Committee**

Apologies were received from Councillor Moses Crook

**2 Minutes of the Previous Meeting**

That the Minutes of the meetings held on 22<sup>nd</sup> January and 19 February be considered at the next meeting of the Committee for approval.

**3 Declaration of Interests**

No interests were declared

**4 Admission of the Public**

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

**5 Deputations/Petitions**

No deputations or petitions were received.

**6 Public Question Time**

No questions were asked.

**7 Member Question Time**

No questions were asked.

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

The Committee will consider the objections received to the advertised traffic calming scheme for Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown.

## Cabinet Committee - Local Issues - 15 April 2025

The report was presented by Dean Barker, Principal Road Safety Engineer who advised that the scheme was proposed to improve road safety, reduce the risk to pedestrian safety and support the expansion of North Huddersfield Trust School through;

- Reducing conflicting traffic and turning movements in a location that was at its busiest when vulnerable road user numbers are at their highest – on arrival and departure from school.
- Reducing the speeds of vehicles, thus reducing the road safety risk.
- Proposed waiting restrictions, to reduce congestion and current access issues experienced during the morning and afternoon peaks and reduce the opportunity for inappropriate and often dangerous parking practices.

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. 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 31st January 2025 and 28th February 2025, inclusive, and Plan HS-25-66886-TRO showing the orders as advertised was included ( Appendix B).

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

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from Franc Chamberlain and Lucy Smith.

In response, Dean Baker agreed that during school changeover times the area was problematic and that in the short term there may be some migration of vehicles and that this may be monitored going forward but the scheme will aim to prevent people parking their vehicles for extended periods of time. In responses to concerns around safety, it was advised that the keep clear lines were proposed to enable enforcement. In relation to supporting Mode Shift, Karen North, Principal Technical Officer advised that the school was working with Kirklees road safety team to promote Mode Shift initiatives and encourage the behaviour change of parents.

The Committee acknowledged the concerns raised but noted that congestion outside schools at peak times was a national issue, and that it was essential to protect children from risk by making the environment outside of the school as safe as possible. The Council was committed to West Yorkshires Vision 0 and given the number of injuries outside the school it was clear that intervention needed to be taken in this area. It was also noted that if the scheme be implemented that enforcement visits could be scheduled on an ad-hoc basis to monitor and reinforce good driver behaviour.

The Committee noted all information presented verbally and in writing and felt that on balance that the need to support pedestrian safety and reduce risk to children travelling to and from school outweighed the concerns and it was agreed that;

**RESOLVED:** That the objections to the proposed Casualty Prevention Scheme on Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown (associated with the North Huddersfield Trust School Expansion) be overruled and that the scheme be implemented as advertised.

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

The Committee considered a report seeking approval for the making of the Kirklees Council (Traffic Regulation) (No 2) Order 2024, as advertised (with motorcycle permits) which was presented by Will Acornley, Head of Operational Services.

It was explained that the routes affected by the TRO proposal (Appendix 1 – TRO plans) were a mix of rural highways, byways open to all traffic and bridleways and were subject to increased vehicular use by pleasure drivers, and 4 x 4 vehicles. This was considered to be a nuisance and cause danger to other legitimate byway users. This use had also caused direct damage to the routes, and subsequent secondary damage to the surrounding landscape such as blocked streams, damaged walls, etc. To avoid the risk of further significant damage to the routes, approximately £300k had been spent, over 3 years, on repair work, to counteract the damage caused by 4 wheeled vehicles. The permit scheme proposed to be implemented allowed for safer use of the routes by some motorised vehicles (landowners/business owners and motorcyclists with a permit), ensuring that some users still had a legitimate opportunity to use the routes, whilst limiting others who were causing substantial damage to the environment.

The proposals were formally advertised from 18 September 2025 to 16 October 2024 and during that time 14 objections were received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from Patricia Stubbs representing the Peak District Green Lanes Alliance, Dainel Redman, Diana Mallison, Andy Wilson and Graham Thewlis. Written representations from Will Atha were also delivered via the Chair of the Committee.

Will Acornley responded to the representations advising that;

- There was no further consultation as the decisions and amendments made through the original consultation process were visible on the council website for a number of weeks, and all were invited to attend the Committee meeting.
- The aims of the proposal were to reduce damage to the routes while balancing the needs of all users and preserve routes for those who behaved correctly and use them in the right way.
- Introducing the scheme would allow for some control and enforcement. The parking teams would monitor the Whitelist and any public feedback, and any users of the routes could report behaviour not in line with the scheme or the code of conduct to the Council.

The Committee aimed noted the need to balance reducing damage to routes and tackling antisocial behaviour while preserving access for responsible users. They further acknowledged antisocial behaviour as a national issue and plans to work

## Cabinet Committee - Local Issues - 15 April 2025

with the Police to address it locally. The Committee appreciated objectors' input and thanked them for their attendance noting the long-standing nature of the issue and officers' efforts to propose a fair solution. They also highlighted scope to monitor and review the scheme after 12 months to assess its effectiveness.

Having considered all information submitted to it verbally and in writing the Committee agreed that

**RESOLVED:** The objections to the proposed (Traffic Regulation) (No 2) Order 2024 be overruled and that the TRO be made and implemented as advertised with agreement to review in 12 months.

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

The Committee considered an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Lea Lane, Honley / Netherton presented by Robert Hardcastle, Principal Engineer.

The Committee were advised that 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. The proposed traffic calming scheme was 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. The two traffic calming features added in response to the informal consultation to the original two features provided value for money over the initial smaller scheme.

A notice of proposals for the implementation of the traffic calming was advertised from 6 January 2025 to 3 February 2025. During the formal advertisement period 1 objection was received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from Gary Andrews.

Robert Hardcastle responded to the representations advising that funding would be provided by Children's Services as the client. In terms of following best practice, LT07 traffic calming guidance had been followed. The DfE had also released a number of studies around the use of speed cushions showing these to be the most impactful whilst having the least noise pollution.

Having considered all the information presented verbally and in writing, the Committee felt there was a lack of evidence to justify the implementation of the scheme, and that this would need to be demonstrated following further discussion with Children's Services in order for the Objection to be overruled. It was agreed that;

**RESOLVED:** That the objection be upheld, and the proposals be abandoned.

<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: Traffic Regulation Orders associated with A638 Dewsbury – Cleckheaton Transforming Cities Fund (TCF) scheme - Objection report.**

<b>Meeting:</b>	<b>Cabinet Committee – Local issues</b>
<b>Date:</b>	<b>11 June 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Cllr Tyler Hawkins</b>
<b>Key Decision Eligible for Call In</b>	<b>No Yes</b>
<p><b>Purpose of Report:</b> To advise on the objections received to the proposed Traffic Regulation Orders (TRO)</p> <ul style="list-style-type: none"> <li>• <b>(AMENDMENT NO. 06) ORDER 2025 - BRADFORD ROAD, CLECKHEATON; BRADFORD ROAD, OAKENSHAW; AND HALIFAX ROAD, DEWSBURY</b></li> <li>• <b>(TRO NO. 06) ORDER 2024 - NORTHGATE, CLECKHEATON</b></li> <li>• <b>(AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY</b></li> </ul> <p>and to advise Members of Officers considered responses to those objections</p>	
<p><b>Recommendations</b></p> <p>That the:</p> <ul style="list-style-type: none"> <li>• <b>(AMENDMENT NO. 06) ORDER 2025 - BRADFORD ROAD, CLECKHEATON; BRADFORD ROAD, OAKENSHAW; AND HALIFAX ROAD, DEWSBURY</b></li> <li>• <b>(TRO NO. 06) ORDER 2024 - NORTHGATE, CLECKHEATON</b></li> <li>• <b>(AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY</b></li> </ul> <p>be made, and the TRO's as advertised be implemented on site as is appropriate during the construction of this scheme.</p> <p>That no public inquiry into the objections should be organised</p> <p><b>Reasons for Recommendations:</b></p> <p><b>(AMENDMENT NO. 06) ORDER 2025 - BRADFORD ROAD, CLECKHEATON; BRADFORD ROAD, OAKENSHAW; AND HALIFAX ROAD, DEWSBURY</b></p> <p>The reason for the <b>Bus Lane</b> as part of the A638 Dewsbury–Cleckheaton Sustainable Travel Corridor (TCF scheme) is to:</p> <ul style="list-style-type: none"> <li>• Improve journey time reliability for buses, particularly on the approach to Chain Bar where delays are frequent during peak hours.</li> </ul>	

- Enable faster and more punctual public transport, improving overall service quality and attractiveness.
- Encourage modal shift away from private car use, supporting the strategic aim of reducing congestion and promoting shared, low-carbon transport.
- Support clean growth and air quality objectives by reducing emissions through increased bus use.
- Form part of a coordinated corridor-wide intervention, alongside active travel enhancements, to deliver inclusive, sustainable transport options across Kirklees.

The majority of the objections received to this TRO were made to the principal of widening Bradford Rd, Oakenshaw, to the provision of formal pedestrian crossings, generic loss of parking for the overall Transforming Cities Fund (TCF) project, loss of trees and environmental damage, lack of consultation of the principals of the scheme in the past, congestion and disruption that will be caused during construction, and there being a greater need for the introduction of signal control at Chain Bar roundabout as an alternative.

The over all TCF scheme, as advertised and consulted on, was ratified by Cabinet in Sept 2025, when approving funding as part of the Kirklees Major Transport Capital Schemes; Annual Report 2024.

All of the above issues, constituting the principals of the Cleckheaton – Dewsbury TCF project, which were previously approved, prior to the TRO consultation and advertising.

These objections do not relate to the proposed TRO's, and in that context are not relevant to the consideration of the implementation of a bus lane, which is the subject of these advertised proposals, and that which CCLI members are being asked to consider.

The remaining objections, as presented, to this proposal do not outweigh the advantages of providing a facility which will present the opportunity to improve bus services and journey times in this local area.

The reason for the **Mandatory Cycle Lane** in Rawfolds - Cleckheaton as part of the A638 Dewsbury-Cleckheaton Sustainable Travel Corridor (TCF scheme) is to:

- upgrade an existing advisory cycle lane to a mandatory cycle lane to improve safety for cyclists. This change is intended to provide a safer, more consistent cycling environment by removing potential obstructions from parked vehicles and supports wider objectives to encourage active travel and reduce vehicle dependency.

The objections, as presented to this proposal, do not outweigh the advantages, as there are alternative on street parking facilities in the vicinity.

#### **(TRO NO.06) ORDER 2024 - NORTHGATE, CLECKHEATON**

The reason for the **prohibition of driving** to traffic from Northgate to Market St as part of the A638 Dewsbury-Cleckheaton Sustainable Travel Corridor (TCF scheme) is to:

- support the implementation of public realm improvements at the junction of Northgate and Market Street by restricting vehicular access, allowing for widened footways, improved pedestrian facilities including raised zebra crossings, and the consolidation of parking.
- enhance safety, accessibility, and the overall town centre environment.

<p>The objections, as presented, to this proposal, do not outweigh the advantages.</p> <p><b>(AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY</b></p> <p>Existing constraints contained within objections are acknowledged but are unrelated to this order.</p> <p>The proposed waiting restrictions are intended to support safe and efficient movement along the corridor, particularly around areas with existing congestion and visibility issues.</p> <p>While objections have raised concerns about parking loss, these issues largely stem from existing constraints related to school drop-offs, teacher and resident parking, which operate on a first-come basis.</p> <p>There is no designated disabled access in place, and alternative off-street parking remains available.</p> <p>The objections, as presented, to this proposal, do not outweigh the advantages.</p>	
<p><b>Resource Implications:</b></p> <p>This scheme is wholly funded by DfT via West Yorkshire Combined Authority as part of Kirklees “Transforming Cities Fund” settlement</p>	
<p><b>Date signed off by <u>Executive Director</u> &amp; name</b></p>	<p><b>David Shepherd : 02/06/2025</b></p>
<p><b>Is it also signed off by the Service Director for Finance?</b></p>	<p><b>Kevin Mulvaney : 27/05/2025</b></p>
<p><b>Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?</b></p>	<p><b>Samantha Lawton : 28/05/2025</b></p>

**Electoral wards affected: Cleckheaton**

**Ward councillors consulted: Ward Cllrs were regularly consulted the overall Dewsbury – Cleckheaton TCF scheme during conception, preliminary and detail design, and again then on related TRO’s, prior to formal advertising.**

**Public or private: Public**

**Has GDPR been considered? Yes**

**1. Executive Summary**

1.1 The routes affected by these TRO proposals form part of the A638 corridor, a key strategic route extending from Oakenshaw to Dewsbury via Cleckheaton and Heckmondwike. The scheme is part of the wider Transforming Cities Fund (TCF) programme and aims to support a shift towards sustainable transport by prioritising bus services and improving active travel infrastructure along strategic corridors.

1.2 The principals of the overall scheme Dewsbury – Cleckheaton corridor improvement proposals to: - widen Bradford Rd, Oakenshaw to provide a 2 lane approach to Chain Bar, with the intention to introduce a bus lane subject to a successful TRO process, make changes to various pockets of the route to support active travel and sustainable travel choices have been previously approved.

1.3 The proposed **AMENDMENT NO. 06 ORDER 2025** introduces a 24-hour southbound bus lane on Bradford Road approaching Chain Bar Roundabout and a Mandatory Cycle Lane at Rawfolds - Cleckheaton. These measures are required to:

- Facilitate the passage of public transport by addressing journey time delays for bus services on the approach to Chain Bar Roundabout, identified by the operator as a key area of delay.
- Reduce reliance on private vehicles, contributing to low-carbon travel modes and reducing transport-related emissions.
- Delivering part of a corridor-wide package of interventions, including active travel infrastructure, that improves accessibility, connectivity, and the quality of the local environment for residents and businesses.
- Support active travel by upgrading an existing advisory cycle lane to a Mandatory Cycle Lane, providing a safer, continuous route for cyclists between Cleckheaton and Heckmondwike, in line with LTN 1/20 design standards.

1.4 The proposed **TRO NO. 06 ORDER 2024** introduces a Prohibition of driving for all vehicles from Northgate to Market St. These measures are required to:

- To support the implementation of public realm improvements at the junction of Northgate and Market Street by restricting vehicular access, allowing for widened footways, improved pedestrian facilities including raised zebra crossings, and the consolidation of parking.
- To enhance safety, accessibility, and the overall town centre environment.

1.5 The proposed **AMENDMENT NO. 17 ORDER 2024** introduces various standing traffic restrictions. These measures are required to:

- Improve safety and traffic flow by addressing visibility concerns and preventing obstructive parking in key areas of congestion.
- Support active and sustainable travel as part of the wider A638 Corridor scheme by ensuring clear routes for buses, cyclists, and pedestrians.
- While concerns have been raised regarding parking availability, these stem from existing constraints, including school and residential parking pressures, which are not caused by this order.
- No formal disabled access or designated bays will be impacted, and off-street parking options remain available.

1.6 Following a number of rounds of consultation, scheme amendments and modifications, the final proposals were approved, and the required traffic regulation orders to support these proposals were formally advertised from 20<sup>th</sup> February 2025 to 13 March 2025.

During that time 141 objections were received.

1.7 This report seeks to give a summary of the objections received to the proposed Traffic Regulation Orders, request their consideration, and provide a decision on said objections to each of the following orders

- AMENDMENT NO. 06 ORDER 2025 - Bradford Road, Cleckheaton; Bradford Road, Oakenshaw; and Halifax Road, Dewsbury
- TRO NO. 06 ORDER 2024 - Northgate, Cleckheaton
- AMENDMENT NO. 17 ORDER 2024 - Various Roads in Dewsbury, Cleckheaton, Liversedge.

Appendix 1 shows the changes proposed as part of the three Orders.

- 1.8 The Council's open and inclusive process in considering the objections in a public meeting in which members of the public may participate makes it unnecessary to further test objections through a public inquiry (see paragraph 2.5 below)

## 2. Information required to take a decision

- 2.1 **AMENDMENT NO. 06 ORDER 2025** - There are 134 formal objections in total to the proposed TRO.

**NO. 06 ORDER 2024** - There is 1 formal objection in total to the proposed TRO.

**AMENDMENT NO. 17 ORDER 2024.** There are 6 formal objections in total to the proposed TRO.

The objections are summarised in Appendix 2 and the full objection text for each can be found in Appendix 3.

- 2.2 **AMENDMENT NO. 06 ORDER 2025** - The objections for TRO fall into the following categories:

- a. **Bus Lane Not Justified** - Objectors argue that the 24-hour bus lane is disproportionate for a single unreliable service that already struggles with reliability issues rather than congestion. Many believe the scheme is not value for money and would not meaningfully improve journey times.

### **Officer Response**

- Many objectors argue that the proposed bus lane on Bradford Road is unjustified, citing that only one bus service (the 268) uses the route. They state that the 268 is infrequent, often cancelled, and unreliable, therefore questioning the value and necessity of a 24-hour dedicated lane. They feel the time savings would be minimal and not warrant the scale of intervention proposed. Some also believe that the money could be better spent on improving the bus service itself rather than road infrastructure.
- This section of Bradford Road has been identified as a pinch point for buses, particularly during peak times when congestion restricts access to Chain Bar roundabout. Journey time data from Bus Open Data shows southbound delays regularly occur during morning peak periods. These delays directly impact service reliability, contributing to late arrivals and knock-on disruption further along the corridor. Engagement with the primary operator, Arriva, has confirmed that this location presents the most significant issue for bus reliability along the A638 corridor. Arriva has been consulted on the scheme and is supportive of the proposed bus lane on the approach to Chain Bar, which will allow buses to bypass the queue and re-enter traffic closer to the roundabout.

- The introduction of the bus lane forms a key part of a wider package of corridor improvements designed to address long-term challenges, including low bus use, congestion, air quality, and sustainable connectivity. The measure is proportionate in scale and is anticipated to improve journey time consistency and reduce private vehicle dependency along the corridor .
  - If the Traffic Regulation Order is approved, officers will monitor bus journey times and overall corridor performance to ensure the bus lane delivers the intended benefits to public transport reliability and wider network efficiency.
- b. Increased Congestion** - Concerns that removing a traffic lane for general vehicles will worsen delays, especially at Chain Bar, with claims that congestion is caused by the roundabout itself, not by queues along Bradford Road.

### **Officer Response**

- A large number of objections raised concerns that the proposed 24-hour southbound bus lane on Bradford Road would reduce overall traffic capacity, particularly at the approach to Chain Bar roundabout. Objectors argue that reallocating road space for buses would cause longer delays for general traffic during peak periods and could divert vehicles onto narrower local roads such as Wyke Lane, increasing congestion and leading to safety risks for residents, pedestrians, and cyclists. Some residents also questioned whether such disruption was justified, particularly given perceived low bus usage on this stretch.
  - The scheme is part of a strategic investment to address long-standing issues of poor connectivity, car dependency, and limited sustainable transport infrastructure across the corridor. Improving the reliability and attractiveness of public transport is a key component of tackling congestion, reducing emissions, and supporting inclusive economic growth.
  - The proposed bus lane is designed to improve bus journey times by allowing services to bypass congestion approaching Chain Bar, a known pinch point where delays impact reliability across the wider network. This supports a key objective of shifting short-to-medium trips from private car to bus, helping reduce traffic volumes in the longer term.
  - The scheme does not involve reducing the number of general traffic lanes. The southbound bus lane will be delivered through carriageway widening, ensuring that capacity for private vehicles is maintained. The design also includes a new puffin crossing to support safer merging movements near the roundabout and improve pedestrian connectivity.
  - If the Traffic Regulation Order is approved, officers will monitor traffic conditions on Bradford Road and surrounding routes to ensure that the bus lane operates effectively, that congestion is not worsened, and that the wider objectives of the A638 Corridor Scheme are supported.
- c. Safety Risks** - Objections highlight risks associated with buses needing to merge back into general traffic near Chain Bar, conflicts with HGVs on narrowed carriageways, and dangers to cyclists expected to navigate busy, multi-lane junctions.

### **Officer response**

- Objectors raised concerns that the proposed 24-hour bus lane on Bradford Road would introduce new safety risks. They cited fears about buses merging back into traffic near Chain Bar roundabout, potential conflicts between large vehicles (such as HGVs and buses), and risks to cyclists sharing the road space near a busy junction. Some also incorrectly assumed that the proposals would narrow the existing carriageway, reducing safety margins.
  - The proposed scheme does not involve any narrowing of existing general traffic lanes. Instead, the carriageway is being locally widened to accommodate the new bus lane while maintaining existing traffic capacity and lane widths.
  - Vehicle tracking assessments have been undertaken to ensure that all vehicles, including HGVs, can safely navigate the realigned road layout. The design also incorporates a sufficient merge length at the end of the bus lane, allowing vehicles to safely rejoin general traffic ahead of Chain Bar roundabout.
  - To further support road safety, speed reduction measures are proposed, including the introduction of a reduced speed limit on the approach to the new puffin crossing. This will assist in managing vehicle speeds and create safer crossing opportunities for pedestrians.
  - As the general traffic lanes are not being narrowed, and safety measures such as local widening, controlled merging, and speed reductions have been incorporated into the design, it is considered that safety-related objections should not prevent the scheme from proceeding.
  - If the traffic regulation order is approved, officers will monitor post-implementation traffic behaviour to ensure the scheme continues to operate safely.
- d. **Construction / Traffic Disruption** - Residents are concerned that lengthy roadworks will cause major disruption for 12 months or more, divert traffic onto unsuitable minor roads such as Wyke Lane, and worsen safety and congestion elsewhere. Objectors raised concerns that the construction of the bus lane would cause significant disruption to local residents, businesses, and commuters. Specific issues cited include long-term traffic delays, rat-running onto unsuitable minor routes such as Wyke Lane, increased journey times, and general inconvenience caused by roadworks.

### **Officer response**

- It is acknowledged that construction works may cause temporary disruption. However, a detailed construction traffic management plan will be developed to minimise the impact on road users, residents, and businesses throughout the works.
- Where possible, construction activities will be phased to maintain access and minimise lane closures during peak times. Advanced notice and clear signage will be provided to inform road users of any temporary diversions or restrictions.
- It should also be noted that the scheme is intended to deliver longer-term benefits by promoting sustainable transport options, improving bus reliability, and reducing private car dependency, which in turn supports congestion management and environmental goals. The long-term benefits are considered to outweigh the short-term inconvenience during the construction phase.

- While short-term disruption is inevitable during construction, mitigation strategies will be in place to minimise inconvenience, and the longer-term benefits to traffic flow, bus reliability, and active travel infrastructure support proceeding with the scheme. Officers will monitor the traffic impacts during construction and adjust mitigation measures where necessary to manage disruption.
- e. **Lack of Consultation / Local Engagement** - Many objectors feel there was inadequate consultation, poor visibility of notices, and confusion about the proposals, particularly where the scheme was referred to under wider project titles like "Cleckheaton Sustainable Transport Corridor.

### **Officer Response**

- A number of objectors raised concerns that they were unaware of the proposals, citing limited direct communication, inaccessible notice locations, and insufficient publicity. Some residents stated that consultation letters were unclear (e.g., not mentioning Oakenshaw by name), while others noted that notices were placed too high or not easily visible, particularly for people with disabilities. . Site notices were placed along the affected sections of Bradford Road, and public notices were published in the local press, in accordance with the, statutory consultation process for this sort of Traffic Regulation Order. Letters were then also issued to properties fronting the proposed works to ensure affected residents were informed, which is in additional to the statutory requirements
  - Whilst there were concerns that the level of engagement was inadequate for a scheme of this scale and potential impact, the statutory TRO process and its advertising came following a number of previous consultations and public engagement events, on the principals of the scheme, during both the concept and preliminary design of this scheme, which was extensive, and in proportion to the overall scheme.
  - Moving forward, officers will ensure clear communication with residents during the construction phase, including updates about traffic management and expected timescales, regardless of the outcome of the various TRO's currently under consideration
- f. **Better Alternatives Ignored** - Objectors argue that more effective and lower-cost measures, such as installing traffic lights at the Oakenshaw entry to Chain Bar or improving bus service frequency and reliability, have been overlooked in favour of a costly and disruptive bus lane.

### **Officer Response**

- Objectors suggested that the proposed bus lane is not the most effective solution to address congestion and journey time issues on Bradford Road. Alternatives raised included the installation of traffic lights at the Oakenshaw arm of Chain Bar roundabout, improved bus service frequency and reliability. Some objectors believe the issues could be more efficiently resolved through better network management and localised improvements rather than extensive infrastructure changes.
- The scheme forms part of a wider corridor strategy funded through the West Yorkshire Combined Authority's Transforming Cities Fund (TCF), which is aimed at encouraging sustainable travel and reducing reliance on private vehicles.
- While traffic signal improvements at Chain Bar have been considered as part of the broader transport strategy, the geometric layout and existing signal phasing at the

roundabout limits opportunities for additional signals without negatively affecting the wider junction performance, which National Highways would not approve. Improvements have already been implemented through previous schemes at the roundabout and Traffic signal upgrades, walking and cycling improvements, and speed limit changes are also part of the scheme.

- The council consider this intervention necessary and proportionate, with wider corridor improvements also addressing longer-term transport needs.

2.3 The objections for TRO - **NO. 06 ORDER 2024** fall into the following category:

- a. **Traffic Re-routing and Safety Concerns** The objector raises concerns that the closure of the short link between Northgate and Market Street would remove a convenient route for accessing the A638 from the Crown Street car park, forcing more vehicles to use the Crown Street/Westgate junction. They argue this will increase vehicle movements at an already busy and difficult junction, creating additional hazards for pedestrians, particularly due to limited visibility when walking westbound past the Rose and Crown public house.

#### **Officer response**

- The proposal to close the short link between Northgate and Market Street forms part of wider public realm improvements designed to enhance the safety, accessibility, and quality of the town centre environment. By removing through-traffic at this location, the scheme will allow for widened footways, improved pedestrian crossing points (including new raised zebra crossings), and a safer, more attractive space for people walking, cycling, and accessing local businesses.
- While it is acknowledged that the closure may marginally reroute some localised car park traffic towards the Crown Street/Westgate junction, the overall design seeks to create a better balance between pedestrian and vehicular needs within the town centre.
- Given the benefits to pedestrian safety, accessibility, and the town centre environment, the objection, as presented, does not outweigh the intended benefits.

2.4 The objections for TRO - **AMENDMENT NO. 17 ORDER 2024** fall into the following categories:

- a. **Traffic Flow and Safety Improvements** - Objectors questioned the need for additional restrictions, believing current road conditions function adequately without intervention.

#### **Officer Response**

- Residents, particularly elderly and disabled individuals living in bungalows 101–119 Bradford Road, raised concerns about the proposed mandatory cycle lane and double yellow lines. They object to losing the ability to park directly outside their homes, which they rely on due to mobility issues. They argue that the car park at the end of the row is insufficient and not easily accessible for all.
- The mandatory cycle lane proposal replaces an existing advisory lane currently obstructed by parked vehicles, creating a safety hazard for cyclists. Introducing double yellow lines is necessary to ensure the cycle lane remains unobstructed and functional. Removing the waiting restrictions would render the facility unsafe and unusable for its

intended purpose. A car park remains available for residents and visitors at the end of the row, and there is currently no formal disabled access designation on the affected section of road.

- b. **Parking and Accessibility**- Objections relate to the fear of losing on-street parking, particularly near schools and residential properties. Residents expressed concerns about the impact on elderly and disabled persons, who rely on parking close to their homes due to mobility issues and suggested that the proposals could reduce their access and quality of life.

#### **Officer Response**

- These issues raised largely stem from pre-existing parking pressures related to school drop-offs, staff parking, and general first-come-first-serve availability in the area. The proposed TRO does not remove any designated disabled bays and does not introduce parking restrictions across the corridor. Instead, it introduces targeted improvements where visibility is currently compromised. Existing parking bays in the vicinity are being retained, and the proposals aim to balance accessibility with safety improvements for all road users.
- c. **Misunderstandings of Proposed Restrictions** - Some objections incorrectly assumed that new zig-zag markings would directly remove existing parking outside their properties.

#### **Officer Response**

- Objections appear to be based on inaccurate interpretations of the TRO. For example, one resident objected to proposed zig-zag markings outside property no. 225, although none are planned there. Similarly, another objected to loss of parking on Garden Avenue, where no parking is being removed.
  - These objections stem from misunderstandings of the actual restrictions proposed. This information has been given to the resident but are still being reported as objections as the residents have not responded or indicated they wish for them to be withdrawn
- d. **Clarification on Existing Constraints Versus New Measures** - Objectors claim the TRO will cause parking issues caused by school drop-offs and resident demand, not introduced by this specific order.

#### **Officer response**

- Many of the issues raised (e.g., lack of parking, congestion, teacher and parent parking problems) are existing constraints, not introduced by this specific order.
  - The TRO aims to address safety and operational concerns without removing any existing formal parking or designated access.
- e. **Lack of Consultation** - Residents stated they were unaware of the proposals, citing poor visibility of site notices and lack of direct communication.

## **Officer Response**

- Consultation for the Traffic Regulation Order (TRO) was carried out in accordance with the appropriate legal procedures. Site notices were placed along the affected sections of Bradford Road, and public notices were published in the local press. Letters were then also issued to properties fronting the proposed works to ensure affected residents were informed, which is in addition to the statutory requirements.
  - Whilst there were concerns about the level of consultation, with concerns they were unaware of the proposals, this TRO process, and its advertising, came following a number of previous consultations and public engagement events, on the principals of the overall scheme, during both the concept and preliminary design of this scheme, which was extensive, and in proportion to the overall scheme.
  - Moving forward, officers will ensure clear communication with residents during the construction phase, including updates about traffic management and expected timescales, regardless of the outcome of the various TRO's currently under consideration.
- 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 Inquiry will be required to determine those objections. With this in mind, it has been established that, as none of the objections received relate, in any way, to the restriction of loading and unloading, there is no mandatory requirement for a public enquiry.

Regulation 9 then gives the Council the discretion to hold a Public Inquiry 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, officers will be deployed to the area during and post scheme completion, to monitor traffic flows and impact after road users have become accustomed to the new road environment and restrictions, and will act on any adverse findings as they are presented.

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

#### **3.1 Council Plan**

This scheme has been developed in line with the Council's and WYCA ambitions to:

- Improve journey time reliability for buses, particularly on the approach to Chain Bar where delays are frequent during peak hours.
- Enable faster and more punctual public transport, improving overall service quality and attractiveness.
- Encourage modal shift away from private car use, supporting the strategic aim of reducing congestion and promoting shared, low-carbon transport.
- Support clean growth and air quality objectives by reducing emissions through increased bus use.
- Form part of a coordinated corridor-wide intervention, alongside active travel enhancements, to deliver inclusive, sustainable transport options across Kirklees.

An assessment of the objections to the proposed Traffic Regulation Orders has been carried out in line with the Council's usual TRO procedures to ensure that the scheme has been considered in a fair and balanced way.

### **3.2 Financial Implications**

The proposed TROs form a critical part of the A638 Sustainable Travel Corridor scheme, which is funded through the West Yorkshire Combined Authority's Transforming Cities Fund (TCF). The southbound bus lane and associated measures on Bradford Road were identified as key interventions with funding awarded on the basis that these improvements would deliver measurable benefits to public transport reliability, active travel, and air quality.

All costs associated with implementing the scheme are included within the existing scheme budget. If the TROs are not approved, core elements of the scheme cannot be delivered as intended. This could reduce the overall benefit-cost ratio, and compromise the delivery of agreed outcomes.

### **3.3 Legal Implications**

This scheme has been consulted on and those issues that attracted objections were advertised, as legally required by:

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

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

The report clearly concentrates on c) above, but so far as they are relevant to the proposals the other factors have been considered. Objections relating to access and effect on amenities are considered and evaluated in detail in the report with appropriate detailed recommendations being set out.

In addition, these TROs are part of a larger scheme aimed at ensuring the free and safe passage of all road users to achieve the above objectives. Without the TROs in place, some operational elements of this scheme cannot be lawfully introduced or enforced, which would restrict achieving the initial aims and ambitions of the scheme, on which the funding has been secured on.

The Traffic Regulation Orders have been progressed in accordance with the statutory requirements of the Road Traffic Regulation Act 1984 and the 1996 Regulations. Formal consultation has been undertaken, and objections have been duly considered as part of this report.

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 none of the objections were made on the grounds of restrictions to loading and unloading, 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.

The proposed TROs support the Council's commitments to addressing the climate emergency by enabling a shift towards more sustainable modes of transport. The introduction of a 24-hour bus lane is expected to reduce private vehicle dependency, improve journey time reliability for public transport, and encourage active travel.

By prioritising low-emission travel options, the scheme contributes to improved local air quality and reduced carbon emissions along the A638 corridor. These measures form part of the wider strategy to promote clean growth and support Kirklees Council's environmental objectives.

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

**N/A**

## **4. Consultation**

- 4.1 The overall scheme was subject to a number of consultation events during its concept and design stages over the past 4 years, resulting in the approved detail design which was approved at Cabinet in Sept 2024
- 4.2 Consultation and public engagement included all relevant Ward Cllrs.
- 4.3 Statutory consultees were consulted on each of the Traffic Regulation Orders relating to this project, and no concerns were raised
- 4.4 All relevant Ward Cllrs were consulted on each of the Traffic Regulation Orders relating to this scheme, and no concerns were raised
- 4.5 The TRO proposals were then advertised in the local press on 20 February 25 and publicly advertised 20 February - 13 March 2025. During this time:

- notices were placed on site adjacent to the features that were being advertised, these notices had a QR code which would take you through to the traffic regulation order details on the Council website.
- All affected property frontages were informed of the proposals via letter drop

4.6 During the objection period a total of 141 objections were received across three specific TROs as seen above.

## 5. Engagement

The overall scheme was subject to a number of public engagement events during its concept and design stages over the past 4 years, resulting in the approved detail design which was approved at Cabinet in Sept 2024

Public engagement events included all relevant Ward Cllrs.

## 6. Options

### 6.1 Options considered

A number of engineering options / layouts for the overall corridor scheme, to achieve its aims and ambitions, were considered during scheme conception, and amended following various consultation and public engagement events, and have been scaled to meet the available level of funding. The Traffic Regulation orders covered in this report, required to consider the objections received, are those elements of the scheme which are required to support the successful implementation of the final approved corridor design.

With regard to options available when considering the objections to the advertised TRO's

#### 1. (AMENDMENT NO. 06) ORDER 2025 - BRADFORD ROAD, CLECKHEATON; BRADFORD ROAD, OAKENSHAW; AND HALIFAX ROAD, DEWSBURY.

1a Deem the objections to the bus and cycle lane order **do not** outweigh the benefits, implement the scheme, as advertised

1b Deem the objections to the bus and cycle lane order **do** outweigh the benefits,

- construct the road widening on Bradford Rd, Oakenshaw but do not add the signing and lining required to implement the bus lane / cycle lane, but provide a 2 lane approach to Chain Bar roundabout, from Oakenshaw, as previously approved.
- Construct the engineering elements of the scheme, but do not add the signing and lining required to implement the mandatory cycle lane at Rawfolds, Cleckheaton

This will result in the expected benefits for bus journey times approaching chain bar roundabout, more punctual services and the resulting mode shift not to be achieved, and the expected improvements for cycle safety not be realised.

## **2 (TRO NO. 06) ORDER 2024 - NORTHGATE, CLECKHEATON.**

- 2a Deem the objections to the prohibition of driving at the junction of Northgate / Market St order **do not** outweigh the benefits, construct and implement the scheme, as advertised
- 2b Deem the objections to the prohibition of driving at the junction of Northgate / Market St order **do** outweigh the benefits and abandon this element of the scheme.

This will result in the complaints, received from cyclists that the advisory cycle lane currently in operation at this location is continually parked within, will continue and cyclists will not gain the anticipated travel and safety benefits as intended.

## **3 (AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY**

- 3a Deem the objections to the **do not** outweigh the benefits, construct and implement the scheme, as advertised
- 3b Deem the objections to the order introducing waiting restrictions at various points along this corridor **do** outweigh the benefits, and abandon these element of the scheme.

This will result in inconsiderate and unsafe parking at junctions and locations where it is critical to ensure free flow of traffic, visibility at junction and of formal pedestrian crossing facilities is achieved.

### **6.2 Reasons for recommended option**

Options 1a, 2a and 3a are recommended by Officers

Reasons for the proposed options

- (i) The proposed TROs are critical to delivering the A638 Sustainable Travel Corridor scheme, particularly the introduction of a 24-hour southbound bus lane on Bradford Road. This intervention was identified in the approved Full Business Case as a key measure to improve journey time reliability, reduce delays on approach to Chain Bar roundabout, and encourage modal shift to public transport.
- (ii) The bus lane is supported by journey time data and operator feedback confirming that this section represents one of the main reliability pinch points along the corridor. The TRO is required to legally implement and enforce the lane.
- (iii) All TROs have been progressed in accordance with the Road Traffic Regulation Act 1984. Objections received have been carefully considered and addressed in this report. A number of objections are based on existing parking or congestion issues that are not caused by the proposals or stem from misunderstandings of the advertised changes.
- (iv) The measures are fully funded through the Transforming Cities Fund and align with the Council's strategic aims to improve public transport, air quality, and road safety. Without the TROs in place, core elements of the scheme cannot proceed, reducing its overall effectiveness.

Councillor Tyler Hawkins (Portfolio Holder – Environment and Highways) has been briefed on this objection report.

## **7. Next steps and timelines**

If the recommended options are approved and the benefits of the scheme, as advertised, **are** determined to outweigh the objections, and the objections put aside, a timeline will be developed to complete works, in conjunction with the contractor engaged to construct the engineering elements of the overall scheme.

If CCLI members deem that the objections **are not** determined to outweigh the anticipated benefits of the TRO proposals, then the engineering elements of the scheme, that do not rely on the implementation of said restrictions for their safe and effective operations will go ahead, but those that do, primarily the proposed changes to the junction of Northgate / Market St, Cleckheaton, will be abandoned.

## **8. Contact officer**

Jason Jones - Principal Engineer, Highways Major Design  
[Jason.Jones@kirklees.gov.uk](mailto:Jason.Jones@kirklees.gov.uk)

Armin Alisic – Project Manager, Kirklees Major Projects  
[Armin.Alisic@Kirklees.gov.uk](mailto:Armin.Alisic@Kirklees.gov.uk)

Tel: 01484 221000 (voice recognition, ask for required officer)

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

<https://democracy.kirklees.gov.uk/mglIssueHistoryHome.aspx?Ild=33934&Opt=0>

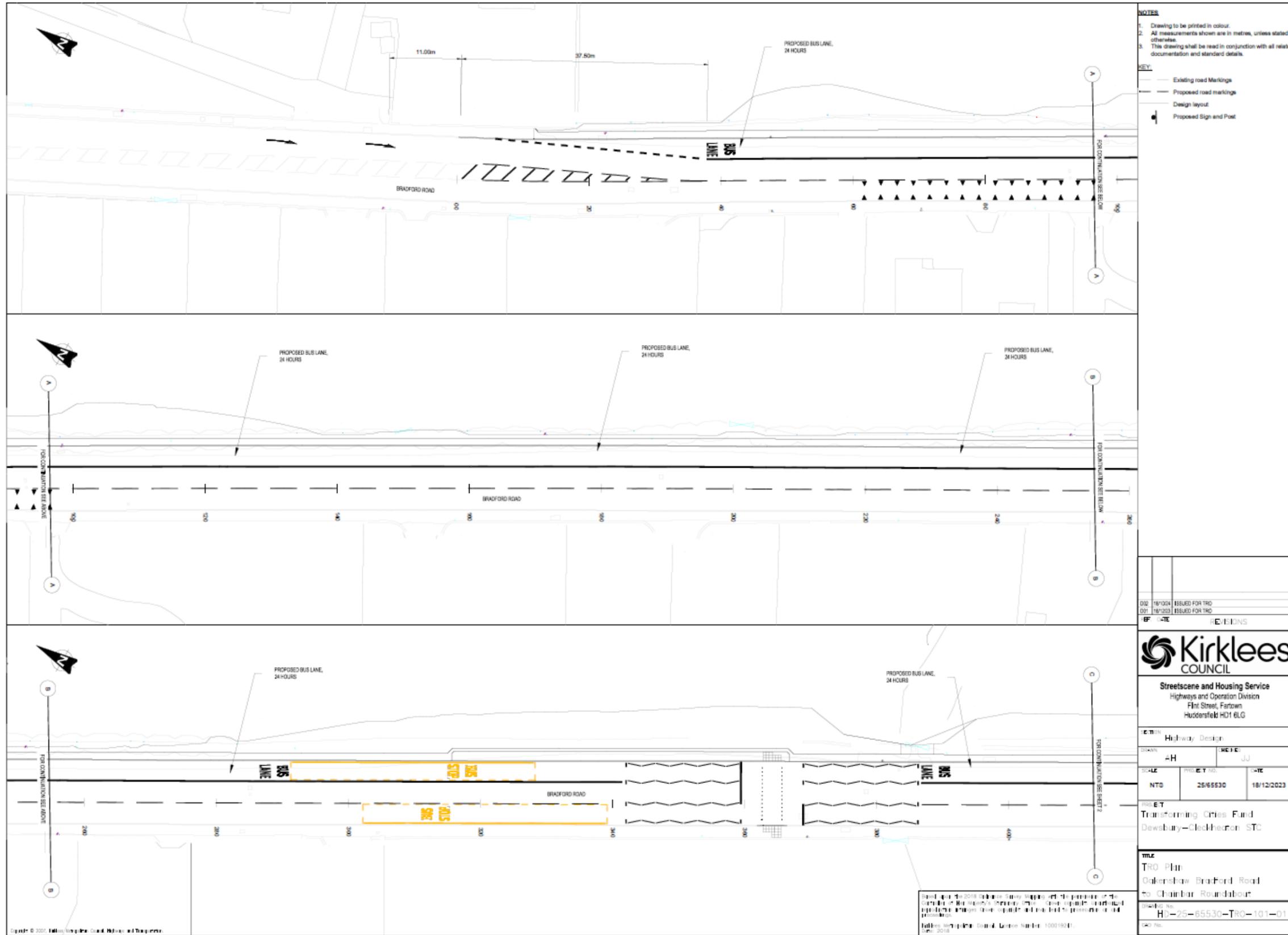
## **10. Appendices**

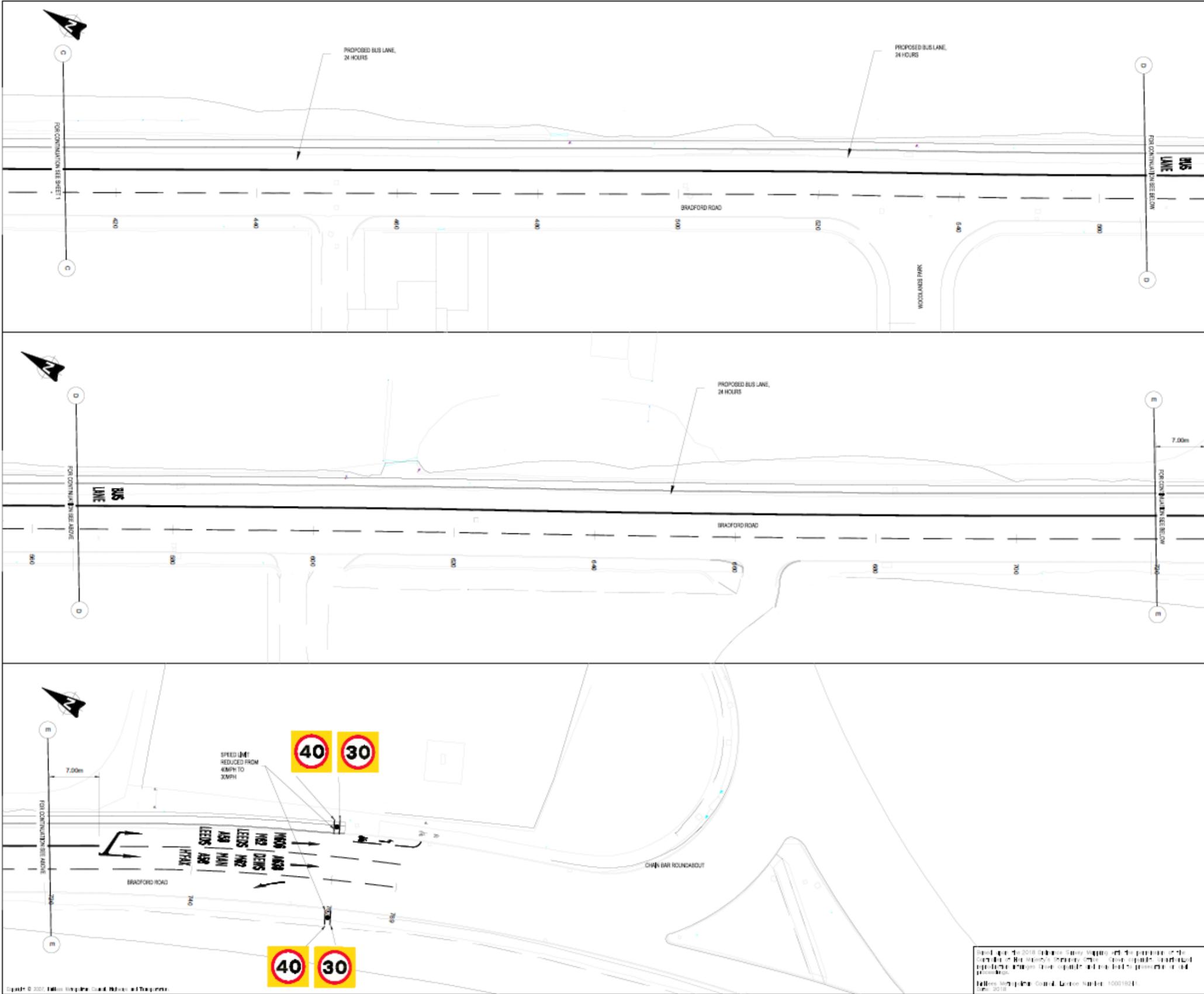
1. Appendix 1 – TRO plans
2. Appendix 2 – Summarised objections
3. Appendix 3 - Objections in full & redacted

## **11. Service Director responsible**

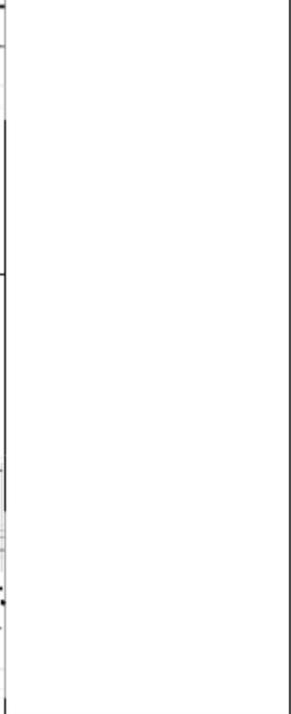
Katherine Armitage  
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(AMENDMENT NO. 06) ORDER 2025 - BRADFORD ROAD, CLECKHEATON; BRADFORD ROAD, OAKENSHAW; AND HALIFAX ROAD, DEWSBURY





- NOTES**
1. Drawing to be printed in colour.
  2. All measurements shown are in metres, unless stated otherwise.
  3. This drawing shall be read in conjunction with all related documentation and standard details.
- KEY:**
- Existing road Markings
  - Proposed road markings
  - Design layout
  - Proposed Sign and Post



002	18/10/24	ISSUED FOR TRO
001	18/10/23	ISSUED FOR TRO
EF	DATE	REVISIONS

**Kirklees COUNCIL**

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

CITY: Highway Design	
DRAWN: AH	CHECKED: JU
SCALE: NTC	DATE: 18/12/2023

PROJECT: Transforming Cities Fund  
Dewsbury-Cleckheaton STC

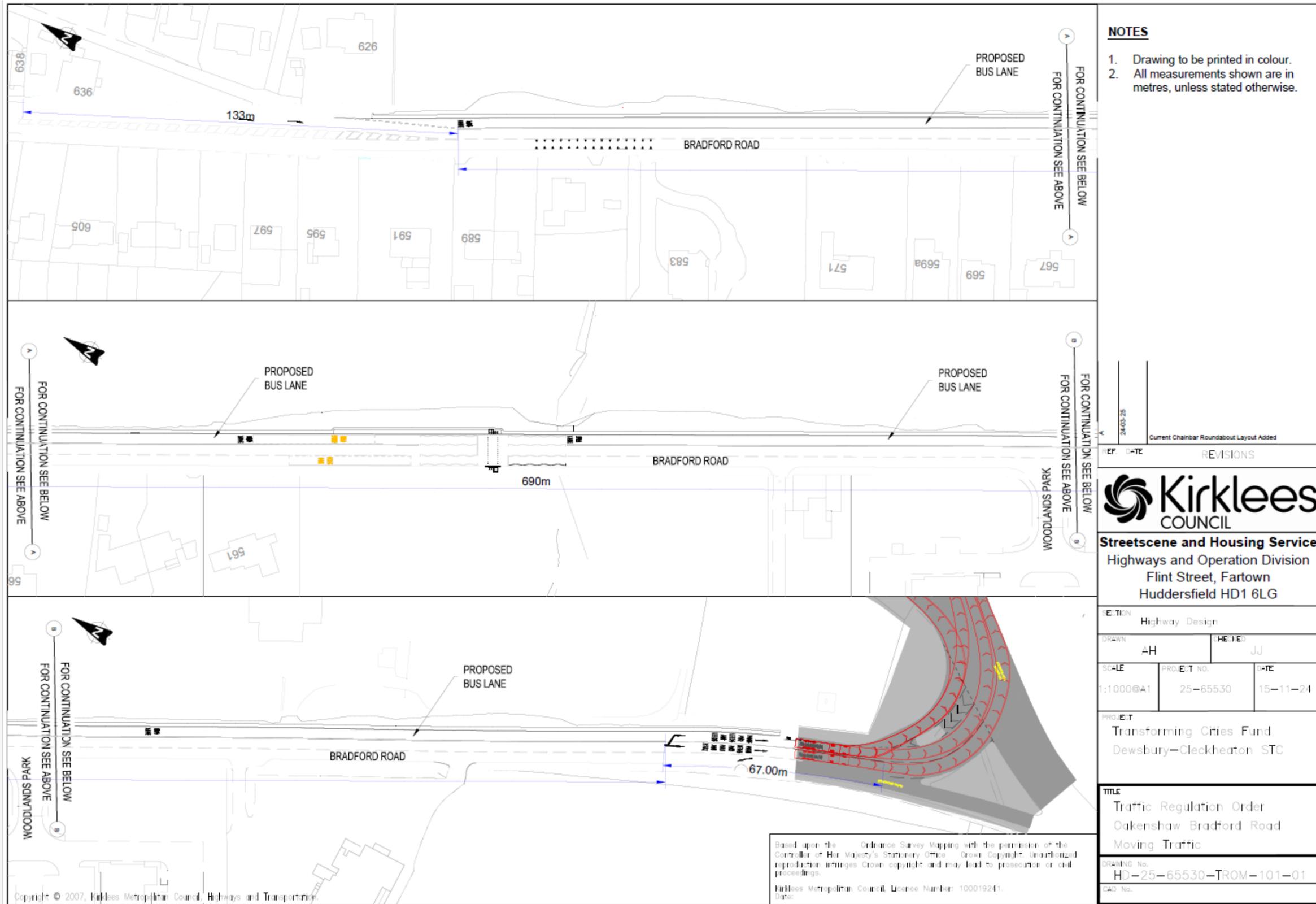
TR0 Plan  
Gakenshaw Bradford Road  
to Chairbar Roundabout

DRAWING No: HD-25-65530-TR0-101-01

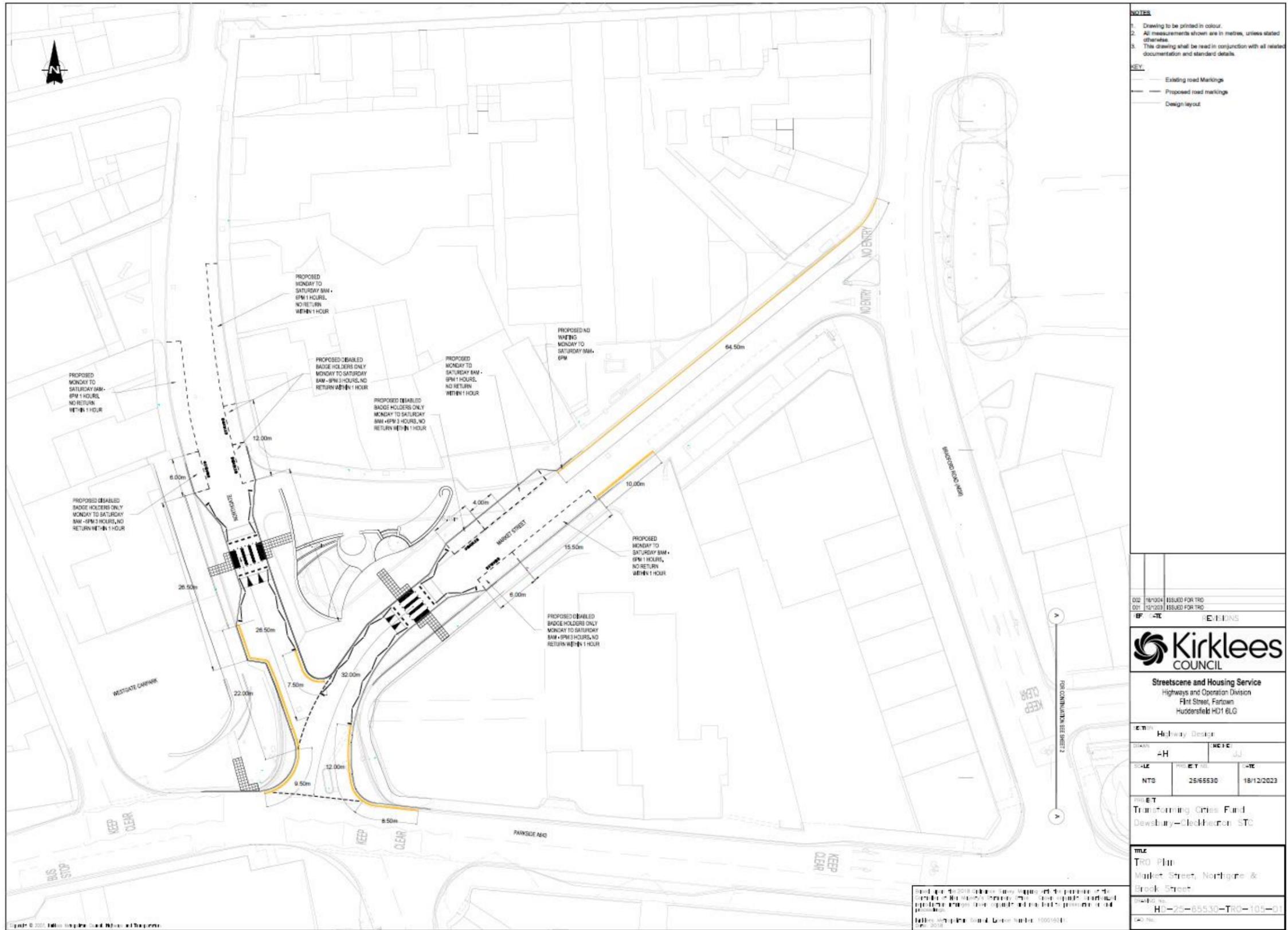
DATE: 18/12/2023

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The revised TRO drawing includes an overlay of the existing Chain Bar roundabout layout to clarify tie-in details at the termination point of the bus lane and define the extent of the merge on approach.



(TRO NO. 06) ORDER 2024 - NORTHGATE, CLECKHEATON



**NOTES**

1. Drawing to be printed in colour.
2. All measurements shown are in metres, unless stated otherwise.
3. This drawing shall be read in conjunction with all related documentation and standard details.

**KEY:**

- Existing road Markings
- Proposed road markings
- Design layout

DATE	18/12/2023	ISSUED FOR TRO
DATE	18/12/2023	ISSUED FOR TRO
BY	NTG	FOR CONSULTATION SEE SHEET 2

**Kirklees COUNCIL**

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

**PROJECT** Highway Design

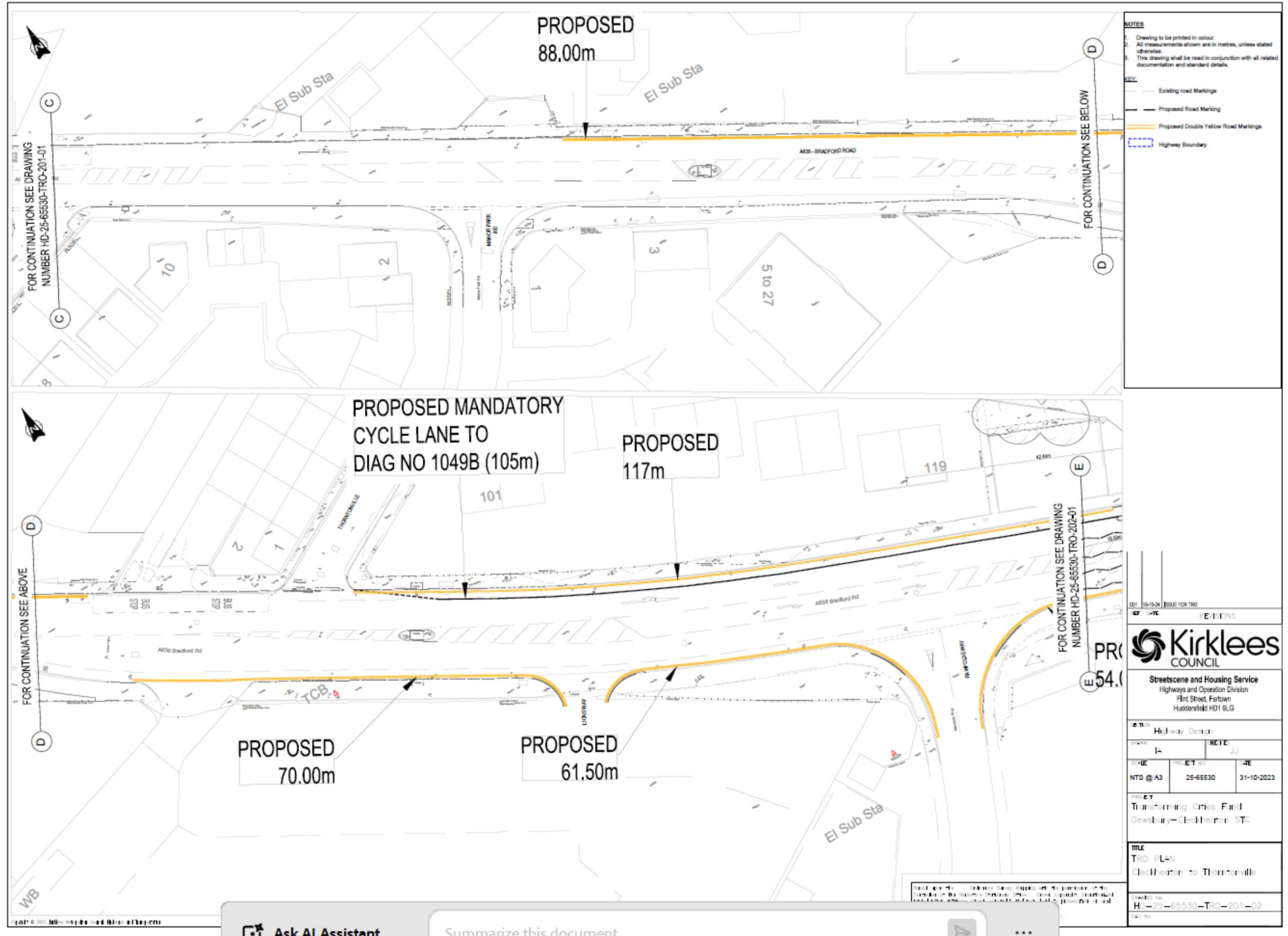
DRAWN	AH	CHECKED	JJ
SCALE	NTG	PROJECT NO.	25/65530
		DATE	18/12/2023

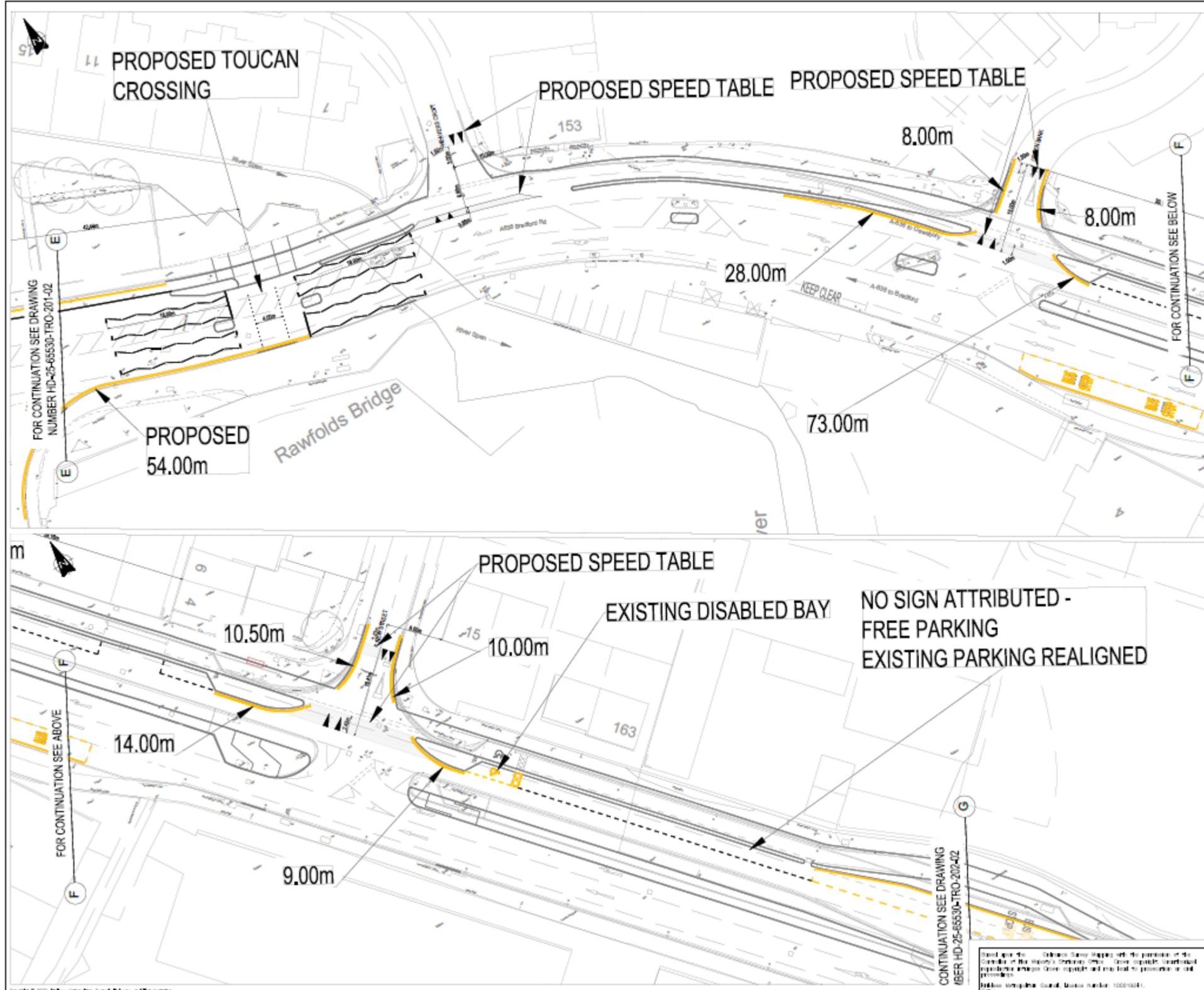
**PROJECT** Transforming Cities Fund  
Dewsbury-Cleckheaton STC

**TITLE**  
TRO Plan  
Market Street, Northgate &  
Brook Street

DRAWING NO. H-25-65530-TRO-105-01  
DATE

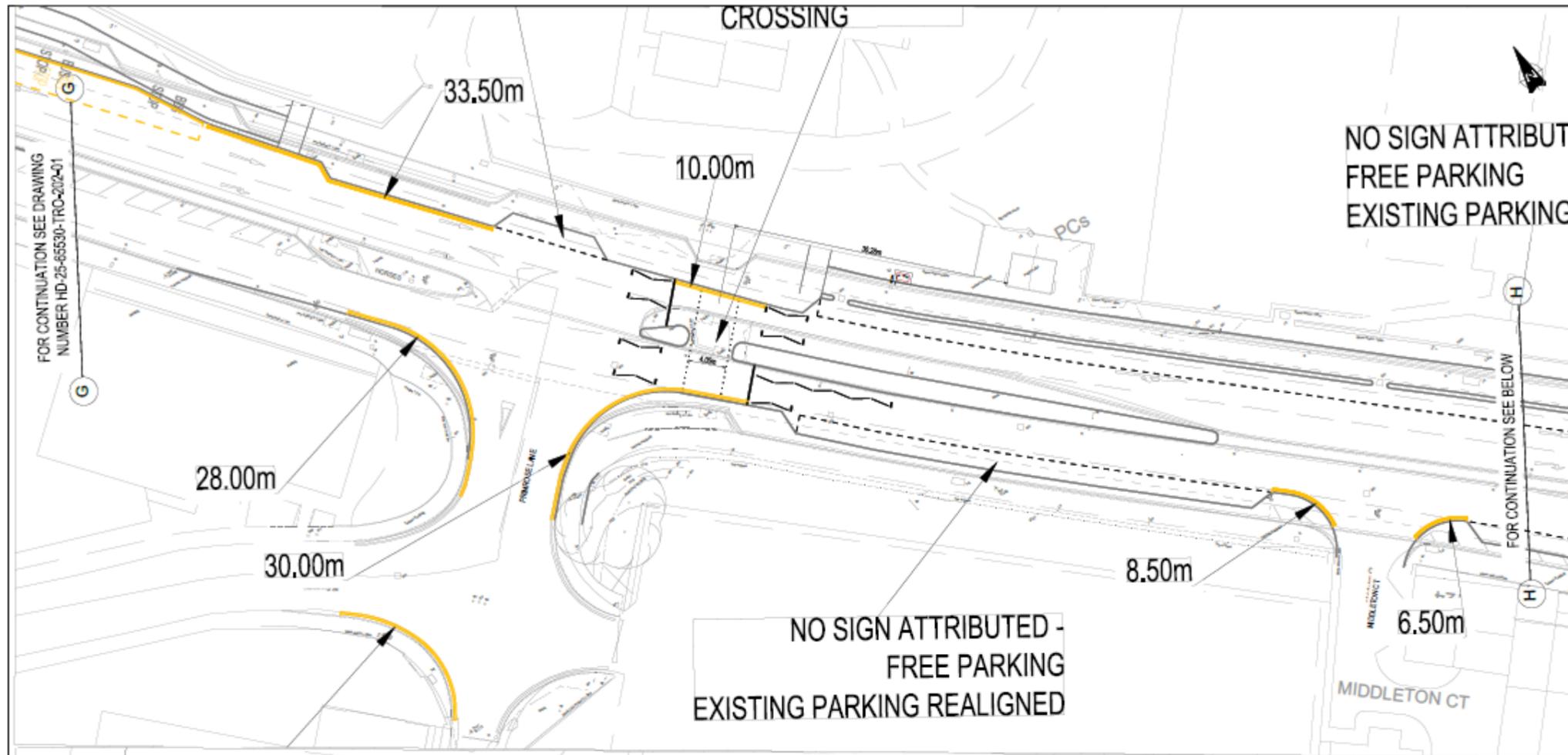
(AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY





- NOTES**
- Drawing to be printed in colour.
  - All measurements shown are in metres, unless stated otherwise.
  - This drawing shall be read in conjunction with all related documentation and standard details.
- KEY**
- Existing road Markings
  - Proposed Road Markings
  - Proposed Double Yellow Road Markings
  - Highway Boundary

DATE		REVISIONS	
<b>Streetscene and Housing Service</b> Highways and Operation Division First Street, Farnworth Huddersfield HD1 6LG			
DESIGN: Highway Design			
DRAWN: JA	CHECKED: JJ		
SCALE: NTS @ A3	PROJECT NO: 25-65530	DATE: 31-10-2023	
PROJECT: Transforming Crisis Fund Dewsbury-Clockheaton STC			
<b>TITLE</b> TRO PLAN Green Bank to Eddercliffe Crescent			
DRAWING NO: HD-25-65530-TRO-202-01 CAD No:			

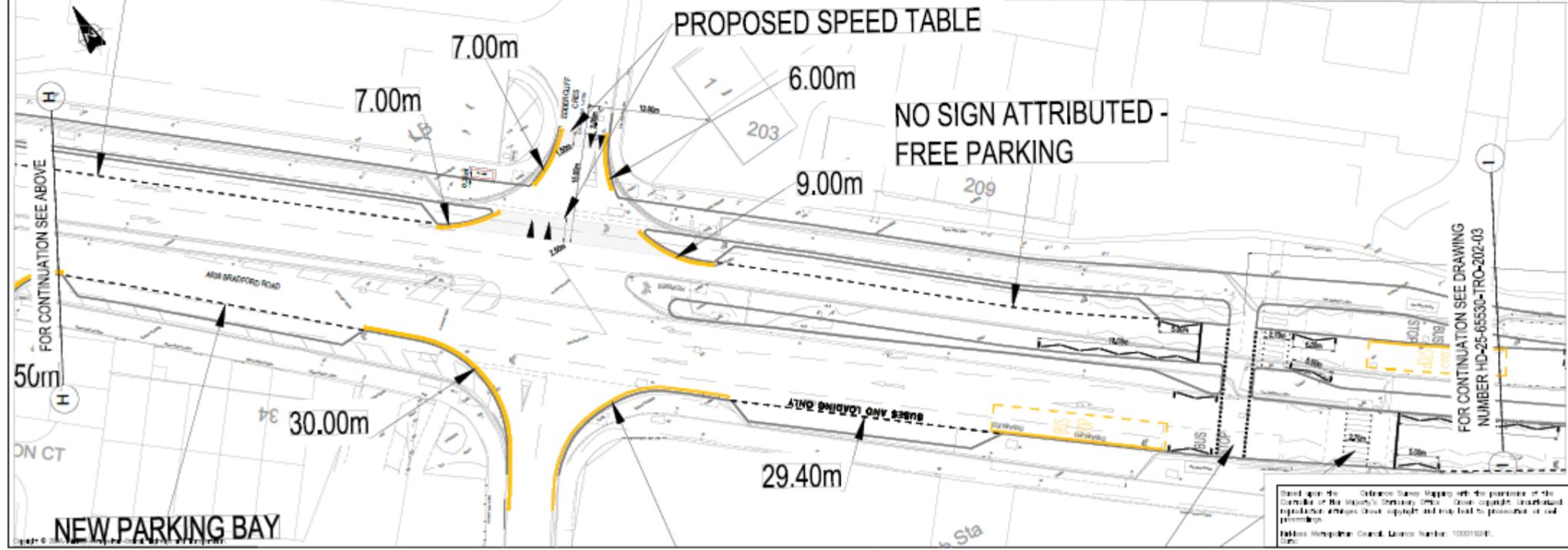


**NOTES**

- Drawing to be printed in colour.
- All measurements shown are in metres, unless stated otherwise.
- This drawing shall be read in conjunction with all related documentation and standard details.

**KEY**

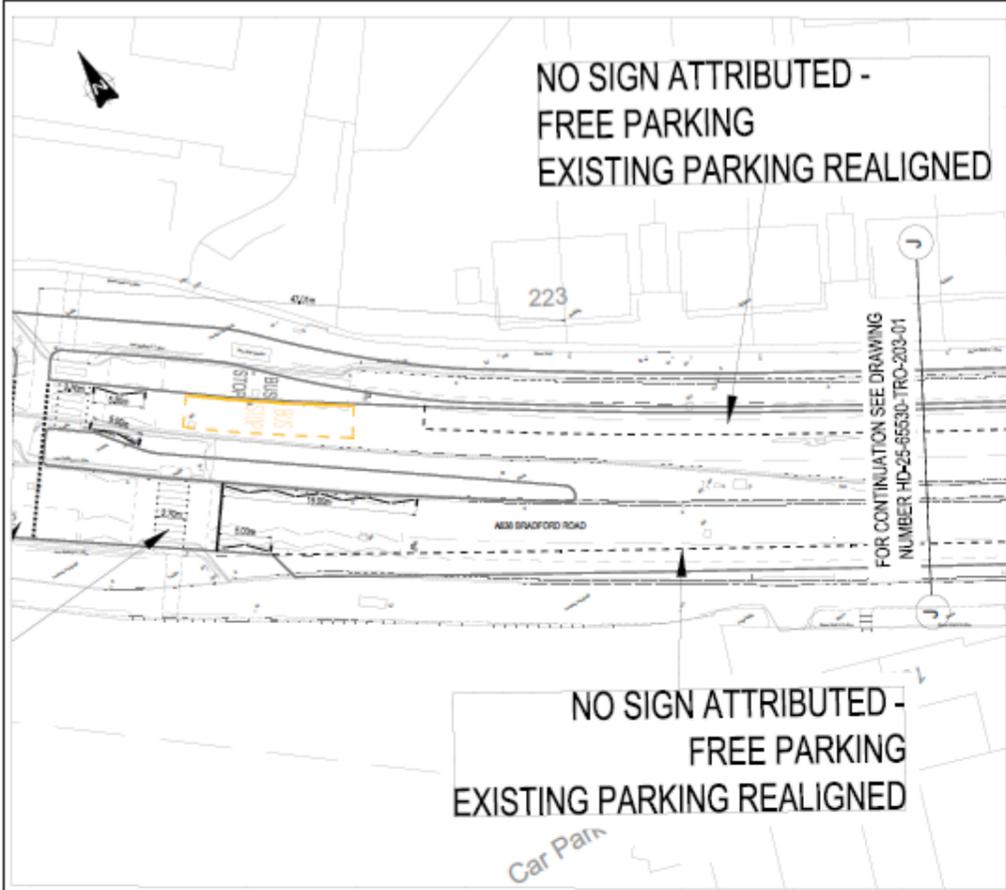
- Existing road Markings
- Proposed Road Marking
- Proposed Double Yellow Road Markings
- Highway Boundary



DATE	15-10-24	ISSUE FOR TRO
DATE		REVISIONS
 <b>Kirklees COUNCIL</b>		
Streetscene and Housing Service Highways and Operation Division First Street, Fartown Huddersfield HD1 6LG		
SECTION	Highway Design	
DRAWN	JA	CHECKED JJ
SCALE	PROJECT NO.	DWG
NTS @ A3	25-65530	31-10-2023
PROJECT		
Transforming Cities Fund Dewsbury-Cleckheaton STC		
TITLE		
TRO PLAN Green Bank to Eddercliffe Crescent		
DRAWING NO.		
HD-25-65530-TRO-202-02		
CADD NO.		

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**NOTES**

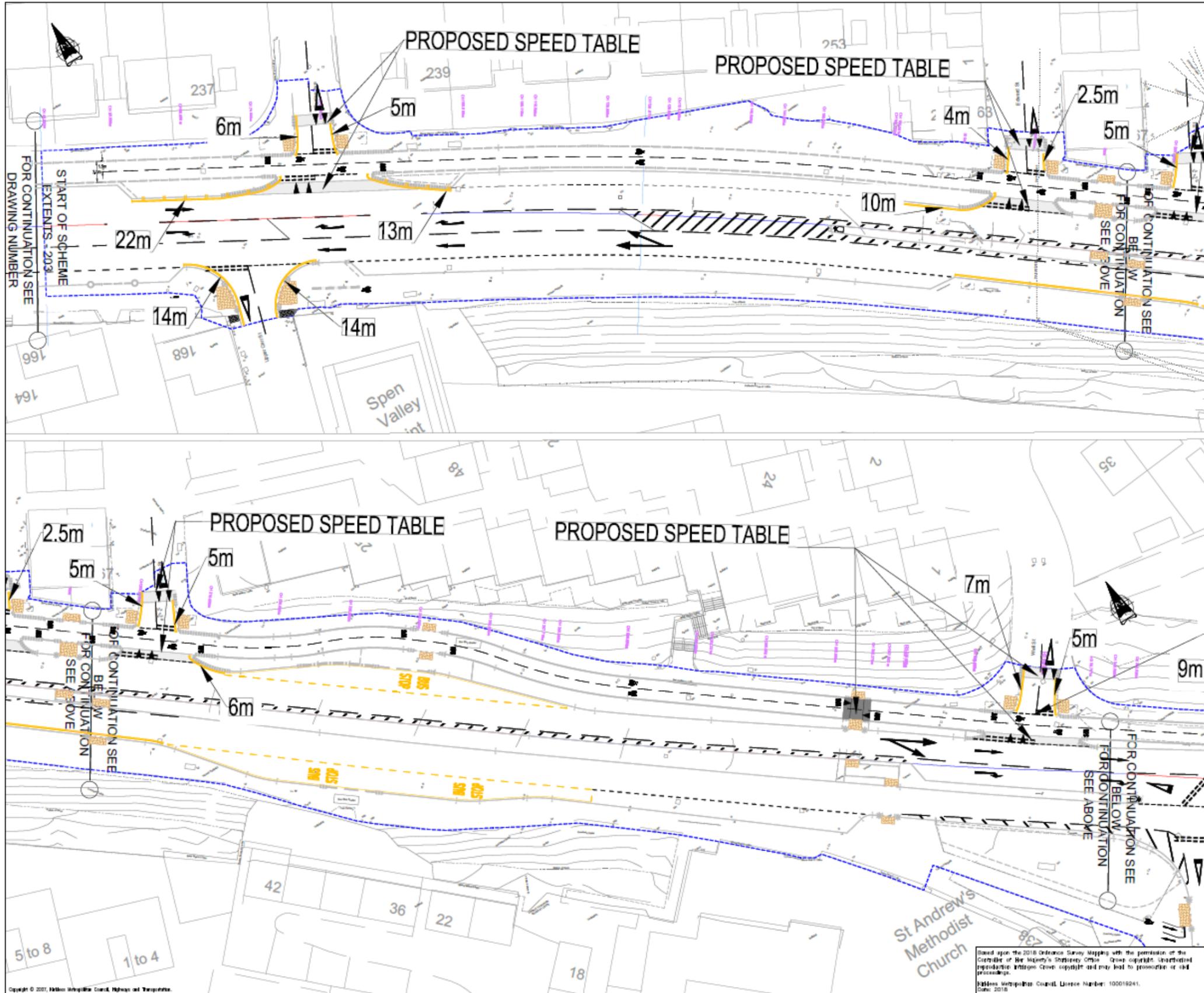
1. Drawing to be printed in colour.
2. All measurements shown are in metres, unless stated otherwise.
3. This drawing shall be read in conjunction with all related documentation and standard details.

**KEY**

- Existing road Markings
- Proposed Road Marking
- Proposed Double Yellow Road Markings
- Highway Boundary

001	18/10/24	ISSUE FOR TRO
ET	ETC	REVISIONS
 <b>Kirklees COUNCIL</b>		
<b>Streetscene and Housing Service</b> Highways and Operation Division Fleet Street, Farnworth Huddersfield HD1 6LG		
ETN	Highway Design	
DESIGN	JL	DATE JJ
SCALE	PROJECT NO.	DATE
NTS @ A3	25-65530	31-10-2023
<b>PROJECT</b> Transforming Cities Fund Dewsbury - Clockhouse - STC		
<b>TITLE</b> TRO PLAN Green Bank to Endercliffe Crescent		
Drawing No. <b>HD-25-65530-TR0-202-03</b>		
Date Issued 31/10/2023		

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**NOTES**

- This drawing is to be read in conjunction with all other relevant drawings (A638 Drawing register.xlsx) and documents.
- All works are to be carried out in accordance with the requirements of the Manual of Contract Documents for Highway Works, Volume 1 (Specification) and to the approval of Kirklees Council Highways Department.
- Road markings shown are indicative, and to be laid in accordance with the "Traffic Signs Regulations and General Directions 2016" and the "Traffic Signs Manual Chapter 3, 2019" and the "Traffic Signs Manual Chapter 5, 2019".
- All redundant markings to be removed in accordance with sub-Clause 12.12.18 of the SMM.
- The quality of soil is assumed to be "poor" in the absence of geotechnical data.
- Any changes to the current proposal shall be subject to approval by the designer prior to work commencing.

**KEY**

- Proposed Road Markings
- Proposed Yellow Lines, Refurbishment, Repaint
- Existing Road Markings/Topographical Survey
- Public Highway Boundary
- Proposed speed hump, 1.5m at 1/20 gradient unless specified differently within drawing
- Proposed Speed Cushion

006	03/11/24	ISSUED FOR TRO
004	08/06/24	ISSUED FOR TRO FINAL
003	14/03/24	ISSUED FOR TRO FINAL
002	28/01/24	ISSUED FOR TRO DRAFT
001	18/09/23	ISSUED FOR TRO DRAFT

REF.	DATE	REVISIONS

**Kirklees COUNCIL**

Streetscene and Housing Service  
Highway Service  
Kirklees Council  
PO Box 1720, Huddersfield, HD1 9EL

SECTION: Highway Design  
DRAWN: GZ CHECKED: SF  
SCALE: 1:250 @ A1 PROJECT NO: 25/65530 DATE: 28-08-2022

PROJECT: Transforming Cities Fund  
Dewsbury-Cleckheaton STC

MLZ: Traffic Regulation Order  
A638 Bradford Road  
Edward Street to Ings Road

DRAWING NO: HD-25-65530-TRO-203-01  
CAD NO:

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Date: 2018

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### **Objection 1**

Objects, stating the bus lane is unnecessary based on regular use. Raises concerns about loss of trees and wildlife, access issues for residents, safety at Chain Bar, and further disruption from road closures and diversions. Highlights warehousing and impact on existing bus services. States a bus lane will make driveway access unsafe and create difficulties for buses approaching the roundabout. Says the proposed crossing will worsen delays and increase traffic on Wyke Lane.

---

### **Objection 2**

Objects to the bus lane, stating traffic has increased due to poor planning around the industrial site. Highlights the importance of trees. Questions how buses will safely navigate the roundabout and raises concerns about lack of clear information.

---

### **Objection 3**

Highlights the limited benefit of a bus lane given the low number and unreliability of buses. States the scheme would cause over 12 months of disruption and environmental damage. Raises concerns about loss of trees, increased pollution, and motorway noise. Calls for traffic lights at Chain Bar.

---

### **Objection 4**

Objects due to resident parking issues, lack of proper consultation, impact on disabled access, and concerns about safety, disputes, property value, and unnecessary changes given the current road conditions. Says bike lane already exists which does not get used. Notes there is no existing disabled access, parking issues are existing constraints from school drop offs/pick ups, teachers parking, and residents parking on a first come basis.

---

### **Objection 5**

Objects to bus lane. States that no plans or maps were provided, therefore not possible to fully understand or respond to the proposal.

---

### **Objection 6**

Highlights that traffic has already improved due to the recent third lane at Chain Bar. States bus lane is unnecessary due to low bus frequency. Raises concern about roadwork disruption.

---

### **Objection 7**

Raises concern about safety, existing confusion and near collisions at Chain Bar, saying further changes would make things worse.

---

### **Objection 8**

Raises similar concerns to previous objections. Questions the need for the scheme, citing existing layout changes at Chain Bar. States that further changes would add confusion and raise safety issues.

### **Objection 9**

Objects to the proposed Bus Lane, says it will provide minimal benefits and cause disruption.

---

### **Objection 10**

Says traffic lights at Chain Bar would remove the need for the scheme. Raises concerns about congestion on Wyke Lane and Mill Carr Hill from diverted traffic and HGVs.

---

### **Objection 11**

Raises safety concerns for cyclists, objects to tree loss, believes consultation was insufficient, highlights risks due to narrowed lanes for HGVs.

---

### **Objection 12**

Objects to the bus lane, calling it unnecessary and costly. Instead, suggests traffic lights and red light cameras.

---

### **Objection 13**

Raises concerns over the value of spending on a bus lane with existing bus laybys, questions its impact on traffic flow.

---

### **Objection 14**

Opposes the bus lane, stating it will worsen traffic and shows no consideration for local residents. Objects to HGV traffic impact and loss of trees needed for wildlife. Criticises previous road changes and calls for pothole repairs instead.

---

### **Objection 15**

Includes protected species like little owls. Highlights decline in birds and insects. States the work is being planned during nesting season.

---

### **Objection 16**

Says the bus lane isn't needed and money should be spent on something more useful. Believes it will cause more traffic and accidents at Chain Bar. Concerned about trees being cut down.

---

### **Objection 17**

Objects to the bus lane, arguing the real issue is lack of traffic lights at the roundabout junction, not congestion on the road itself. Highlights environmental concerns, poor bus service reliability, and community opposition.

---

### **Objection 18**

Need for a Puffin crossing, safety concerns with lane narrowing, environmental damage from tree removal, disruption during construction.

---

### **Objection 19**

Objects to bus lane or puffin crossing, environmental damage, disruption to residents and businesses, and no clear benefit to road flow.

---

### **Objection 20**

Objects on behalf of elderly and disabled residents at 101–119 Bradford Road. Highlights limited car park space, frequent misuse by non-residents, and lack of enforcement. States proposed double yellow lines are discriminatory and will impact access and quality of life. Notes: Currently existing advisory cycle lane with no yellow markings. Also a car park is available at the end of the row of bungalows for residents and visitors.

---

### **Objection 21**

Objects to the bus lane, construction disruption, environmental damage, and increased congestion.

---

### **Objection 22**

Objects to the scheme due to safety concerns with driveway access, increased HGV traffic, and loss of greenery supporting local wildlife. Highlights low bus usage and calls for traffic lights at Chain Bar instead to improve flow.

---

### **Objection 23**

Objects to the proposed bus lane due to the unreliable service, environmental harm from tree removal, increased traffic and danger on Wyke Lane, disruption during 12-month roadworks.

### **Objection 24**

Opposes the bus lane, disruption from construction, potential tree removal, and long-term inconvenience for residents and businesses. Raises concerns about increased congestion.

---

### **Objection 25**

Objects due to disruption from construction, environmental damage, increased congestion for drivers.

---

### **Objection 26**

Objects to the planned scheme, citing ongoing disruption from previous roadworks and poor maintenance. States Bradford Road now operates efficiently after traffic light adjustments.

---

### **Objection 27**

Objects to the proposed bus lane, says lack of notification to residents, the irrelevance of the bus lane given traffic issues at Chain Bar roundabout, environmental damage from tree removal.

---

### **Objection 28**

Concerned about existing congestion due to heavy goods vehicles and traffic from the M62.  
Believes the bus lane will cause dangerous manoeuvres for buses crossing three lanes to enter the roundabout.  
Opposes the new crossing/bus stop.  
Objects to tree and hedge removal.  
Concerned about increased air pollution.

---

### **Objection 29**

Opposes the bus lane and puffin crossing. Argues the road needs traffic lights and red light cameras instead. Objects to tree and hedge removal due to environmental and wildlife impacts.  
Highlights that the bus lane will not ease roundabout access and raises concerns over increased noise.

---

### **Objection 30**

Logged an objection against the bus/cycle lane through Bradford Road to Chain Bar. There is one bus service on this route and feels this is not needed at all.

---

**Objection 31**

Objection to the proposed Bus Lane being added to Bradford Road.

---

**Objection 32**

Objects to bus lane due to removal of trees and hedges, addition of traffic lights, and major disruption to the community. States prolonged roadworks distressing.

---

**Objection 33**

Raises concerns about repeated disruption following recent lane changes and utility works. Questions whether the performance of the new 3-lane layout has been properly assessed. Suggests pausing the scheme to allow time for audits and evaluation. Highlights ongoing queuing and safety issues.

**Objection 34**

Questions the logic of the bus lane, stating it will slow down the roundabout and waste money. Highlights the lack of traffic lights at the junction as the real issue.

---

**Objection 35**

Objects to the bus lane due to unnecessary disruption, impaired traffic flow from recent changes, existing walking and cycling routes, environmental concerns over tree removal.

---

**Objection 36**

Objects to the bus lane due to ongoing congestion from recent roadworks. Says there's no need for a lane on only part of the road and suggests traffic lights at Chain Bar would be a better solution.

---

### **Objection 37**

Summarises that traffic has improved since the three-lane entry was added to Chain Bar, so a bus lane now seems unnecessary. Notes the 268 doesn't run frequently enough to justify it. Suggests average speed cameras would be more useful.

---

### **Objection 38**

Objects to bus lane citing unnecessary disruption, limited bus use, recent road improvements, environmental concerns over tree removal, and preference for traffic lights.

---

### **Objection 39**

Says the scheme will cause unnecessary disruption with no benefit to residents. Highlights safety issues from previous changes, increased traffic on Wyke Lane, and lack of consultation. Calls for traffic lights instead of extra lanes.

---

### **Objection 40**

Concerned about impact on green space and trees. Suggests traffic lights, speed cameras, and resurfacing the road would be a better use of funds.

---

### **Objection 41**

Bar, not along the route itself. Highlights recent improvements have resolved congestion and raises concerns about environmental impact.

---

### **Objection 42**

Highlights safety concerns for cars, cyclists, and pedestrians. Says the bus lane would cause more disruption, as buses would need to cut across 3 lanes to reach the A638. Believes it would make it almost impossible for Oakenshaw drivers to access Chain Bar. Objects to the removal of trees.

---

**Objection 43**

Objects due to lack of need with only one unreliable bus service, disruption to residents and wildlife, and concern over changing the character of the area.

---

**Objection 44**

Objecting to the proposed bus lane, says unnecessary with only one infrequent bus service. It would worsen congestion at Chain Bar, harm wildlife by removing trees.

---

**Objection 45**

Opposes the scheme due to lack of need with only one unreliable bus service, potential tree removal, and long-term inconvenience for residents and businesses. Raises concerns about increased congestion.

**Objection 46**

Objects due to lack of updated data and fair consultation, concerns over safety, environmental harm.

---

**Objection 47**

Suggests preserving the existing treeline along Bradford Road by removing only the undergrowth to widen the road, placing the cycle and pedestrian routes behind the trees to protect green infrastructure.

---

**Objection 48**

Objects due to loss of mature trees, increased congestion, negative environmental impact.

---

**Objection 49**

Objects highlighting the negative impact on car users, increased congestion, unreliable buses, environmental damage from tree removal, and lack of consultation.

---

### **Objection 50**

Objection to bus lane due to unnecessary disruption, environmental damage from tree removal, increased congestion.

---

### **Objection 51**

Objects to the bus lane plans in Oakenshaw, stating buses are rarely seen while traffic from cars, vans, and lorries is constant.

---

### **Objection 52**

Highlights need for a Puffin crossing, safety concerns with lane narrowing, environmental damage from tree removal, disruption during construction.

---

### **Objection 53**

Objects to the bus lane due to lack of need, environmental harm, construction disruption and poor value for money.

---

### **Objection 54**

Highlights the limited impact a bus lane would have given there is only one bus route, with minimal time savings. States the bus would still face delays merging at the roundabout.

---

### **Objection 55**

Objects to the scheme due to disruption, loss of trees, and increased congestion.

### **Objection 56**

Objects to the proposed order due to resident parking issues, lack of proper consultation, impact on disabled access, and concerns about safety, disputes, property value, and unnecessary changes given the current road conditions. Says bike lane already exists which does not get used. Notes: there is no existing disabled access, parking issues are existing constraints from school drop offs/pick ups, teachers parking and residents parking on a first come basis.

---

**Objection 57**

Raises concerns about delays, especially for key workers. Highlights low bus use, existing speeding issues, and calls for speed cameras instead. Opposes removal of hedgerows due to noise and air quality concerns.

---

**Objection 58**

States the scheme should be properly assessed before further changes. Says no clear benefit but would cause a year of disruption and environmental damage.

---

**Objection 59**

Objects due to limited bus service, highlighting Chain Bar as the real congestion issue, raising safety concerns, environmental and heritage impacts.

---

**Objection 60**

Objects due to loss of trees and increased congestion.

---

**Objection 61**

Objects to the proposed bus lane, says no benefit to congestion or bus services, and raises concerns about safety, environmental damage, and impact on local wildlife.

---

**Objection 62**

Objects to the proposed bus lane on, citing past traffic issues, school delays, unnecessary cost given poor bus service, and environmental damage from tree loss.

---

**Objection 63**

Highlights lack of consultation with Oakenshaw, questions reliability of bus services, safety of proposed layout, and loss of trees. Calls for traffic lights at Chain Bar instead of a bus lane.

---

**Objection 64**

Objects to the proposed bus lane, stating the listed benefits lack evidence and the scheme will cause more disruption, pollution, and safety issues.

---

**Objection 65**

Opposes the bus lane, stating traffic is rarely heavy outside of M62 incidents and calling it a waste of money. Objects to tree removal, citing noise reduction, dust control, and wildlife habitat.

---

**Objection 66**

Objects to the bus lane, stating the number of buses on the route does not justify the disruption. Objects to tree removal.

**Objection 67**

Raises concerns over lack of consultation with Oakenshaw residents, and poor timing of public engagement. Highlights safety risks at Chain Bar, conflict with HGV traffic, and environmental impact from loss of trees. Questions the justification for lane serving one unreliable bus route and calls for updated data post-recent road changes. Notes lack of equality impact assessment and potential harm to disabled residents. Opposes disruption during construction, potential diversions, and increased rat-running through Wyke Lane.

---

**Objection 68**

Objects to bus lane due to unnecessary disruption, environmental damage, safety risks, lack of benefit for limited bus use, and concerns over increased traffic on unsuitable local routes like Wyke Lane.

---

**Objection 69**

Objects to bus lane due to expected long-term disruption, tree removal, increased congestion.

---

### **Objection 70**

Objects to the bus lane on Cleckheaton Road, citing the need for traffic lights at Chain Bar roundabout, concerns over tree removal, lack of consultation.

---

### **Objection 71**

States traffic has improved with the extra lane and that the bus lane will not benefit traffic. Raises concerns about potential corruption and warns that residents will push for an investigation if the project proceeds. Highlights environmental concerns and disruption to travel.

---

### **Objection 72**

Objects due to potential environmental damage, disruption caused by construction, increased congestion, lack of community engagement, and concerns over the impact on road users.

---

### **Objection 73**

Objects to bus lane, long-term disruption, tree loss, increased congestion, minimal benefit to bus users.

---

### **Objection 74**

Objects to tree removal and long-term inconvenience for residents and businesses. Raises concerns about increased congestion.

---

### **Objection 75**

Raises concerns about disruption to daily life, congestion, environmental impact, and lack of community consultation.

---

### **Objection 76**

Objects due to disruption from more roadworks, safety issues with traffic management.

---

**Objection 77**

Questions need for walking and cycling improvements with the Greenway nearby. Notes recent changes at Chain Bar have improved flow.

---

**Objection 78**

Opposes the lane proposal, criticising repeated roadworks, poor planning, suggesting better traffic light timing as a simple solution. Raises concerns over loss of wildlife and trees.

---

**Objection 79**

Objects to the bus lane given traffic issues at Chainbar roundabout, environmental damage from tree removal, disruption during construction.

---

**Objection 80**

Objects on basis the proposals will increase traffic through Wyke's narrow roads near a school, with no consultation, and risk congestion backing onto Chain Bar.

---

**Objection 81**

Objects due to the limited bus service, disruption caused by construction, loss of trees and wildlife, increased congestion, and negative impact on road users and the environment.

---

**Objection 82**

Objects due to lane changes, loss of green space and wildlife, disruption from prolonged roadworks, existing safety risks at Chain Bar, and poor bus reliability.

---

**Objection 83**

Highlights need for a Puffin crossing, safety concerns with lane narrowing, environmental damage from tree removal, disruption during construction.

---

**Objection 84**

Opposes the bus lane, citing disruption from construction, potential tree removal, and long-term inconvenience for residents and businesses. Raises concerns about increased congestion.

---

**Objection 85**

The 268 bus is unreliable and not frequent enough to need a bus lane. Suggests traffic lights at Chain Bar instead. Against cutting down trees.

---

**Objection 86**

Objects to the bus lane on Bradford Road, citing discrimination against elderly and disabled residents who rely on parking directly outside their homes due to mobility issues, limited car park spaces, and no proper consultation notices displayed. Request for disabled parking instead.

**Note:** Currently existing advisory cycle lane with no yellow markings.

---

**Objection 87**

States the poor bus service is due to cancellations, not congestion. Notes the disruption of more roadworks and questions why traffic lights at the Oakenshaw entrance haven't been considered as a simpler solution.

---

**Objection 88**

Objects due to increased congestion during and after construction, loss of countryside.

---

**Objection 89**

Opposes the bus lane, citing disruption from construction, potential tree removal, and long-term inconvenience for residents and businesses. States increase in congestion.

---

**Objection 90**

Raises concerns about disruption from construction, loss of trees, and long-term inconvenience to residents and businesses. States increase in congestion.

---

**Objection 91**

Opposes potential tree removal, and long-term inconvenience for residents and businesses. Raises concerns about increased congestion.

---

**Objection 92**

Opposes the project due to destruction of wildlife, loss of trees, increased noise, and vehicle pollution.

---

**Objection 93**

Opposes the bus lane due to limited bus service on the route and disruption from long-term roadworks. Highlights damage already caused to local wildlife and trees by nearby developments. Raises concerns about pollution, motorway noise, and visual impact. Suggests traffic lights at Chain Bar as a better solution.

**Objection 94**

Objects to proposed traffic regulations on Garden Avenue, stating residents from numbers 1–6 rely on nearby parking due to age, mobility issues, and blue badge use. Says impact on homes accessed via a walkway has been overlooked and says losing parking would not allow them to live there.

---

**Objection 95**

Objects to the proposal, stating there is only one infrequent bus and very few cyclists using the route. Highlights existing congestion during peak times and believes the scheme will worsen delays for regular commuters.

---

**Objection 96**

Says there is no need for the scheme due to unreliable bus service and low usage. Raises concerns about loss of trees, impact on wildlife, and increased pollution.

Highlights safety issues for buses merging at the roundabout and believes cyclists avoid the area. Supports traffic lights at Chain Bar instead.

---

### **Objection 97**

Raises concerns about lack of consultation, disruption during construction, and safety issues accessing the driveway due to traffic and HGVs. Highlights impact on school commutes, increased risk from narrowed lanes, and loss of vegetation.

---

### **Objection 98**

Responds with limited mobility. Highlights difficulty crossing the road, lack of benefit from the crossing location, and dangers for vehicles entering and exiting driveways. Criticises the planned removal of trees.

---

### **Objection 99**

Raises concerns over daily disruption to school runs and work, safety issues accessing their driveway, and the impact of further roadworks. Highlights loss of vegetation, increased pollution.

---

### **Objection 100**

Concerns that the bus lane is unnecessary due to unreliable service, flawed cost-benefit data, and environmental harm from tree removal. Warns it would worsen congestion, create safety risks with HGVs, and force buses to merge dangerously at Chain Bar. Suggests traffic lights as a better solution.

---

### **Objection 101**

Highlights objection to closing the Northgate–Market Street slip road in Cleckheaton. Says it helps drivers avoid the busy Crown Street/Westgate junction, which is already hazardous for pedestrians due to poor visibility and multi-directional traffic.

---

### **Objection 102**

Objects to the proposed bus lane, citing lack of need, safety concerns with three lanes, environmental impact from tree removal, and disruption during construction. Suggests traffic lights at the junction as a better solution.

---

### **Objection 103**

Says loss of essential resident parking due to zig-zag lines outside property 225, existing parking already limited due to school pickups and zone entry use, safety concerns from past vehicle incidents, and request for resident permit scheme instead.

### **Objection 104**

Objection to the bus lane due to destruction of tree barrier, increased emissions from buses and HGVs, lack of traffic lights at Chain Bar junction.

---

### **Objection 105**

Objection to the bus lane due, says not needed.

---

### **Objection 106**

Objects to the proposed bus lane due to unnecessary disruption for one bus service, frequent traffic delays already experienced during minor works, and concerns over the loss of trees and impact on local wildlife.

---

### **Objection 107 to 143**

37 objections were received in the form of a standardised letter. The letter raises concerns over the need for the bus lane, highlighting the limited bus service, safety issues, environmental damage from tree and hedge removal, disruption to residents and businesses, and lack of consultation. All signatories express opposition to the proposal and request alternative options be considered.

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## Appendix 3

### Objections received to (Amendment No. 06) Order 2025 - Bradford Road, Cleckheaton; Bradford Road, Oakenshaw; And Halifax Road, Dewsbury

#### Objection 1

I, as a resident of Oakenshaw, bus user, cyclist and driver wish to object strongly to the proposed bus lane on Bradford Road, Oakenshaw. This road is congested enough with heavy goods vehicles and ordinary traffic going on and coming off the roundabout from the M62 motorway, without putting in an extra lane to accommodate buses and cycles only, that will mean busses having to cross 3 lanes to get onto the roundabout to go to Cleckheaton. As for the cycle lane, anyone that cycles stays well clear of the roundabout, you would take your life in hands entering the roundabout on a bike, it's a dangerous place for a cyclist, and cyclists have the greenway to get to Cleckheaton. Money would be better spent on prominent Cycle/ greenway signs on Bradford Road. The new pelican crossing/bus stop would not benefit anyone and make the extremely busy road more dangerous.

The removing of trees and hedging would be detrimental to wildlife. The disruption to the road traffic and air pollution caused by standing traffic during the works would greatly add to higher pollution in this area. Wyke Lane would become a rat run with traffic avoiding Bradford Road.

Money would be better spent on traffic lights on the Oakenshaw entrance to the roundabout. Anyone entering the roundabout in a vehicle from Oakenshaw takes their lives in their hands, particularly if going to Cleckheaton, you have to cross 3 lanes to get on to the Dewsbury lane, it's extremely dangerous as it's a fast roundabout, everyone's always in a hurry.

It's time Kirklees council started listening to what local people and users of this area have to say and stop wasting tax payers money which could be put to better use.

#### Objection 2

To whomever it may concern.

I'd like to formally object to the proposal of a bus lane going into chain bar roundabout. As a user of the round about every single day, I'd say it's a waste of money and effort from the council, although the new access to the M62 currently works (until the motorway gets congested and backed up from the 40mph limit on a morning), I've seen no need for the bus lane, maybe creating a more reliable bus service would be money better spent, or perhaps traffic lights to allow the current traffic and busses time to enter the roundabout.

Or even better, put some lights jumping cameras on the round about to catch those that ignore red lights, that way the council could generate income from them.

Thank you.

### **Objection 3**

Good morning

May I please suggest you re-evaluate the need for a 24 hour bus lane from Oakenshaw to Chainbar. I travel this road in this direction twice a day once at 7.15 and the other at 16.30, peak times, and an hour later the opposite direction.

Since the third lane has been added it is very rare to have a lot of traffic at these times, when there has been it has been due to an incident on the M62. I feel the addition of this lane would be a waste of money which according to the news, no council in the UK can afford.

The loss of the trees would be a detriment to the area these screen the houses from the noise and dust from the M606 and also provide homes and food for wildlife.

### **Objection 4**

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

Kind regards

## **Objection 5**

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

## **Objection 6**

This is a ridiculous idea. The traffic is bad enough without a bus lane. No consideration for local residents. Hgv's are bad enough going through the village. A bus lane is uncalled for in oakenshaw. The trees etc are also needed for wildlife. This is going to cause traffic piling up yet again through works carried out. I do not want a bus lane on Bradford road there's just no need. You already put an extra lane in at chain bar that's useless. Try filling potholes in instead of creating more lanes. As a village we are not happy with your decision and fully object to your plans.

## **Objection 8**

Hello,

What are the councils justification for the proposed bus lane on Bradford road?

How much is the project going to cost and where will the money be coming from?

What will the benefits to the taxpayer?

Traffic is now flowing much better onto the roundabout with the extra lane. It is universally agreed in the village of Oakenshaw that the proposed bus lane will not benefit traffic. Valid concerns are being raised about possible corruption between members of the council and the company proposed to carry out any works.

If the project goes ahead there residents will push for an investigation as to how the money was spent.

Environmental factors and further disruption to travel are also of major concern to residents.

I hope you consider these points before you reach a conclusion.

Thank you,

### **Objection 7**

Hello

I wish to object to the proposed Bus Lane and Puffin Crossing on Bradford Road as it approaches the Chain Bar roundabout.

My reasons for objecting are as follows.

1. It is a waste of money and will not improve safety or add to the Area's value of the area.
2. The road is an unclassified road and does not need a bus lane - it needs traffic lights at the end of Bradford Road on entry onto Chain Bar with Red light cameras on all points of entry.
3. The removal of any hedge or trees will impact on the Environment and the loss of habitat cannot be replaced by planting a few trees. Mature hedges and trees absorb pollutants, and young trees cannot do that. It is illegal to take out hedges in the nesting season.
4. The removal of the wildlife corridor will mean more noise from M606 and the visual impact of being able to see the warehouses on the new industrial estate and the pylon will greatly reduce the rural nature of this road.
5. The bus will not be able to access the roundabout any easier by putting traffic lights at the end of the bus lane. The bus will need to cross the "all traffic" lane into the far offside and correct lane for access onto the roundabout. Traffic lights on the entry point onto Chain Bar from Bradford Road would allow all the traffic to access more safely. There are many near misses and collisions on the Chain Bar already. With traffic lights and a Red light camera on all the lights we may reduce the risk to everybody, including cyclists and pedestrians.

6. The puffin crossing will only be used infrequently for bus users and the buses are very unreliable, with only one an hour after 7 pm. Whilst cyclists may use the bus lane 24hr a bus certainly won't. Red light runners will endanger anybody crossing at that point .

7. Most vehicles using Bradford Road are not going to Cleckheaton therefore this will not persuade people to give up their cars and use public transport or to walk or cycle, now or in the future.

8. The number of HGVs thundering through this village will not change by putting in a bus lane. There needs to be a speed reduction that persuades more traffic to use the M606 as access to the industrial estate at Low Moor and a road from the new J26 warehouses straight onto the Motorway system. If we seriously want to persuade people to walk and cycle more move the heavy traffic away from pedestrians and cyclists.

9. The disruption yet again on Bradford Road will mean a huge number of vehicles will use Wyke Lane to access the A58 and onto Chain Bar for the motorways. The removal of the Oakenshaw Grade 11 listed monument from Wyke Lane has exposed an area that need protecting as it is of historical significance. A further archeological report is required ( as stated by Kirklees Council ) and we should not risk further damage to this area.

I hope you will listen to the local community who know how the existing road system works. Any bus service improvements will not reduce the traffic using Bradford Road.

### **Objection 8**

To whom it may concern

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution

Please acknowledge receipt of this objection

Thank you for taking the time to consider my objection.

## **Objection 9**

Dear Kirklees Council,

Im writing to express my formal objection to the bus lane planned on Bradford Road to Chain Bar.

Firstly the number of busses that use the route is ridiculously low, they often don't show up at all. Such extensive works for this one bus route could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

The trees and wildlife have already been ruined by developers and we need to keep as much of what is left. Trees help protect us and our children from pollution caused by vehicle fumes, trees planted on a grass verges soak up rainfall and ease road flooding. Trees act as a barrier to the motorway noise and the mature trees help to hide the sight of industrial buildings, and of course the birds, insects & natural habitats thrive off the trees.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

Kind regards

## **Objection 120**

Dear Kirklees Council,

Im writing to express my formal objection to the bus lane planned on Bradford Road to Chain Bar.

Firstly the number of buses that use the route is ridiculously low, they often don't show up at all. Such extensive works for this one bus route could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

The trees and wildlife have already been ruined by developers and we need to keep as much of what is left. Trees help protect us and our children from pollution caused by vehicle fumes, trees planted on a grass verges soak up rainfall and ease road flooding. Trees act as a barrier to the motorway noise and the mature trees help to hide the sight of industrial buildings , and of course the birds, insects & natural habitats thrive off the trees.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

I do not see how Kirklees Council can find money for this yet couldn't for a road leading to the development of the Sewage Works from the chainbar. Congestion has increased because of all the extra lorries running up Bradford Road and building a bus lane and traffic lights will further add to this.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

## **Objection 11**

Do any of the people proposing plans live in the immediate area? I'm going to guess no.

Every point that I can make will of already been made.

The residents of oakenshaw and other regular users of cleckheaton road are sick to the back teeth of roads being dug up time after time, terrible planning, money being waste and never being listened to.

I object to the proposals of the new bus lane. Shame on you kirklees for another terrible idea that will have no positive outcome. You know how to improve the traffic flow onto the round about but come up with excuse after excuse. A 5 to 10 second delay on the traffic lights to the right of cleckheaton road as you go onto the round about - that's it. So easy.

Death of local wildlife, loss of trees - green I hear you say? The poor buggers.

I hope to god you listen to residents for once. The buses never run as it is so why would they run with a bus lane? Arriva are an awfully ran company that cancel buses continually.

Again just to clarify. I OBJECT TO THE BUS LANE PROPOSAL.

Regards,

### **Objection 12**

To whom it may concern

I'm against this project due to destruction of wildlife , trees , noise pollution & extra pollution by means of vehicles . Oakenshaw in general has been built up far to much over many years .

### **Objection 13**

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike. And this is just following a recent road change at the chain bar which caused a 12 month disruption.

Additionally, the introduction of a 24-hour bus lane when the busses are so unreliable and only every hour at some points is unnecessary and will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the

council carefully considers the impact on all road users, not just those who use public transport. You have not given the new road layout a chance before now proposing yet more unnecessary changes.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection

#### **Objection 14**

**Dear Kirklees Council,**

Reference: DEV/HG/D116-2406

I'm writing to express my formal objection to the bus lane planned on Bradford Road, Oakenshaw to Chain Bar Roundabout

Firstly there is only one bus that uses this route the 268, which is supposed to run every 15 minutes during the day ( if they turn up) and every hour in the evening. Such extensive works for this one bus route would restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, schools and visitors alike.

Oakenshaws trees and wildlife have already been disrupted by developers with the new build of the industrial units Interchange 26 so we need to keep as much of what is left for the remaining wildlife & birds.

The trees also help protect us and our children from pollution caused by the vehicle fumes and the trees planted on a grass verges soak up rainfall and ease road flooding. They also act as a barrier to the M606 motorway noise and help hide the unsightly view of the new industrial buildings.

The implementation of a bus lane will severely impact car users and surrounding areas which our village has previously experienced the disruption caused with the building of Interchange 26

The issue we have on Bradford Road/Chain Bar does not lie with the volume of traffic but the lack of a regulated system. The feasible solution would be the installation of traffic lights at Chain Bar roundabout.

Oakenshaw residents believe that it would ensure a more orderly traffic flow, reduce peak time queues and more importantly enhance road safety.

I urge the council to reconsider this proposal and engage with the community of Oakenshaw to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

### **Objection 15**

To whom it may concern.

As a resident of Woodlands, Oakenshaw and a daily user of Bradford Road leading to and from chain bar roundabout, I'd like to state my objection to the 24 hour bus lane. This is not needed here. The buses we have on this route do not warrant this facility. We do not need any more disruption to this route following the changes to access chain bar. These are far from perfect with daily near collisions where people don't understand the layout never mind the lack of time the traffic lights on the roundabout give us to enter the roundabout. Adding a bus lane to this would be a disaster.

Kind regards

### **Objection 16**

I would like to register my objection to the plans to put a bus lane in Oakenshaw. I travel down this road at peak times and seldom see a bus though I do see numerous cars, vans and lorries. This specialised road would only serve to perpetuate the already mounting traffic and be a total waste of public finances.

Regards

### **Objection 17**

We as residents of Oakenshaw, bus users, cyclists and drivers wish to object strongly to the proposed bus lane on Bradford Road, Oakenshaw. This road is congested enough with heavy goods vehicles and ordinary traffic going on and coming off the roundabout from the M62 motorway, without putting in an extra lane to accommodate buses and cycles only, that will mean busses having to cross 3 lanes to get onto the roundabout to go to Cleckheaton. As for the cycle lane, anyone that cycles stays well clear of the roundabout, you would take your life in hands entering the roundabout on a bike, it's a dangerous place for a cyclist, and cyclists have the greenway to get to Cleckheaton.

Money would be better spent on prominent Cycle/ greenway signs on Bradford Road.

The new pelican crossing/bus stop would not benefit anyone and make the extremely busy road more dangerous.

The removing of trees and hedging would be detrimental to wildlife.

The disruption to the road traffic and air pollution caused by standing traffic during the works would greatly add to higher pollution in this area.

Wyke Lane would become a rat run with traffic avoiding Bradford Road. Money would be better spent on traffic lights on the Oakenshaw entrance to the roundabout. Anyone entering the roundabout in a vehicle from Oakenshaw takes their lives in their hands, particularly if going to Cleckheaton, you have to cross 3 lanes to get on to the Dewsbury lane, it's extremely dangerous as it's a fast roundabout, everyone's always in a hurry, no one gives way!

It's time Kirklees council started listening to what local people and users of this area have to say and stop wasting tax payers money which could be put to better use.

### **Objection 18**

My objections to the proposed new bus lane are as follows.

Traffic through Oakenshaw has increased dramatically, due to you not allowing traffic from the new industrial site to access strait onto the motorway. Now you seem to think that we will give up our cars, and take the bus. This is a problem of your own making.

The trees you would take out are an important wildlife corridor, supporting many bird, mammal and insect species.

Buses will have an extra lane to negotiate across. Are lights going in at Chainbar. I tried looking at the map, but someone's put in a map of Cleckheaton. With the right map I'm sure I would have found more problems with this plan.

### **Objection 19**

Hi Kirklees,

As a Kirklees resident who lives at 29 Wyke Ln, Wyke, Oakenshaw, Bradford BD12 7EE, I would like to object to the planned DEV/HG/D116-2025 scheme.

Firstly, we have had endless roadworks at the bottom of Wyke Lane / Bradford Road / Mill Carr Hill over the past two years with the Interchange Way Development and years of utility problems due to poor and years of systematic poor maintenance.

Now the chain bar light sequence has been fixed, Bradford Road is now operating efficiently even at rush hour. It's not a major commuting route or a known route to back up during those times, and therefore feels it's a serious waste of taxpayers money to invest in a bus lane that the local community doesn't need and doesn't want.

Regards

## Objection 20

### References:

- A. [A638 Corridor Zone 1 Proposal Maps](#)
- B. [A638 Proposals \(Stage 2 Consultation\).pdf](#)
- C. [Transforming Cities Kirklees A638 A5 flyer.pdf](#)
- D. [TCF Kirklees - Dewsbury-Cleckheaton scheme - Outcome report](#)
- E. [A638 Dewsbury - Cleckheaton Sustainable Travel Corridor | Kirklees Council](#)
- F. [Second stage consultation | Your Voice](#)
- G. [Road lengths in Great Britain statistics: Notes and definitions - GOV.UK](#)
- H. [West Yorkshire Modern Government Assurance Framework.pdf](#)
- I. [Supporting Case for Planning Application 2024/CLD/91656/E](#)
- J. [Longleaf A3 Tree Protection Plan \(12\)](#)

The purpose of this letter is to notify you of my formal objection to the above TRO registered through Kirklees Council.

This TRO has been registered following the proposal, and subsequent decision to approve changes to the A638 Travel Corridor. For this submission, and for your ease of reference, I have included the links to numerous documents that relate to this project with which I raise numerous concerns over how this TRO was brought to Council.

### GENERAL

This submission comes from an Oakenshaw perspective and continues to highlight a lack of respect by Kirklees Officers, where our views have generally been deemed irrelevant or more frustratingly ignored on matters that greatly affect our community. I understand that this is exacerbated by our community being split between Kirklees and Bradford Councils but there appears to be little or no cross-border consultation taking place before Kirklees decides on their territory within Oakenshaw – the Interchange 26 development was another prime example from recent history.

Throughout the consultation period (and beyond), all emphasis for this project appears to have been advertised as a Dewsbury and Cleckheaton project, so it is not surprising that so many Oakenshaw residents have only recently become aware of the proposed TRO. Not one of the References above included the word OAKENSHAW in its title, despite our village likely to suffer the greatest impact of all the project zones!

**Why was Oakenshaw omitted from the titles – we residents are, after all, at the end of the corridor?**

Or is the village to be renamed 'North of M62 Chain Bar' as per Reference A, which also serves to highlight the incompetence of those making the decision to proceed? Why... because the plans did not represent the future of the Bradford Road/Chain Bar junction factoring in the impending alterations due to the Interchange 26

planning conditions! Those who made the drawings can possibly be excused, but for Kirklees Highways not to request a resubmission is scandalous!

**Why was this allowed to happen?**

Even worse... by the time Reference B came to fruition, neither Oakenshaw nor 'North of M62 Chain Bar' was on the map! And exacerbated further by Reference C which only referred to the journey from Chain Bar to Dewsbury, not even a mention of 'North of M62 Chain Bar'. If this was the baseline for the distribution of Reference C, Oakenshaw was once again, a forgotten village. It is therefore hardly surprising that this project attracted very little representation from our community... 3 respondents according to Reference D!

Oakenshaw residents are, in general (+95%) against this TRO, as ascertained by a recent community poll. Their opportunity to be part of the initial consultation was scuppered by the processes applied by the WYCA and of course Kirklees Council. Only recently have we started to find our voices because the proposed scheme and its implications have now been communicated to the residents.

Having read through the References and having a sound knowledge of local travel options and traffic analysis, I have many concerns which I will hopefully cover below.

## CONCERNS & QUESTIONS

1. Consultation Outcome. Reference D highlights the significant negative feedback relating to the Zone 1 proposals. Do the statistical views support the objectives of the scheme in relation to Zone 1:

- Improve bus reliability and attractiveness so that more people will choose sustainable transport and to travel by bus. [Feedback for Zone 1 states that this would not be met.](#)
- Improve the standard of provision and safety for cyclists and improve the attractiveness/journey quality of cycling along the A638 corridor. [Feedback for Zone 1 states that this would not be met.](#)
- Improve air quality along the corridor and reduce carbon emissions: [Feedback available for Zone 1 would suggest that this would not be met.](#)
- Resolve the issue of substandard footway widths along the corridor so that more people can walk easily and safely: [Feedback for Zone 1 would suggest that nobody would be walking next to the bus lane.](#)

Therefore, my question in relation to the consultation...

- **What weight was given to this significant negative feedback from the very people who use this route?** Appendix 1 provided the best part of 33 pages of negative feedback and given that Reference E stated that "All comments would be taken into account during the subsequent design and business case". And these comments come predominantly from those living in Cleckheaton!

- **Did the WYCA officials, Council officials and plan designers visit the location during the hours of 0700-0900 and 1600-1800 hours to gauge residents' concerns over cycling or walking?** If the online maps are out of date or if any officials are unsure of the area, they should have visited the area to see what they are approving. Again, Interchange 26 is a prime example of officials not carrying out a pre-visit to understand the area and the impact of their decisions.
- **Is there a document available that responds to the negative feedback with statistical evidence for the Bradford Road/Chain Bar junction?** It will be great for the Oakenshaw community to understand the method behind the madness!

2. Bradford Road/Chain Bar Junction Amendments. I find it somewhat questionable that time after time, the References above have failed to refer to the anticipated layout following Outline Planning approval of the Interchange 26 development in 2018. Even the latest plans dated Dec 23, used to support Reference E, do not include the amended layout. Therefore, I must question whether this proposal can go forward in its current guise. My questions...

- **Has a full Road Safety Audit been carried out, based upon the amended layout of the junction?** The concern here is clearly to assess the cross-over of the bus from its designated lane on the inside, to lane 3 at the roundabout, required to merge onto Chain Bar correctly. There will be occasions when this is not possible, even though the bus lane lights are on 'green'.
- **When will the new proposed plan be published?** This project should not be allowed to proceed without approved plans.
- **Is there an impact statement available for the bus manoeuvre during the hours mentioned above, when all 3 lanes after the bus lane are occupied?** Not only on safety grounds, but to understand the potential traffic movements during busy periods. If the bus blocks other road users trying to cross from right to left, that will have a negative impact on traffic flow.

3. Bus Reliability. This consultation would appear to have been driven by the unreliability of the bus service along the corridor. Creating bus lanes along the corridor will not improve the reliability of the 268 bus service. It may shorten the journey time slightly during busy periods, but not to the extent that it will encourage the numbers needed to justify the project – this is supported by the feedback at Reference D.

It is Arriva that are lobbying for bus lanes to try and combat their poor performance and management, but before pandering to their requests perhaps their business model for this route should be assessed first. I know that the main frustration from Oakenshaw residents (and I am sure it is the same along the rest of the corridor) is the inordinate number of cancellations. It is not rocket-science to understand that passengers prefer reliability ahead of bus numbers – there is nothing worse for them to turn up at a bus stop, only to find their 'expected' bus has been cancelled. Passengers are not stupid; they expect delays during busy periods, but they should not suffer cancellations at the rate they do on this route. My questions...

- **Was a directed survey carried out on passengers within Zone 1?** This would highlight passenger numbers through the day, journey data (i.e. from/to) and obtain first-hand data on where a service could be improved, rather than issuing leading questions to people who will never use a bus.
- **What part has Arriva played to justify this TRO?** Has the tail wagged the dog here or does the WYCA really believe that they are going to be the saviour of this route and that this project will solve all the issues along the A638 corridor?
- **Can the Oakenshaw community have a guarantee that they will still be provided a service by Arriva should the works go ahead i.e. an on-demand shuttle service up to Low Moor where the diversion route rejoins the normal route?** Normally during road works on Bradford Road, Arriva abandons Oakenshaw and expects its residents to walk the mile or so up Bradford Road/Cleckheaton Road to catch the diverted buses.

4. Provision for Cyclists and Pedestrians. As with bus reliability, the expectation that cycle lanes in this area will encourage use, comes from fiction writers. Bradford Road is almost a no-go area for cyclists and pedestrians and no amount of improvements will encourage significant use (or bravery). The Greenway serves its purpose on this front. Both statements are supported from the feedback at Reference D, which is probably why the proposed cycle lane has been shelved as per Reference F. My question...

- **For the few cyclists that continue to brave Bradford Road, do they use the bus lane or the main carriageway?** If they use the bus lane, this will create possible conflict with the bus having to wait to pass during busy periods or if they must use the main carriageway, the cyclists will have buses passing on the left and HGVs on the right.

5. Improve Air Quality. The feedback at Reference D suggests that the Zone 1 project will not improve air quality as the bus option will not be the commuting choice. If anything, this area will only get worse due to the continued development around Chain Bar, where all planning is supported by Kirklees Officers. Chain Bar is broken and over-capacity, while Bradford Road is the only artery of the roundabout not to have traffic lights to allow traffic to enter the roundabout under control during busy periods.

What the survey has failed to cater for is the inordinate numbers of industry to the north of Oakenshaw. Reference F suggests that “the proposed design will not make traffic journeys longer” but I do not believe it helps to improve air quality, moreover it will make matters worse. What must be remembered is that each time the bus takes priority, HGVs must wait – forgive me if I am mistaken but I believe modern buses create far less emissions than HGVs. My question...

- **Reference F states that studies support the statement above but did anyone who carried out these studies visit the site?** The Bradford Road junction is probably unique due to the volume and nature of traffic associated with a Class C road.

6. Road Category. Which leads on nicely to probably the main issue why the buses along this route (southbound anyway) suffer delays... Bradford Road traffic

not being able to enter Chain Bar roundabout during busy periods. Arriva want a 24-hour bus lane to bypass the queues, but it must be remembered that this is of a bureaucratic making. That said, I am sure Kirklees Council want a 24-hour bus lane for revenue purposes, even though buses don't run 24-hours!

The continued development around Oakenshaw and Low Moor has led to increased volumes of traffic in the area. With numerous major logistics companies having set up business in Low Moor (Shipleigh, DB Schenker, Transmec, Freightroute to name but a few), a large proportion of the traffic using Bradford Road comes from HGVs. My question...

- **If the bus lane is added, will Bradford Road be upgraded with the addition of a 3<sup>rd</sup> lane?** Currently, Bradford Road is regarded as Category C, despite the very heavy traffic flow. Reference G regards such a category as "generally have only one carriageway of 2 lanes and carry less traffic".

7. Value For Money (VfM). Under the guidelines of Reference H, public expenditure of this nature is expected to be thoroughly scrutinised. From what I have read within the other References, there is very little evidence that the objectives sought within the Zone 1 project meet the required VfM thresholds of Economy, Efficiency and Effectiveness.

Although there is no mention of cost attributable to the Zone 1 works, it is guaranteed that this figure will increase and with public expenditure under scrutiny, there are certainly better projects across the Dewsbury and Cleckheaton that warrant support ahead of this. Public money is public money, regardless of whether it has been earmarked for this project, but unless the 3 Es above can be justified, more viable projects should be pursued. The Transforming Cities Fund should be spent on what it says on the tin, not to support the whims of Arriva - support for Dewsbury Sports Centre or Cleckheaton Town Hall come immediately to mind, which will give the communities a far better 'feel good factor'.

Reference H also states that there are 5 business case gateways to ensure assurance criteria are met, with "recommendations on the scheme are made by an officer-based appraisal team to the relevant committee(s) of elected members of the WYCA".

Reference I, states that 'simple extractions' of data can monetise the value of the bus lane at nearly £316k based on time saved etc. However, this is based on a best-case scenario, with 4 buses per hour and not including delays or cancellations. But what must be questioned in this attempt to justify the bus lane with a monetary value is that the author (unknown) has based the above figure over a 60-year period. I am not sure from which planet the author has arrived, but humanity is more likely to be colonising another planet before these 60-year figures become reality. My questions...

- **Where have the 'simple extractions' come from?** It would be good to see the data and the calculations.
- **Why has the author used a 60-year prediction that holds no validity or reasonable purpose?** This is complete nonsense - we do not know what is happening from year to year on our local roads.

- **Did the author factor in the monetary value of delays to HGVs that will have to wait for bus lane lights and possibly puffin crossing lights?** Although previously mentioned at sub-paragraph 5 that “the proposed design will not make traffic journeys longer” it is inevitable that there will be an opportunity cost of releasing the buses from the bus lane to the main carriageway. Time is money to logistics companies – perhaps Arriva could reimburse them.
- **Similarly, did the author factor in the cost to local businesses for the extensive delays that will occur while their drivers wait at the ‘temporary’ (possibly 12 months) lights during the construction phase?** Depending upon the end-to-end distance of the ongoing works, the backlog of traffic will be immense. This will put greater pressure on the rat-runs of Wyke Lane, Cliff Hollins Lane and Mill Carr Hill, attracting greater volumes of vehicles that are either unsuitable or prohibited.
- **Did any of the appraisal team or elected members visit Zone 1 to witness whether VfM would be achievable?** I find it surprising that this has met with sufficient scrutiny given that the plans and information are seriously lacking in accuracy and detail.

8. Tree Removal. Reference J provides an extensive survey of the trees and hedgerows along Bradford Road. It states that the project will need to be carefully managed until the replanting programme becomes established. The survey indicates that over 90% of the current stock along Bradford Road is of ‘good’ quality. The report states that the project will require the removal of all this stock. My questions...

- **When will the tree removal take place?** The concern here is that nesting season is just about to start.
- **How long will the replanting take to become established?** Normally, planning applications require an appropriate Environmental Plan estimating this, but I cannot find one.
- **Will there be any provision to help prevent fly-tipping?** Bradford Road is a regular victim of fly-tippers. With no trees or hedgerow, this will almost certainly exacerbate the issue with the newly created open spaces.

9. Pipework Replacement. Bradford Road is routinely dug up to fix the old pipework underneath. The volume and nature of the traffic has changed dramatically over the last decade. The volume and nature that currently uses it is creating too much pressure and vibration for the aged pipework. My Question...

- **Have the planners considered replacing the pipework at the same time?** If this section goes ahead, when the pipes blow again, it will create further delays and cost even more to restore the bus lane as well as the main carriageway.

## SUMMARY

As usual, Oakenshaw residents and local (including Low Moor) businesses have not received fair consultation. Despite this, it is clear from the Cleckheaton community responses that the Zone 1 should be shelved. Those who have played on their laptops have no idea how this will affect our community and the proposal cannot be justified based upon the data presented.

The creation of a bus lane in Zone 1 will not fulfil the objectives of the scheme and therefore do not meet the criteria required at Reference H - the evidence is clear!

Continued development around Chain Bar will only lead to an increase in traffic causing unnecessary strain on the local roads, that are unsuitable for large volumes of traffic and HGVs. Bus lanes are not the answer to the problems of the Strategic Road Network, and they will not solve the poor air quality in this area.

At best, it is time for Kirklees Highways and National Highways to see commonsense and finally install traffic lights on Bradford Road at Chain Bar, even if they are only in operation during busy periods.

Resources must be spent on more viable projects, not a poorly managed bus route.

Yours faithfully

### **Objection 21**

Who in their right mind thinks this will be a good idea. A bus lane that needs to cross the road and then slow down the roundabout. It would have been much easier to just put lights on the roundabout for the only junction on there without any. Disgusting more money will be wasted messing about with a bus lane. Lights would have helped solve everything with out excess spending. The buses often blob... so not sure who you think will benefit

Regards

### **Objection 22**

Hi,

I have read through the proposed plans for a bus lane on Bradford Road and would like to share my objection on the plans. My objection is raised as a local resident to the area, living in Lower Woodlands, BD12 7HG.

There is 1 (one) bus route on this road - the cost versus impact on the timings and schedule of this bus cannot be realistic. The route runs from Bradford to Dewsbury, so this small section of the route will make very little difference (if any) to the overall timeliness of the service and zero impact in the other direction. If there are serious considerations to be made to the timing of this bus service, it should be focused on adding traffic lights to the entry to Chain Bar roundabout.

Also - the plan appears to be to allow buses to bypass queuing traffic to get to the entrance to the roundabout quicker. But the bus needs to navigate to a lane that will contain queuing traffic at the end of the bus lane. The bus will have no priority and merging to the lane needed

to navigate to the Cleckheaton road exit during busy times will, once again, be down to traffic giving way via their own volition.

I'm generally supportive of public transport improvements, but this one is not worth the investment. Our region is desperate for better public transport links (any mass transit, such as trams) but this development does not make economical sense.

Please reconsider this proposal and use the funds in places it will make a positive difference.

Thanks,

### **Objection 23**

Dear Sir/Madam.

I'm emailing as I wish to object to the above plans to build a bus lane along the Oakenshaw route to Chain Bar roundabout.

We are a small village with only one bus route serving the village - the 268. This features 2 - 4 buses an hour depending on the time of day (and these are frequently cancelled so it's often less). Through the majority of day there is absolutely no queue to get on to (or off) chain bar roundabout, so the only time a proposed bus lane would reduce the travel time of the buses is possibly morning and evening rush hour. Taking this in to consideration, this equates to maybe 4 or 5 buses in the morning and the same in the evening. To consider spending this amount of money, decimating yet more of our natural environment, and creating over 12 months of disruption to the road network during the building phase, to ultimately reduce the travel time for a max of 10 bus journeys a day is utterly ludicrous.

Carrying this work out will have a huge negative impact on our local environment. All trees and hedgerow between those two points would need to be removed, destroying important wildlife habit and carbon capture resource. We already have high levels of pollution / poor air quality in this area due to the road network, further increased but the decision to build warehousing in our village, greatly increasing the amount of HGVs that use our roads. Without the hedgerows and trees, traffic noise from the motorways will also increase dramatically for those living on Bradford Road and beyond.

We have long since campaigned for traffic lights to be installed on chain bar at the Oakenshaw exit, to improve access on to chain bar roundabout, reduce queues, and allow (the very few) pedestrians who use this route to cross safely. This has always been rejected. The simplest way to reduce the travel time of buses on this route & improve public transport is to properly manage the traffic flow on to chain bar roundabout with traffic lights. A bus lane will make no difference to this, nor make this area any safer for pedestrians or cyclists.

The traffic lights in the proposal (further up the road from the roundabout) would merely stop the traffic to allow the buses to change lanes as they near the roundabout, further delaying ALL other traffic using this route.

Yours sincerely

#### **Objection 24**

Good afternoon,

I'd like to strongly object to the proposed bus lane on Bradford Road that would be on the run up to the Chain Bar roundabout.

The plan would have a huge detrimental affect on our village including the removal of hedges/trees as well as traffic lights not to mention the utter disruption that it would cause the community.

I also see Bradford Road from my home and the unsightly view of constant works for a prolonged period of time is very unsettling for me.

#### **Objection 25**

Good Evening,

I would like to object to the bus lane that is due to be created on Bradford Road, Cleckheaton. I live at 565 Bradford Road BD19 6BU. I believe that creating a bus lane on our road will create unnecessary delays and disruption. There is only one bus that uses this route and our road only gets busy when there are issues at Chain Bar roundabout/the motorways. The delays the work will cause, will have an immense impact on my wife, a nurse and myself a firefighter, commuting to work. I believe there are much more pressing issues on the road, like cars ignoring the speed limit and using it as a race track in the evening/night. These issues should be addressed as a matter of priority, such as reducing the speed limit to 30 all the way to the roundabout and the installation of traffic calming measures such as speed cameras.

I am also concerned at the removal of the hedge row opposite my property, these are well established and provide a visual and audible barrier to the M606. Planting new one in the field will take years to establish. The air quality in the area is already poor and removing established trees would be detrimental to the environment and the health of residents.

Kind Regards

## **Objection 26**

I wish to add my objections to this scheme

If I could see a benefit to anyone including the very infrequent bus service I would support this scheme but I cannot see how all this upheaval will help anyone. It will cause disruption, mess and we will lose the trees and shrubs which hide the motorway.

For me and my husband it will add to our commute to Leeds and Manchester we will either need to go back on ourselves and access the m62 via Rooley Lane or drive through Wyke and down Whitehall road

Bradford road access to chain bar is already a daily nightmare but with patience it is do able. Adding a pointless and rarely used bus lane and additional traffic lights will only serve to make this worse

If we had more than one bus service or they ran regularly it would be understandable but one bus which is not regular or reliable will be catered for but the commuters or the many transport lorries will be disrupted

I also believe this scheme will cause more not less congestion and the air quality will also get worse but perhaps not on that stretch of Bradford road but in the more densely populated areas around Rooley lane and Wyke

This needs to be better thought through and only put in place if accepted by the people who will be impacted ie the residents of low moor and Oakenshaw

## **Objection 27**

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

### **Objection 28**

Hi Julie, many thanks for the acknowledgement, however I have a concern over the interpretation of your response.

Whilst I do understand that the questions I have raised will require further investigation by Jason, are you in a position to confirm whether the answers/justifications to these questions will be recorded and divulged to Officers prior to the next consultation meeting? This is to ensure that those making the decisions do not receive a rose-tinted delegated report. Failure to bring comment forward will only enhance any challenge to this TRO moving forward, which I am certain will be the next step for our community should the Zone 1 section be given the green light.

I am sure you are now all too well aware that something was not right in 2021 when this project went for public consultation, given the recent influx of objections to this TRO from the Oakenshaw community. To reiterate, there appears to be numerous baseless facts presented in the interest of business stakeholders, with community feedback being ignored and the strong evidence to suggest that the Oakenshaw community was removed from the process is quite compelling. Unfortunately, past experience has given me a rather cynical vision of what information is presented to Officers, where those objecting to plans have not necessarily received a fair and balanced explanation of the reality on the ground.

I don't believe there is a single resident of Oakenshaw that wouldn't appreciate a more reliable bus service, traffic reduction or enhanced biodiversity but a bus lane is not the answer, that will be a needless waste of public money and detriment to our tree population. Kirklees Highways and National Highways need to have grown up talks and resolve the Chain Bar problem. Although a recent change to the timing sequence has helped, both Highways Agencies need to act to resolve the age-old concerns that have been raised by the Oakenshaw community.

Given that Chain Bar is over-capacity (supported by DfT figures) and the nature of the traffic flow means that it will never be suitable or safe for cyclists and pedestrians. For a designer to suggest that a shared bus lane and a puffin crossing on Bradford Road will solve the conundrum is on par with an idea Icarus once had!

Kind Regards

### **Objection 29**

I would like to object in the strongest possible way to a bus/cycle lane being considered for Bradford Road, Cleckheaton, on the approach to chain bar roundabout. I am a resident of Bradford Road and think this is a complete waste of money - there is only one bus that travels along this road, and not very frequently, and this will create more problems for motorists who queue along this road every morning/evening. A cycle lane is not necessary as the greenway is a much safer route and to be honest the number of cyclists using Bradford Road could probably be counted on one hand. The introduction of this lane will only make traffic problems worse for motorists who are the heaviest users for commuting to/from work and will add to the delays.

### **Objection 30**

Good Afternoon.

I would like to register my objection to the proposed construction of a bus lane on Bradford Road, Oakenshaw.

The application states:

“The bus lane benefits are based on BODS data”

Presumably (I do not know exactly what data was looked at) the designers will have looked at the data from bus stop 45014567 (Oakenshaw Church) or 45014568 (by our garden) to the bus stop 45015483 just the other side of Chain Bar and seen that there was a problem.

The data will have told them there was a delay between these points but it does not indicate what the root cause of that delay was. It was the inaccessibility of Chain Bar roundabout itself causing the problem and NOT the travel along Bradford Road.

The improvements to the access to Chain Bar recently (Well done) actually prove this point. There was and is no valid justification for a bus lane on the basis of improvement to the bus service. This scheme would be a wanton and wilful destruction of our local environment which would achieve zero benefit to the bus journey and waste a lot of public money in the process.

I implore you to reconsider the merits of this scheme.  
And then stop it.

### **Objection 31**

I am writing to object to the proposed bus/ cycle lane to Bradford Road.

As this is to improve traffic flow in the area a bus lane will not deal with the issue of chain bar roundabout, nor the motorway which is the general cause of disruption to the area. Being a regular user of the road as well as the local buses the only problems are caused by accidents and heavy traffic on the motorways.

The inclusion of a cycle lane and improve walking: can you explain why cyclist and walkers should use a foot path on. A 40mph roundabout and road when the Green way cycle path is only a few hundred yards away . Offering safe and easy passage from low moor to dewsbury. When any one using the roundabout on foot has to venture across multiple lanes with fast moving traffic.

Reduce carbon emissions. How?

What evidence has been produced to show that this will create a wider economic development, job creation and housing developments? All of which will greatly increase the carbon footprint

Bus service : how many buses are currently affected by the traffic? How many new buses are you adding? Will they too be affected.

The works already done to chain bar i.e. altering the traffic light timings has already improved this.

For these and to ask that the money would be better spent on other more pressing matters i.e. the road condition itself I object to this work going forward.

Thank you

### **Objection 32**

Whom it may concern.

I am writing to strongly object to the bus lane on Bradford road.

I am a resident at one of the bungalows where the bus lane is planned to start. Access to and from my driveway will be a nightmare, more than it already is with the hgv that now pass for the development.

It's actually dangerous attempting to access our driveway.

The buses are practically empty, and often use a single decker as there's no need for a double.

The tress and greenery that will be lost is a disgrace, we already have limited green space in oakenshaw due to over development.

Foxes, birds and lots of other wildlife live in those trees and field, I have footage.

To make access better on to chain bar traffic lights should be installed. This will stop build up allowing flowing traffic from Bradford road as it's the only junction without traffic lights.

I'm appalled that a Kirklees council wants to spend money In this way. So many of the roads in Oakenshaw are becoming damaged because of the amount of heavy traffic. We seem to have roadworks on a weekly basis.

It's actually chaos, and makes living here a constant nightmare.

A bus lane is not necessary.

### **Objection 33**

I am writing to STRONGLY OBJECT to the proposal to put a bus lane on Bradford Road Oakenshaw.

I am a regular user of this bus route, I can assure you it is absolutely unnecessary! I can also assure you I have never seen anybody get on or off at the stop where the proposed crossing is going to be!

The widening of the road will mean destroying existing shrubs trees and wildlife.

It will make it impossible for residents on Bradford road to drive in and out of their dwellings.

The Chainbar is difficult and dangerous enough without a bus having to cross 3 lanes.

The roads will be closed again it is completely disruptive and unnecessary the buses will be diverted no doubt.. again.

We already have enough cars and HGVs short cutting up and down Wyke Lane.

This proposal and the crossing are an absolutely ridiculous idea. A disruptive complete and utter waste of time and tax payers money. Money which would be better spent on a more reliable bus service!

I look forward to your acknowledgment.

### **Objection 34**

I strongly object to the 24 hour bus and cycle lane from Oakenshaw to chain bar roundabout. I find it very irresponsible of kirklees council to spend money on an unnecessary bus and cycle lane. It is also very environmentally damaging as you are destroying trees, bushes and brambles therefore habitat. You are destroying habitat crucial for maintaining a healthy planet and supporting ecosystems. Little owls which are in this area are protected by the wildlife and countryside act 1981. Because of habitat loss we have lost more than half of all bird species in this country with woodland species being most affected. Sadly insects, invertebrates and ladybirds are also in decline and depend on areas such as where this bus lane is going its a safe area between busy roads for them. The young saplings being proposed to make up for the loss of diversity will take too long to replicate what the current corridor offers. The current green area also offers visual and sound screening. You are doing this in spring which is the most important time for nesting birds and mammals. You are destroying what Little countryside we have left for our children and grandchildren. As council members you are custodians and responsible for our countryside and financial security. Do not waste our money on something which causes destruction to our green spaces and is totally unnecessary.

## Objection 35

I write to formally object to this TRO appertaining to Bradford Road, Oakenshaw, (Zone 1) for the following reasons:

1. Nowhere in the documents for this Sustainable Travel Corridor is Oakenshaw mentioned, rather it refers to a corridor from Dewsbury to Cleckheaton. WYCA stated "The A638 travel proposals extend from the outskirts of Dewsbury town centre, through Heckmondwike, to Chain Bar roundabout at Cleckheaton". Why is that? This has resulted in residents of Oakenshaw only being recently informed of this proposed project thanks to a vigilant resident. The vast majority of people in Oakenshaw had no knowledge of this major project until one week ago when local people raised the alarm.
2. The initial consultation carried out by WYCA for one month in the summer of 2021 just as most people were concerned with recovering from two years of Covid impact. July was at the end of restrictions when most people were cautious and more concerned with their health. Not a good time to consult!
3. Results for the Sustainable Travel Corridor Zone 1 (2021) have not been taken in to consideration - 95%+ comments were negative, i.e. not in favour and could see no benefit.
4. The plans published with the TRO are out of date and do not include the new third lane constructed last year. Despite repeated requests for better, up to date plans they have not been forthcoming. Clearly an up to date safety audit has not been conducted. Therefore, I consider this TRO null and void.
5. A 24/7 bus lane for only one service is not needed. Since the extra lane was constructed on to Chain Bar last year there has been no problem reaching Chain Bar but delays are getting on to the roundabout. This will still be the case so will not improve bus times. These buses are unreliable, frequently cancelled, run only hourly from early evening and not 24/7. If there was a bus lane it could be at peak times only as is often the case elsewhere.
6. There are a lot of assumptions made in the business case suggesting that the monetised benefit to buses is £315,859 (over 60 year period)! When was this calculated? It is likely to have been done before the additional lane constructed on to Chain Bar last year so any delays they experience is likely due to the roundabout being congested because of incidents on the motorways and not congestion on Bradford Road.
7. Even with a bus lane the buses will still have to queue to access Chain Bar as this is the only road without traffic lights.
8. As the buses move across from the inside bus line to the outside third lane to access Chain Bar, cars will be moving across to the inside lane. What a recipe for disaster as we have seen with the number of near misses and shunts from the newly created lane last year when cars from the second lane (to the M62 East) cut up those from the inside lane also for the M62. Poorly positioned signage for lanes does not help.
9. There appears to be no consideration of the sheer volume of HGVs using this unclassified road as the large number of distribution centres from Low Moor and J26 Industrial estate use this route.

10. To reduce the width of the two lanes with this amount of heavy traffic is frightening. No safety audit has taken in to account the huge numbers of HGVs on this road.
11. Removal of the existing hedge and trees in order to extend the width of the road (in to the field) will reduce air quality, increase noise, harm the wildlife and create an eyesore across to the new industrial estate as any new planting will take considerable time to mature.
12. There is no information on the phasing of this work with timescales as to the disruption it will cause residents, businesses and buses during the construction phase. This is essential in order to understand the impact for the village. This has been asked for but not provided.
13. We need a guarantee that buses will not be diverted away from Oakenshaw during any construction work should this go ahead. This has happened previously which resulted in some people, particularly older residents who depend on the bus, feeling trapped and being unable to get to appointments.
14. I can see no evidence of an Equality Impact assessment. This proposed project will, during the construction phase, severely impact on those residents with disabilities including visual disability.
15. Whenever there are delays accessing Chain Bar there is inevitably an increase in traffic on alternative routes such as Wyke Lane which is a rural lane and which is too narrow for 2 cars to pass in places. Although there is a 7.5 ton weight limit on this lane it is not policed and we also see an increase in traffic despite us trying to protect a heritage site.
16. The traffic monitoring for the bus lane was made before the improvements to increase a lane on to Chain Bar as a condition of the J26 industrial estate. Surely it would be appropriate to pause the bus lane and re-calculate the need.
17. There has been no publicity about this major scheme until the TRO was published. The fact that planning permission was granted as deemed not to be considered as development and thus not consulted upon has resulted in residents of Oakenshaw feeling ignored particularly as the J26 Industrial estate was foisted upon us. Why has the council not used its weekly bulletins more regularly to update residents? Having said that the subscriber numbers to the bulletin is very low. The granting of this certificate of lawfulness is dubious and challengeable given that the proposed bus lane will need to encroach on nearby agricultural land and is not within the highway.

In conclusion I do not believe this proposed bus and cycle lane presents value for money, neither will it achieve the wide benefits stated. There has been no data supplied on the baseline, i.e.. from which to measure such vague improvements:

- Reduce road traffic and reliance on cars - this won't happen whilst Chain Bar remains over capacity and the huge number of HGVs from Bradford use this road. Kirklees and Bradford councils should communicate with each other about such major schemes.
- Improved journey times - these have already improved since the additional lane was created.
- Improve air quality in the local area - this is unlikely given all the heavy traffic that sees no sign of abating but growing.
- Increase modal transport options - Oakenshaw has above average numbers of older people who are unlikely to get on their bikes. Due to the sheer amount of business traffic on Bradford Road it is not a pleasant walking experience and the Greenway, whilst much better, is too far to access for some older and disabled people. New

footpaths won't change that. Why would anybody in their right mind want to walk round Chain Bar roundabout to get to Cleckheaton?

- Support economic growth - Oakenshaw is already overdeveloped with J26 Industrial Estate. We must retain the small sliver of green belt.
- Provide better access to more education, training and employment opportunities - buses are fine between the towns if they are reliable. Look at the usage data of buses now - low due to unreliability.
- Improved safety for all highway users including cyclists and pedestrians - only the Greenway will help this. Walking or cycling on this road is very unpleasant. This will not improve with a bus and cycle lane.

The creation of a bus lane in Zone 1 will not fulfil the objectives of the scheme and therefore do not meet the criteria required.

I trust my objections will be taken in to account. I understand that the process is for objections to be resolved if possible but if not then to be presented to the Cabinet Committee Local Issues then to Cabinet. I look forward to following this due, open and transparent process.

Regards

### **Objection 36**

Good Afternoon.

I was recently informed by a neighbour that it is the intention of Kirklees Council to put a bus lane on Bradford Road going to Chain Bar roundabout My initial reaction was 'Why, what possible benefit could that be to the buses? they do not have a problem getting to Chain Bar along Bradford Road.

The historic congestion at this particular feed into the roundabout was highlighted by many people when they objected to the building of the new transport hubs on the old East Bierley Sewage Works site. More traffic, more congestion unless something was done about it.

I believe Kirklees Council now has a very good understanding of the traffic flows associated with this roundabout.

That is why they have improved the feed from Bradford Road by widening the access to 3 lanes and adjusting the traffic light sequencing on the roundabout and the release of Halifax road (I am guessing that is what was done, we seem to have a little more time to get onto the roundabout). The completion of works on the M62 Eastbound also helped.

No more major delays now.

Congratulations to the person/team involved. They analysed the problem correctly and came up with a good solution. It was well worth the hassle involved whilst the work was being done.

To try and gain some understanding of what possible benefit could arise from the provision of a bus lane on Bradford Road I read the Planning Application.

The supporting information [id 1046605] states that Arriva were having problems getting their buses through Chain Bar and the construction of a bus lane would benefit them to the tune of £315k over a 60 year period (congestion wastes money for everybody not just Arriva, is 60 years the time by which they expect to have a fully electric fleet?)

Arriva were having problems like everybody else because an insufficient number of vehicles were able to get onto the roundabout to prevent excessive queues forming on Bradford Road. There was and is not a problem for buses getting along Bradford Road.

There is not a need for a bus lane.

The financial case (as a saving to Arriva) is a complete fallacy.

Kirklees council should now understand this.

I attended a meeting at St Andrews Church, Oakenshaw. Councillor John Lawson was at this meeting. Without exception, all at the meeting were totally bemused at what the possible benefits of this bus lane could be.

There would be no benefit to the buses (as above), a second pavement is not required, cyclists (which includes me) are adequately catered for by the Spen Greenway.

The proposed scheme would lead to the wanton and wholly unnecessary destruction of a mature tree and hedgerow (which would benefit from a bit of litter picking and occasional bit of gardening etc) I ask you to stop, have a rethink in light of the concerns that are being expressed.

As the council you could revoke the certificate of lawfulness for this particular scheme.

Yours sincerely

### **Objection 37**

The proposed improvements of bus and cycle lane with road widening is an ill-conceived plan considering the installation of traffic lights at Chain Bar junction would negate the need for any so called improvements. The impact on local roads with traffic using Wyke Lane/Mill Carr Hill Road in order to avoid the road works would be chaotic and dangerous, especially as more HGVs from the new warehouses (Cliff Hollins Lane) descend on the community. Both these roads cannot sustain the volume of traffic this lengthy scheme would generate. Residents cannot and will not accept the upheaval it will cause when a simple solution is already obvious to those who use the road daily.

### **Objection 38**

To whom it may confirm

I wish to object to the above proposal on several grounds.

Living on Bradford Road Oakenshaw we have had numerous disruptions to this area in recent years

The warehousing development in Woodlands has vastly increased the amount of heavy traffic.

The introduction of a 3rd lane at the chain bar has caused a lot of disruption on this road

Any further road works will yet again cause havoc with our 268 bus service. I am a partially sighted disabled 70 year old and this bus is essential

As one drives along Bradford Road from the Chain Bar the trees on the right are essential for screening the new industrial area, wildlife, and pollution.

Putting in a bus lane should have been part of the proposals when the new road lane was installed.

If the bus lane is provided it will be impossible for buses to transfer from the inner bus lane to the outer lane approaching the roundabout in order to follow the route towards Dewsbury.

Inserting a bus lane will make it virtually impossible for the people living on the right hand side of Bradford Road, going towards Cleckheaton, to access and leave their driveways safely.

The insertion of a Pelican crossing near the golf club will potentially cause traffic chaos and delays both in the village and around the chainbar roundabout especially at peak periods which is already common.

Causing traffic delays will exacerbate the dangerous conditions on Wyke Lane as people use it as a diversion.

Please take these points into consideration when considering this road planning application.

### **Objection 39**

I am writing to STRONGLY OBJECT to the proposal to put a bus lane on Bradford Road Oakenshaw.

I am a regular user of this bus route, I can assure you it is absolutely unnecessary! I can also assure you I have never seen anybody get on or off at the stop where the proposed crossing is going to be!

The widening of the road will mean destroying existing shrubs trees and wildlife.

It will make it impossible for residents on Bradford road to drive in and out of their dwellings.

The Chainbar is difficult and dangerous enough without a bus having to cross 3 lanes.

The roads will be closed again it is completely disruptive and unnecessary the buses will be diverted no doubt.. again.

We already have enough cars and HGVs short cutting up and down Wyke Lane.

This proposal and the crossing are an absolutely ridiculous idea. A disruptive complete and utter waste of time and tax payers money. Money which would be better spent on a more reliable bus service!

I look forward to your acknowledgment.

## Objection 40

Please regard my objections to the proposed 24 hour bus lane at chain bar roundabout.

\* No need for it at all. Buses are not reliable from Experience trying to get children to college and me to work. There is only one service and it is infrequent on an evening. Observing the area from living here, the shift changes at the new logistics buildings show a majority of workers arriving by cars and car sharing. Not many employees use the buses or the stops nearer to chain bar.

\* no evidence of need for a puffin crossing please comment on DEV/HG/D124-186

\*it will effect the natural habitat and wildlife of the area where the trees are and there has been enough disruption to this with the recent developments in the local area. This will not coincide with making a greener environment. Trees help soak up pollution from traffic and they will be removed thus creating more air pollution.

\*the trees provide a natural sound barrier from the sound coming from the motorways

\*we have endured enough road disruption over the last couple of years. Local businesses and resident will be affected.

\*damage to smaller roads, properties, a heritage site, and a danger to pedestrians from people avoiding the construction and finding smaller alternative routes

\*I believe that the low moor side of chain bar needs traffic lights and this will help the bus cross the busy roundabout. A bus lane on the far left would then have to joint the far right lane to get around the roundabout.

\*I believe cyclists avoid the route to chain bar and go round it using the greenway. My husband is a keen cyclist and would never cycle around chain bar roundabout.

\*I do not believe it will reduce cars on this road. This road is busy in the morning at school time and afternoon times because of school and work traffic. I do believe that traffic lights would ease this congestion instead of a bus lane so we don't have to play chicken getting across the lane in between the rest of the traffic which is determined by the other traffic lights.

Please consider these genuine objections

#### Objection 41

I am getting in touch regarding the proposed bus lane being planned for Oakenshaw.

This is the most crazy proposal I have ever come across , we here in Oakenshaw are used to being treated appallingly by Kirklees council but this is a step too far.

The disruption this will cause will be of no benefit for us residents, the new lane that was put in at the junction recently was one waste of money and made the access to the roundabout so much more dangerous.

This bus lane is another complete waste of money which nobody I have spoken to thinks it's a benefit, we residents on Wyke Lane will have to cope with even more speeding car drivers as alternative routes will be sought whilst this work is going on.

The money that now has been spent on the access to the roundabout would have been better spent on a set of traffic lights on our junction, that's all that is needed, not all these extra lanes, I can't understand why the traffic lights are never seriously considered

Please stop this madness, whoever thought a bus lane on such a short stretch of this road has never been to Oakenshaw and asked the residents, nobody in Oakenshaw can remember this being discussed with them previously.

Oakenshaw lives matter, Kirklees council have lost a lot of respect, if you stop this bus lane going through maybe you can keep a little .

We have put up with the new development at the waterworks, the beloved cross being removed and nobody knows when it will be returned, we had a near miss with the implementation of a phone mast, enough is enough.

I hope you are not giving the cycling/walking benefits the lane will bring as a reason to go ahead as nobody who values their life would want to use it, the road is much busier now after the new warehouse, and the pollution was already bad, I am sure you are aware of how bad the air already was before making this worse with the increase of heavy goods vehicles going to the new distribution centre.

Please reconsider this scheme and use the money wisely elsewhere  
TRAFFIC LIGHTS would be the sensible option.

## **Objection 42**

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

## **Objection 43**

To whom it may concern

Hello

As a resident on Bradford Road, I felt the impact from the confusing and lengthy time period to change the Chain Bar access from 2 to 3 lanes and that was only last year and now here we go again.

When something is called the A638 Sustainable Travel Corridor how on earth are Oakenshaw supposed to know that this will affect the road we use or reside on? National Highways see it as the A638 but you do not. Is it a classified road now or still unclassified please?

Last year we dealt with Yorkshire Water pipe leaks shutting road and the Chain Bar access changes.

Over last few years we've coped with trucks feeling the road is theirs to do at whatever speed they wish etc.

When a major road layout change happens, what audits are done to monitor the performance of that change once it's set up and for how long?

If this bus lane plan was designed using 2018 maps then this change to 3 lanes was not in place.

I feel this major change of road layout needs at least a year to properly assess its performance to provide statistics or design tweaks to a project such as this bus lane's necessity?

What statistics were used to determine a bus lane is needed for 24 hours that are deemed still relevant since 3 lanes came into existence?

I feel Kirklees highways should give the 3 lanes project more time to be audited for performance and safety impact to make changes if necessary to them or elsewhere. I wasn't happy about it and still see many near collisions at M606 entry but I'm aware we need to give it time. I also noticed there's more queueing going through Oakenshaw outside my property than there used to be.

The impending roadworks for 12 months will totally disrupt being able to properly measure whether the 3 lanes are good enough and therefore the money for the bus lane can be allocated elsewhere? Or if it's still deemed relevant, then maybe you will find the bus lane can be shorter?

The buses will still get caught at the entry to Chain Bar.

So I think a pause and give the 3 lanes chance to be effective or tweaked.

Tree schemes are needed but need time to get established before removal of current vegetation please.

Yours,

**Objection 44**

To whom it may concern

Hello

As a resident on Bradford Road, I felt the impact from the confusing and lengthy time period to change the Chain Bar access from 2 to 3 lanes and that was only last year and now here we go again. When something is called the A638 Sustainable Travel Corridor how on earth are Oakenshaw supposed to know that this will affect the road we use or reside on? National Highways see it as the A638 but you do not. Is it a classified road now or still unclassified please?

Last year we dealt with Yorkshire Water pipe leaks shutting road and the Chain Bar access changes. Over last few years we've coped with trucks feeling the road is theirs to do at whatever speed they wish etc. When a major road layout change happens, what audits are done to monitor the performance of that change once it's set up and for how long?

If this bus lane plan was designed using 2018 maps then this change to 3 lanes was not in place. I feel this major change of road layout needs at least a year to properly assess its performance to provide statistics or design tweaks to a project such as this bus lane's necessity?

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The impending roadworks for 12 months will totally disrupt being able to properly measure whether the 3 lanes are good enough and therefore the money for the bus lane can be allocated elsewhere? Or if it's still deemed relevant, then maybe you will find the bus lane can be shorter?

The buses will still get caught at the entry to Chain Bar. So I think a pause and give the 3 lanes chance to be effective or tweaked.

Tree schemes are needed but need time to get established before removal of current vegetation please.

**Objection 45**

- TO WHOMSOEVER IT MAY CONCERN
- 

I am a resident at 591, Bradford Road BD12 7EJ. I am writing to object to the plan to introduce a bus lane. We were given no forewarning and did not receive a letter. I have been informed there are legal notices on the speed limit sign near us but I rarely walk on the pavement as it feels unpleasant and not safe.

According to the plan, it will start just outside my house, which seems like a nightmare for me, both at construction time and afterwards, especially as vehicles get familiar with the new road layout for more than 12 months from completion.

We are a family of four with 2 primary school children going to different schools approximately 30-40 mins drive in normal morning traffic. Even short term roadworks and temporary lights in the area can be really challenging for me and it increases my school run time and for my husband to get to work if he takes them to school first. It disrupts the whole routine of the kids if they have to get up earlier and get back home later than usual to allow for planned or unplanned roadworks. It has not been long since we had roadworks on Bradford Road around mid January and I can recall how bad the traffic got and exacerbated by an incident involving an HGV clipping a van (which then needed a recovery truck to be taken away). The traffic barely moved for a couple of hours. I could see my home but not get there. If I had parked up to get my girls home safely I would have caused further inconvenience. Long term road work outside my house is really disruptive for me and my family.

Turning right into and coming out of my driveways with traffic such as HGVs etc causes a lot of inconvenience and risk currently. The additional risk of touching the bus lane markings and getting fines if we have to do deep turns to get into a lane with traffic at a standstill for one reason or another. We frequently have long wheelbase vehicles using our drive. The narrowing of current lanes will surely increase the risk of accidents currently avoided, by having chevrons down the length of the road?

The above are a few of the many problems I envisage we will face as a family. Moreover there are other major concerns like loss of natural habitats doing irreparable damage to the environment. The vegetation opposite serves as pollution absorbers for the sake of our lungs, a sound barrier so we can enjoy our front garden and visual screen of the warehousing opposite and busy motorways - would love some more but your new trees will take time to do that if ever, as I notice the field is lower than the road.

Bradford has got a clean air zone policy CAZ to help combat pollution within the city and wider district which has been ordered by ministerial direction to reduce pollution levels being biting legal limit of air quality. As a business owner, we have to pay charges to drive vehicles which are not EURO 6 compliant. Even though certain exemptions are made to help the business, there are still several businesses suffering due to this. All because we want to have better air quality for ourselves and future generations. On the contrary, here we are forced to inhale pollution day in / day out; without any concern. The volume and size of HGVs along here are increasing everyday and I gather there are still empty premises on the industrial estates yet to be filled. I do understand the need for HGVs to facilitate transportation but our convenience is taking a toll on our lives and health. We do seriously need to balance it out and not just go out there with no boundaries and restrictions and cause irreparable damage to humans, animals and nature.

I seriously reject the plan and kindly request you to abandon the plan to create a bus lane. As a resident of the area I do not see any benefit with the introduction of the bus lane; rather can

see a lot of damage. Even if your team feel otherwise I am confident that the damage outweighs the benefit. I sincerely request to divert the funding into something which can benefit the Oakenshaw community and which does not have ulterior commercial motives.

#### **Objection 46**

I am a resident of 591, Bradford Road BD12 7EJ. I am writing to object to the plan to introduce bus lane. According to the plan it will start just outside my house which seems like a nightmare for me. We are a family of four with 2 school going children, going to different schools and their school is approximately 30-40 mins drive in normal morning traffic. Even a short term road work and temporary lights in the area can be really challenging for me and it increases my school run time. It disrupts the whole routine of the kids; they have get up early and get back home later than usual. It has not been long since we had a road work on Bradford Road around mid January and I can recall how bad the traffic got and there has also been a incident involving an HGV and the traffic did not move for couple of hours. Long term road work outside my house can be really disruptive for me and my family.

Turning right into and coming out of my driveways with traffic such as lorries etc will cause a lot on inconvenience and risk. The additional risk of touching the bus lane marking and getting fines if we have to do deep turn left for to traffic at a standstill site to roadworks or other reasons for traffic being stationary going into Oakenshaw which is common. Sound barrier, ( more for your neighbours) visual screening of motorways and warehousing pollution absorber

The above are many of few problems which we will face as a family. Moreover there are other major concern like loss of natural habitats doing an irreparable damage to the environment.

Bradford has got clean air zone policy to help combat pollution within the city and wider district which has been ordered by ministerial direction to reduce pollution level being biting legal limit of air quality. As a business we had to pay charges to drive vehicle which are not EURO 6. Even though certain exemption are made to help the business but still several businesses suffered due to this. All because we want to have better air quality for ourself and our family. On the contrary here we are forced to inhale polluted air day in and day out; without any concern. The HGV family are increasing everyday and I do understand the need for HGV to facilitate transportation but out convenience is taking a toll on out life and health. We do seriously need to balance it out and not just go out there with no boundaries and restrictions and cause an irreparable damage to humans, animals and nature.

I seriously reject the plan and kindly request you to abandon the plan to create a bus lane.

No forewarning provided and as its too dangerous to walk on pavements how would you see legal notices on post that didn't appear until February?

#### **Objection 47**

To whom it may concern:

I object to the bus lane as is currently intended

I am in my 80s and I believe I am the 3rd generation of my family to live in Oakenshaw. In the old days, my Grandma and Mum would walk out along Bradford Road from their home near Oakenshaw Fisheries, to clear their lungs from the pollution. Nowadays, it's probably healthier to breathe in the centre of Oakenshaw, than it is along Bradford Road.

I am no longer agile enough to cross Bradford Road, with the speed and volume of traffic. Only last year, I was relying upon drivers to stop, in order that I could cross the road safely from the bus stop.

The position of the pedestrian crossing by the church, forced me to get off the bus further down the road than where I live even though there's a closer bus stop to my home. I can no longer do this due to mobility issues, so creating a bus and cycle lane serves no purpose in my case. I fear the idea of crossing the road and having to stand for too long, at a bus stop with no knowledge of when a bus would arrive.

I already struggle to walk along the wagon track (which apparently you call Bridleway 23) where ambulances and taxis struggle to assist the residents along here, so I rely on my daughter or others to drive me to appointments etc. I fear for my daughter and others everytime they attempt to cross the road to fetch me or bring me home because of the amount, type and speed of vehicles these days. Despite being a 30mph zone, I can see that vehicles & trucks coming from Mill Carr Hill or Low Moor, are exceeding 40mph by the time they reach my track's access to Bradford Road. I will also not be able to use the pedestrian crossing down by the fields, so I cannot understand who it is for, unless you're intending to put housing on the fields?

I worry for my neighbour at 628 Bradford Road who is still driving and has to reverse out of her driveway. Also my neighbours at 630, who have 2 vans and reverse out to Bradford Road have to veer out to go into our hairpin bend of a track. I worry for my daughter and her neighbours both before and within the intended bus lane turning into their driveways. It's bad enough now, when occasionally she drives me to hers or theirs.

If you are going to start a bus lane just after 626 Bradford Road, how on earth will my daughter cross the road from her driveway or if she's bringing me from Bradford to be able to turn into our hairpin track? It is already an issue before a new idea of splitting buses and other vehicles into 2 lanes just after our track. Surely this is inadvisable?

The roadworks over the last few years have been dreadful and it's all I hear others talking about when we meet for social events at the church or Cleckheaton cafés. You've barely given the new access to Chain Bar a chance to work. My daughter's descriptions of the near misses and risks drivers have taken before and since the changes make me worry every time I know she's out. Apparently she saw people get out of their vehicles and confront each other on Chain Bar! How is a bus lane going to prevent that?

My daughter has explained to me that you want to remove the few trees on the left hand side for the sake of the 268 bus and cyclists to be safe. As someone who is thankful for the few trees between myself and the M606 absorbing the pollution, the sound and screening the ugliness of the warehouses and the M606, I can only imagine this will be detrimental to the residents who live opposite and undoubtedly the wildlife. It needs a good tidy and discouragement from authorities for vehicles who throw rubbish out of their cars onto the roads or directly onto the verge or residents' gardens.

Please reconsider your intentions

Yours sincerely,

#### **Objection 48**

- TO WHOMSOEVER IT MAY CONCERN

I am a resident at 591, Bradford Road BD12 7EJ. I am writing to object to the plan to introduce a bus lane. We were given no forewarning and did not receive a letter. I have been informed there are legal notices on the speed limit sign near us but I rarely walk on the pavement as it feels unpleasant and not safe.

According to the plan, it will start just outside my house, which seems like a nightmare for me, both at construction time and afterwards, especially as vehicles get familiar with the new road layout for more than 12 months from completion.

We are a family of four with 2 primary school children going to different schools approximately 30-40 mins drive in normal morning traffic. Even short term roadworks and temporary lights in the area can be really challenging for me and it increases my school run time and for my husband to get to work if he takes them to school first. It disrupts the whole routine of the kids if they have to get up earlier and get back home later than usual to allow for planned or unplanned roadworks. It has not been long since we had roadworks on Bradford Road around mid January and I can recall how bad the traffic got and exacerbated by an incident involving an HGV clipping a van (which then needed a recovery truck to be taken away). The traffic barely moved for a couple of hours. I could see my home but not get there. If I had parked up to get my girls home safely I would have caused further inconvenience. Long term road work outside my house is really disruptive for me and my family.

Turning right into and coming out of my driveways with traffic such as HGVs etc causes a lot of inconvenience and risk currently. The additional risk of touching the bus lane markings and getting fines if we have to do deep turns to get into a lane with traffic at a standstill for one reason or another. We frequently have long wheelbase vehicles using our drive. The narrowing of current lanes will surely increase the risk of accidents currently avoided, by having chevrons down the length of the road?

The above are a few of the many problems I envisage we will face as a family. Moreover there are other major concerns like loss of natural habitats doing

irreparable damage to the environment. The vegetation opposite serves as pollution absorbers for the sake of our lungs, a sound barrier so we can enjoy our front garden and visual screen of the warehousing opposite and busy motorways - would love some more but your new trees will take time to do that if ever, as I notice the field is lower than the road.

Bradford has got a clean air zone policy CAZ to help combat pollution within the city and wider district which has been ordered by ministerial direction to reduce pollution levels being biting legal limit of air quality. As a business owner, we have to pay charges to drive vehicles which are not EURO 6 compliant. Even though certain exemptions are made to help the business, there are still several businesses suffering due to this. All because we want to have better air quality for ourselves and future generations. On the contrary, here we are forced to inhale pollution day in / day out; without any concern. The volume and size of HGVs along here are increasing everyday and I gather there are still empty premises on the industrial estates yet to be filled. I do understand the need for HGVs to facilitate transportation but our convenience is taking a toll on our lives and health. We do seriously need to balance it out and not just go out there with no boundaries and restrictions and cause irreparable damage to humans, animals and nature.

I seriously reject the plan and kindly request you to abandon the plan to create a bus lane. As a resident of the area I do not see any benefit with the introduction of the bus lane; rather can see a lot of damage. Even if your team feel otherwise I am confident that the damage outweighs the benefit. I sincerely request to divert the funding into something which can benefit the Oakenshaw community and which does not have ulterior commercial ulterior motives.

#### **Objection 49**

I am writing to object to the proposed bus lane on Bradford Road, Oakenshaw.

Bradford Road is classified as a C road and having 3 lanes on a C road is not acceptable. There are so many HGVs using Bradford Road now from the new water works site that it will be dangerous if a bus & 2 HGVs are passing each other at the same time.

There is only the 268 bus that travels through Oakenshaw & this is regularly cancelled and on an evening the bus is so infrequent. Surely this doesn't justify a dedicated bus lane ? Why not spend the money on traffic lights at the junction of Bradford Road and Chain Bar. I'm sure this would be far cheaper & have the desired result.

To cut back mature trees is completely wrong. I'm sure the trees will act as a sound barrier for the residents on the main road. Not only will these residents have noise whilst the bus lane is under construction but once finished they'll then have more noise from the M606 traffic. What about the wildlife using this area, do you not care about this ? The natural habitat for the wildlife will just disappear !

Myself & other Oakenshaw residents are sick of roadworks in our village, we've had years of them. This plan will take several months of construction & cause no end of disruption to our daily lives. The surrounding roads will be busier with people trying to avoid the roadworks.

I would ask you to seriously reconsider this proposal and liaise with local residents prior to making any decisions.

Kind regards

### **Objection 50**

Morning,

I object to this bus lane on Bradford Road as I don't think it is needed and is a waste of tax payers money, that could go on something more worth while for everyone in the area.

I also know this would cause more traffic especially down at the Chainbar junction and would lead to more accidents.

You would need to cut down all the trees/vegetation and I'm concerned this would spoil the landscape and would kill the wildlife and birds that rest in this.

Best Regards

### **Objection 51**

A few years ago when a tank was flushing out the storm drains outside 599 to 591 Bradford Road due to blockage and flooding, the team leader indicated that these were for some reason connected to pipes going under the road and under the field you are supposedly going to widen into for the bus lane and down to the side of the M606. So they said one of the reasons they blocked was because where the pipes emptied it occasionally backed up and this causing a blockage and thereby flooding to happen which when it's bad spread 3/4/ of the way across Bradford Road outside 591 Bradford Road which is deep enough to obscure lane markings. How will this work with enforcement of bus lane?

Please ensure that these storm drains, if the team leader explained it correctly, will not be impacted by the work you intend to do on the road and in the field with future tree roots possibly affecting whatever pipework is underneath.

Those victorian arches under Bradford Road are a stunning feat of engineering and I still have concerns how encouraging more heavy traffic up here on an unclassified or C road will affect those archways. If I can feel vibrations in my garden and prior to 2016 full resurface was feeling vibrations in my home, then it can't be good for them!

Not being technical and not finding my photos I cannot validate the information I was told but I do see these storm drains struggle more than others on Bradford Road and some of it might be the road camber too. I do my best by notifying the council when they're filling up during the autumn season.

**Regards**

**Objection 52**

Dear sir/madam

I'd like to object to the plans to install a bus lane on Cleckheaton Road in Oakenshaw. My reasons are:-

- The amount of congestion that will be caused whilst the works are ongoing. This road and the adjoining Mill Carr Hill Road have already been subject to severe road works over the last 18 months.
- No obvious need for a bus lane for only part of the road
- What is needed are traffic light at Chain Bar roundabout at the end of Cleckheaton Road which would ease the flow of traffic much more

Regards

**Objection 53**

Good evening,

I would like to raise my concern and object to the bus lane on Bradford road , it does not make any sense as there is only one bus

also it will cause more disturbance to the green fields trees etc.

the bus does not hold anymore traffic up so by having this extra lane,

what would make more sense and better use of funds is a set of traffic lights speed cameras and also it is a very busy road and gets used by hgv's etc the road surface needs replacing

Thank you

**Objection 54**

Dear sir/madam

I am writing to be object to the Bus lane being put in place towards chainbar round about from Bradford Road.

Maybe 12 months ago on the old layout of the roundabout I could agree a bus lane would be required to help reduce delay times, however since the changes to the roundabout to a 3 lane entry has been implemented the traffic has been reduced significantly. I dont think this would improve a bus that doesnt that often's efficiency.

Its seems like alot of work (i work in reinstatement's) for how often the bus runs/ how little traffic there is now unless there has been an incident on the motorway or surrounding the roundabout.

I do like the other idea implemented though, such as;

- Controlled puffin crossing for improved pedestrian safety.
- New footways along Bradford and Halifax Road.
- Reduce the speed limit from 40mph to 30mph from Chain bar Roundabout along Bradford Road.
- Improved cycle links to Spen Valley Greenway and Spen Ringway.
- New lighting on the greenway to improve safety.

Alot of people speed around the roundabout and on bradford road. So I personally think an average speed check/speed cameras all the way along bradford road would be much more beneficial.

The greenway since it's resurfacing from dealburn road to tesco in cleckheaton has made it as busy as ive ever seen it which is really nice to see!

I think the money on the bus lane could be spent in alot of other areas personally, some of which mentioned above

(Bins on the greenway would be a priority)

## **Objection 55**

**Dear sir/madam**

I'd like to object to the plans to install a bus lane on Cleckheaton Road in Oakenshaw. My reasons are:-

- The amount of congestion that will be caused whilst the works are ongoing. This road and the adjoining Mill Carr Hill Road have already been subject to severe road works over the last 18 months.
- No obvious need for a bus lane for only part of the road
- What is needed are traffic light at Chain Bar roundabout at the end of Cleckheaton Road which would ease the flow of traffic much more

Regards

## **Objection 56**

Good afternoon,

I would like to object about the plans of the 24 hour bus lane on Cleckheaton road, Oakenshaw.

Since the extra lane has been made at chain bar roundabout it has made a massive improvement on reducing traffic. I do not believe that a 24 hour bus lane would be efficient as busses do not pass through often and this would not make any difference to reducing traffic.

Also by putting the bus lane in will also cause congestion from the roadworks needed to make this happen.

I do agree that the speed limit on the road should be 30mph from Odsal top to chain bar and speed cameras would be good to have as people do speed along this road.

I do hope you take into consideration the things that I have addressed.

Kind regards,

### **Objection 57**

**Hello**

I'm emailing my objection to the above planned bus lane. I believe it would cause significant disruption to the local area for no benefit.

The road has recently undergone lane changes/additions and the benefit of this has been unable to be fully assessed. I personally find it is running much quicker and smoother since this and hence do not feel a bus lane is warranted.

There is no benefit to the community for this bus lane that would cause a year of traffic, not to mention the impact on the environment of the removal of trees and shrubbery.

Kind regards

### **Objection 58**

Resident on Bradford Road directly affected by your bus lane proposal

I am already affected by the increase in traffic since the Jct26 industrial estate was being constructed. My driveway is narrow and I have no turning point so I currently reverse into my drive where possible. My Yorkshire wall boundary has started to collapse, some of which must

be the vibrations on a road surface that does not feel adequate for the weight and volume of traffic permitted to use this "classified (C) / unclassified (U) (which is it these days as I see both being used?) road.

Exiting is fine as I usually come out forwards but guests/tradespeople come out backwards despite me telling them to reverse in.

Coming from Bradford/Oakenshaw to 595

When I come from Bradford, I often have people slowing down (coming up from Chain Bar) to let me in as they assume I'm going to drive up my driveway but in fact I need to head into the oncoming traffic or turn to park near the pavement and then wait for another gap long enough for me to reverse the car at an angle into my driveway. This is taking up to 2 minutes on average, sometimes longer. The vehicles trying to let me in are taking risks and get angry when I don't accept their offer (because I can't explain, it's not a long enough time or space to manoeuvre my car to the pavement). Whilst there, I hope they will give me a wide berth which they can currently. Will they be able to overtake with the narrow lanes in future?

If your bus lane is to go ahead then I will no longer have the chevrons to turn right from Oakenshaw and other vehicles will have to wait behind me or undertake as they do currently. Not straightforward to do if there's a bus at the bus stop there or other vehicles parked in that vicinity. Initially vehicles will be negotiating roadworks, then followed by 2 lanes – 1 to avoid and the other to flow into or stay in, that I may be temporarily blocking whilst I'm waiting to turn into a driveway. As lorries are already driving at speed of 30mph or more by the time they get to my area from Low Moor or J26 Industrial Estate, this is going to be interesting to say the least if they get stuck behind me?

All my neighbours next to me and within the bus lane area must have similar problems to anticipate even though they already mostly have driveways they can turn in that are wide enough or turning areas. It is a costly change and loses more natural areas absorbing rainfall and wildlife.

Coming from Chain Bar to 595

I have to park by the pavement and wait to be able to reverse up my driveway.

Currently vehicles can give me a wide berth if they choose to (not often). How will this work in future with roadworks initially, then vehicles having to overtake me or other stationary vehicles on that route. For sure you've factored in stationary vehicles and bin trucks etc.

Coming from/Going to the Wagon Road (Bradford Road) Bridleway 23

Currently when I come out of Bridleway 23 I go across diagonally to the pavement near my driveway to reverse up. If quiet this is fine. If not, it's a waiting game with two lanes. But if three lanes will be starting/ending there, this feels a little more tricky? The same for getting across to Bridleway 23. I do this passage several times a week to deliver or collect my Mum.

Going into Bridleway 23 from Oakenshaw/Bradford.

To do this safely these days, you have to park at the bus stop and then( when the road is clear), veer out into the middle of the road to make the hairpin corner in one. Most residents on this site are pretty good at judging the speed of the vehicles behind and doing it in one without waiting at the bus stop but occasionally you get a vehicle confused by your indicator and position of vehicle and try to undertake. I feel this could be an issue with a narrowing of lanes ahead with a 24 hour bus lane, but I could be wrong.

The area from 628 Bradford road to 626 Bradford Road has a substation. This tarmaced area is frequently used as a turning point by drivers who have decided they're going in the wrong direction. This could be more of an issue than it already is with vehicles coming out of bridleway 23 if there is an imminent bus lane constructed there?

From bridleway 23 to Chain Bar

This is usually straightforward although some vehicles have to reverse down bridleway 23 or out of their drive to get to the main road. Hope that, despite being a bridleway, the safety of the residents living on this bridleway has been considered when determining where to start this bus lane which I cannot comprehend its purpose or why it starts so high up, if at all.

Pedestrian crossings

Some residents have been given the opinion you intend to put a crossing up here near bridleway 23? I cannot see it on the plan map. It would be a challenge for vehicles choosing to do more than 30mph but probably welcomed in some ways by me who has to cross daily to check on my Mother and other folk who feel they are not quick enough to cross the road. I frequently am crossing with a lawn mower or wheelbarrows to mow neighbour's lawns etc. In the main I am concerned about the cost and implications this bus lane has on the local vicinity and drivers who are used to the current layout of the road but I thought I would try and paint a picture of how reading through your documents and looking at the plans have not given me adequate understanding or reassurance to allay my own personal fears of change and I'm only in my 50s! Currently if I take my Mum out, I cannot consider using a bus and as I dislike shopping, I go less often, buy in bulk and try to vary where I go, so car is more practical. Even if I am using a car I try to make my journeys serve more than one purpose or help more than just myself. I comprehend your proposals from the start of A638 to Dewsbury more than this 1st zone.

Please find other ways to help Oakenshaw feel heard, acknowledged and not forgotten.  
Hopefully,

### **Objection 59**

I am extremely disappointed at the proposed bus lane.

As I am based very close to the entry to the bus lane it is obvious that to join it will be very awkward for exiting my car – not only for myself but all the other car owners who use the front lane.

If at any time I needed to cross the road to visit my sister-in-law (who is also elderly) this would not be easy.

I cannot see that the Chain Bar roundabout is going to be easier – it is always a long wait for the oncoming traffic to clear.

### **Objection 60**

I would like to object to the proposed bus lane along Bradford Road to Chain bar roundabout through Oakenshaw.

1. The bus service on this route is erratic at best with cancellations. From my house on Bradford Road I have seen little evidence of buses being delayed except for when

there have been road works and that would also be the case in the future even if a bus lane was introduced.

2. From what I have seen of the evidence to justify this lane both financial and environmental the data is flawed. Cost savings are spread over 60 years and are minimal compared with the cost of delaying the huge number of HGVs that use this route.
3. there is mention of reducing pollution however I think you will find this is wrong on two counts. Firstly the established trees which will be removed will reduce carbon capture. Secondly by holding up other traffic for buses the large number of HGVs and cars queuing will add even more pollution.
4. The proposal for 24 hour adherence is ludicrous as the buses do not run for that period of time and in nearly every other area the bus lanes only come into regulation at peak times.
5. There is mention of cyclists using this lane as well and that is complete folly. As I look out on to this road I can inform you that the chance of any using this route is complete nonsense as I have yet to see anyone taking their life in their hands and doing so.
6. By narrowing the lanes this increases the risk of accidents especially with the large number of HGVs using this route and residents trying to get into their driveways.
7. As a previous company director I saw evidence of these lanes being used as cash generators. One girl who worked for me received 12 fines and was adamant she had not driven in a bus lane. The evidence that was produced showed her passenger side wheels had either just gone on to the lanes outer markings or just inside by a matter of inches. This had been done in order for her to be able to keep moving against wider oncoming traffic.
8. The buses that run on this road will have to cut across two lanes in order to go on to Chain bar roundabout in order to progress towards Cleckheaton bus station hence creating even more congestion not less.
9. The Bradford Road junction on to Chain bar is the only one without traffic lights and I would suggest that causes difficulties for not only buses but also local traffic as there are few gaps when vehicles coming around or from Halifax Road go through at red or jump early at amber.
10. Whilst I know I will be shouted down for saying this is a waste of money and the budget does not come from Kirklees. All money is from the public purse and when Kirklees had the dubious distinction of being top of the national league table for the state of its roads and such as Cleckheaton Town Hall and Dewsbury sports centre being mothballed, I would suggest priorities for the local communities are wrong.

I have very little faith that the many issues raised by myself and others will be taken into account. It appears that the views of planners, Arriva and the council take precedence over those of the local electorate and tax payers.

Kind regards

### **Objection 61**

I write to complain about the proposed bus lane at chain bar roundabout. As a bus user myself, I do not see the benefit of losing mature trees to add a bus lane, there is only one bus service that operates that route. If the bus lane doesn't go all around the roundabout, the buses will still get stuck if it is gridlocked. The buses service is poor, but not because of queuing at this roundabout. There are cancellations all the time which is the reason of the poor service.

I live on the Cleckheaton side of the roundabout and do not agree with losing the greenery to widen the pathway. We already live very close to the motorway and roundabout and for my children's health and safety I do not want this any closer.

The disruption of the roadworks is another consideration. Residents have suffered numerous roadworks in recent years. It seems ridiculous to put us through more upset for such little benefit.

I have lived in Oakenshaw around 8 years ago and I know the residents there have campaigned time and time again about traffic restrictions for the village etc. please explain why the traffic situation cannot be fixed simply by adding traffic lights on the Oakenshaw entrance to the roundabout.

Yours sincerely

### **Objection 62**

Dear Sirs/ Madam.

I write to object to your proposed 3021 plans for a BUS LANE approaching Chain Bar Roundabout from Bradford Road side.

Totally unnecessary due to car and cycle safety reasons. Including pedestrians.

The proposed lane would have to cut across 3 lanes to get onto the A638. This priority lane would cause more disruption and mean from the Oakenshaw side it will be virtually Impossible for drivers to access Chain Bar

### **Objection 63**

Ref: FW\_ Oakenshaw\_ Bradford Road to Chain Bar roundabout 1 & 2

I am emailing to object to the above proposals on the following grounds:

These proposals will directly affect the traffic in Wyke, where we live, and these have been made without any consultation or notification.

The effect of the proposals will cause traffic flow to be reduced and create a rat run from Oakenshaw through Wyke Lane, which is too narrow for the increased traffic and would pass the entrance to a primary school.

It would also result in increased traffic on the A58 Whitehall Road which is already congested and at times can queue back to Chain Bar roundabout, therefore possibly causing the blockage of roundabout.

#### **Objection 64**

Ref: FW\_ Objecting the bus lane proposal

To Whom It May Concern,

I send this email concerning the proposed bus lane planned.  
Our concerns have mounted over the potential disruption to our daily lives and the significantly negative impact it will have.

We have multiple individuals within our family who travel to work on a daily basis.  
We have family relations and friends who visit regularly throughout the week.  
We utilise our garden space and need to maintain it throughout the year, gardening vegetables and plants and herbs.  
Considering these factors along with many others, we feel and believe that such a proposed bus-lane would inevitably cause congestion, and effect travel times and would also impact the environment negatively.

The community have collectively raised concerns over issues surrounding this proposed bus lane and are all of the opinion that an alternative solution must be thought of and the community must be consulted with and objections must be considered in order to avoid disappointing the community at large and causing further worry and concern.

We kindly request that you please re-consider and maybe have a community day to gain insight and opinions into the matter.

#### **Objection 65**

Ref: FW\_ Objection

Dear Kirklees

I a member of the public object to the bus lane proposed for Bradford road in oakenshaw, Bradford.

Reasons being:

1. For the bus to go from the inside lane to the outside lane is going to be dangerous. The bus doesn't even go in the correct lane most of the time to get on to the chain bar at this current time let alone to cut across 2-3 lanes.
2. You're taking green land away from animals and trees away which is a help toward global warming.  
This is also a sound barrier and visual barrier from the M606 and M62.
3. Road works are going to cause mass chaos to the public and users yet again for the chain bar for months on end at no doubt yet again a very slow pace.
4. The addition of the lane to the chain bar to the M606 and M62 is a major fatality waiting to happen due to cars coming around to go on the M606 whilst cars are pulling out to go into the M62 lane (I've seen multiple close calls already).
5. The bus doesn't even show up 10% of its time anyway as all busses seem to get canceled!

Regards

### **Objection 66**

Ref: FW\_ Objection \_ Bus lane\_ Oakenshaw

I am writing to strongly object to the proposed introduction of a 24-hour priority bus lane in Oakenshaw as it would have a profoundly negative impact on our community, local businesses, and daily life.

#### **Significant Disruption and Environmental Damage**

The construction required to implement this bus lane would involve extensive roadworks, potentially lasting months or even a year, creating severe disruption for residents, businesses, and visitors. Additionally, the removal of trees and alterations to the road infrastructure could cause lasting environmental damage, diminishing the character and green spaces of our area.

#### **Irreversible Loss of Trees and Environmental Harm**

One of the most troubling aspects of this proposal is the potential loss of mature trees along the planned route. These trees provide essential environmental benefits, including improved air quality, carbon absorption, and natural sound barriers against traffic noise. Their removal would not only degrade the local landscape but also contribute to rising temperatures and reduced biodiversity. In an era when environmental conservation is more important than ever, it is unacceptable to sacrifice green spaces for a scheme that may not even deliver the intended benefits.

#### **Increased Congestion and Unfair Impact on Road Users**

Rather than improving traffic flow, a 24-hour bus lane would significantly hinder car users, forcing more vehicles onto surrounding roads and exacerbating congestion. This would lead to longer journey times, increased emissions, and unnecessary frustration for thousands of commuters who rely on these routes daily. It is crucial that any transport initiative considers the needs of all road users, not just those using public transport.

#### **Community Opposition and the Need for Alternative Solutions**

There is strong opposition to this proposal from local residents, who deserve to have their concerns heard and respected. The council should explore alternative solutions that improve public transport without imposing such disruptive and far-reaching consequences. I urge Kirklees Metropolitan Council to reconsider this proposal and engage with the community to find a more balanced, practical, and less destructive solution. I look forward

to your response and hope that our concerns will be taken into serious consideration. There are other areas that require funding, including the return of the Oakenshaw Cross - a landmark that was there for hundreds of years and got damaged by the truck.

**Thank you for your time and attention to this matter.**

**Yours sincerely,**

### **Objection 67**

Ref: FW\_ OBJECTION AGAINST TRO – DEV\_HG\_D116-2025 OAKENSHAW\_ BRADFORD ROAD TO CHAIN BAR ROUNDABOUT

I am writing to formally object to the above TRO. Many have a number of concerns about how this application has been communicated and brought to Kirklees council and how it affects Oakenshaw. The majority of residents are against this project as shown on a recent on-line poll. They have had a year of upheaval whilst a left turn lane was installed at the chain bar as part of the Interchange 26 development conditions. It seems untimely that this is now being proposed without allowing time to evaluate whether that measure has had a positive effect of traffic at Chain Bar. Do the planners not look at changes since the first proposal to this one?

The residents feel ignored and marginalised as the consultation emphasis has been on the towns affected, with the effects on Oakenshaw ignored and not highlighted or mentioned in the reference. This has meant that it was not obvious that Oakenshaw was affected. The only reference possibly to Oakenshaw is A which speaks of North of the Chain Bar, and don't show any of the recent changes to the junction as the maps were from 2015. At best this is an oversight at worst incompetence, either way it is misleading. Can I suggest that someone looks at what has already been done on this stretch of the road. It could save a lot of inconvenience and public money. Oakenshaw is a village not an area. It is hard to find where the aims can be met. Indeed, feedback on Zone 1 states this.

My points of objection

- The bus lane ends before the roundabout, so the bus has to go back into the traffic to navigate a very busy roundabout surely a traffic light at the junction or making the puffin crossing smart so it relays a message to the traffic lights on the roundabout would be cheaper and more effective.
- Lack of safety audit report for the amended junction layout. You are proposing more people should cycle or walk down a busy road, and introducing a puffin crossing to ensure the bus can cross from bus lane to lane 3 to access the roundabout. Is there a plan b for when the lights aren't working?
- Safety of introducing a cycle lane alongside a bus lane, do they use the bus lane and where do cyclists go when they hit the roundabout, it's not clear and again feedback says it's unlikely aim could be met. Realistically would you ride a bike on a roundabout where you are next to a bus, then cross into traffic, mainly heavy goods trying to turn left onto the motorways? Would it not be better to create a cycle lane in the field leaving the hedge and trees as a safety barrier for cyclists
- It is hard to see how it would improve carbon emissions, the majority of cars and HGV's, at peak times, when emissions are higher, use Cleckheaton Road to access the M606 and M62.

- If the bus lane is scrapped there is room to put in a walkway but most residents wouldn't walk along side a busy road when they can easily access the greenway which is a shorter route to Cleckheaton .
- It is hard to see how this scheme is necessary ,practical or whether it will meet its own aims on environmental issues. e.g.
  - a) A wider road will attract more traffic.
  - b). Several mature **carbon dioxide reducing** trees and a hedge would be lost .
  - c)The loss of the trees and hedge takes away a wildlife habitat already adversely affected by the two motorways and excess traffic.
  - d) Removing the tree barrier creates a potential for high winds across to the M606
  - e) There is a substantial height difference between the road and the field , meaning this will have to be infilled .Is it worth the expense for this short bus lane and losing the habitat for wildlife
  - f). There is an electricity pylon right in the path of the widening , where will this go , again is it economically viable to move it for as short bus lane
  - g) there is a barn on the field , has a bat survey been completed , as there are bats in the area
  - h)I noted there was a reference to pipework, wouldn't it be more effective if the pipes were re-laid in the field, only a couple of metres further, so in future the road doesn't have to be closed while repairs are done and workers are safely behind the hedge

Observations - Has any weight been given to the substantial negative feedback listed in appendix A

Has a recent visit , last 6 months, been done by WYCA, Council officers and Highways England . Seems appropriate as old maps have been used and there have been highway changes this year. If so, why is the document, showing this, not in the consultation papers .

Have you considered what will happen in peak times when all three lanes are full of standing traffic and the bus can't get in the right lane .

Are you sure it will make traffic flow easier or would it be better to simply use the existing bus stop layby , with the puffin crossing regulating the flow of traffic and allowing the bus to go in to the first lane as it does now .

Why is there no traffic survey evidence . I use the bus regularly from Bradford to Cleckheaton .The hold ups in peak time are after Chain Bar roundabout to just before Cleckheaton town Hall .The main problem with the 268 bus is cancellations , the bus lane towards Cleckheaton after the chain bar would shorten the journey time but not enough to encourage people to use the bus as it so unreliable.

### **To sum up**

Sadly, residents have lost faith in council procedures following other developments in the vicinity such as the Junction 26 development . It is disappointing that residents and businesses of Low Moor and Oakenshaw have not had a fair consultation, why couldn't we have been invited to look at the plans and discuss our concerns . A meeting on this would have been appreciated.

I really can't see this is necessary or value for money, it's such a short distance , I would ask that you consider installing the puffin crossing, with a narrow pavement to up to and from

the bus stop and see if this does the same as a bus lane would. The bus problem is not speed but reliability, and cancellations .Maybe if buses were like trains – also Arriva, and had to pay compensation for delays and cancellations, we would see and improvement in bus use.

Surely there are better ways to improve the environment, have you considered thinking outside the box and improving the greenway, and maybe putting a designated cycle lane I'd argue it's a better use of resources and people could access Cleckheaton, Heckmondwike etc from there without using the road – safer cheaper and nicer for everyone

I can't see that a short bus lane on Cleckheaton Road will help at all, the puffin should, if it is linked to the bus and to the lights on the roundabout as happens in other areas. Please consider trying this and assessing the impact of the recent improvement at the junction before spending all this scarce public money.

Chain Bar is overused and it was disappointing that the second M62 flyover was shelved, as this might have solved the problems at Chain Bar Roundabout as it would be mainly local and access traffic.

Please can you visit the site before making a final decision , Oakenshaw is still a village, over the years development has been excessive meaning if you only look at the map you don't see the houses.

Yours faithfully

**Objection 68**

Ref: FW\_ Objection DEV\_HG\_D116-2406 (19)

Dear Sir/Madam

I am writing to object to the creation of a bus lane on Bradford Road, Oakenshaw as I do not believe that there is need for one. There is only one bus service that uses the road and the occasions that I have tried using it, it has been cancelled. Furthermore, the works will cause disruption to residents and wildlife and the bus lane will alter the character of the area.

Regards

**Objection 69**

Ref: FW\_ Objection DEV\_HG\_D116-2406

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, which I believe will have a significantly negative impact on our community and daily life. Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. Such extensive works could restrict travel for months or even up to a year, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and could lead to increased congestion on surrounding roads. This would not only prolong journey times but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

Yours sincerely,

**Objection 70**

Ref: FW\_ Objection regarding oakenshaw bus lane

To whom it may concern,

As a local resident who also daily commutes through the area i find the idea of a bus lane in Oakenshaw absolutly ridiculous and I strongly object.

I previously used the bus service on this route and can confirm there is only 1 bus and this is very unreliable and not often enough to warrant its own bus lane. Having a bus lane would probably delay traffic matters further and contribute to additional unnecessary traffic on an already populated road but with no gain to those use public transport and is it still wont be a frequent service. The road is not wide enough as it is, especially with residents parking so an additiona lane is not practical.

This road has seen an increase in users when there are roadworks, collisions or closures on surrounding motorways. The process of creating a bus lane would not be environmentally friendly and would deduct from what little countryside remains. The process of making the bus lane would also cause a nuisance for traffic and residents as surrounding routes would temporarily struggle to cope with additional users. I do not see a final benefit to justify this. I already perform a 2hour commute to work and would be very frustrated to increase this for the period of time it would take to create this bus lane; at no benefit to the community.

The stretch intended for the bus lane is also not that popular for pubic transport users so would be a waste of tax payers money. How about the pothole that continuously opens and the multiple potholes amongst the stretch of the road are suitable fixed with a more permanant fixture rather than having to be refilled every few months. This would be a better use of the money and would prevent unnecessary car repairs and frequent road closures.

Chainbar junction is already busy enough and the new lane layout has caused problems and multiple accidents due to lack of signs. An additional lane here that would then need to join the inside lane to continue to dewsbury would surely cause more harm than benefit.

I feel quite offended bigger matters are being overlooked and this pointless bus lane has even been suggested. I strongly object to this bus lane proposal and hope my considerations are taken into account; along with what I believe to be an unhappy community with this proposition.

Regards

### **Objection 71**

Ref: FW\_ Objection to Bradford Road 24-hour Bus lane

To whom it may concern at Kirklees Council,

This is my formal objection to the bus lane for Bradford Road to Chain Bar.

There is only 1 bus (bus 268) route up Bradford /Cleckheaton Road and these maybe every 15 minutes both ways (if they show up at all). For the sake of 1 bus route, I don't believe this proposal is necessary. The works that would be required for this one bus route is likely to cause major disruption and inconvenience for me, my village, Oakenshaw, and its residents and anyone who drives through it for months or more

We have had recent changes to the chain bar access from oakenshaw, and resurfacing of Bradford Road, a lot of the trees, bushes and wildlife have already been damaged by developers.

As a resident of Oakenshaw, we need to keep as much of what trees and greenland we have on this stretch of road. Trees help protect everyone from pollution caused by vehicle fumes and noise pollution (bearing in mind that the M606 motorway runs in parallel with Bradford Road too, and only 1 row of farmers fields separate the 2 roads). The trees planted at the edges of the road and the verges soak up rainfall and therefore stop this road from flooding.

The mature trees help to hide the eyesore of the recently built industrial buildings located at the other side of the motorway.

The addition of this bus lane will cause more disruption for car users using the road. There are more cars and wagon users of Bradford Road compared to the 1 bus that uses it. This is likely to increase frustrations of car and wagon users, it will add more time to people's journey times.

In my opinion, (and I am not alone ) this proposal does not make any sense and is a waste of money.

I commute to work on this road daily between 7am and 9am and return between 4pm and 6pm Monday to Friday. The queue for the chain bar is never as long as it used to be, due to delays in the lights on chain bar and the extra lane to enter the chain bar.

Please think about this carefully and the unnecessary impact this would have on all road users and the wildlife who call the fields, verges and trees home.

I hope you (Kirklees Metropolitan Council) will listen to us, the residents of Oakenshaw, we are the ones, who live here and have to use the road daily.

Please reconsider this proposal.

Please consider this my objection to this 24-hour bus lane.

Kind regards

### **Objection 72**

Ref: FW\_ Objection to bus lane (17)

To Whom It May Concern,

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane, towards Chain Bar roundabout, which I believe will have a significantly negative impact on our community and daily life.

Firstly, the planned construction work to implement the bus lane would involve digging up the road and potentially removing trees, which will cause considerable disruption and environmental damage. How does this fit with the council's environmental policy?! Such extensive works could restrict travel for months or even years, causing major inconvenience to residents, local businesses, and visitors alike.

Additionally, the introduction of a 24-hour bus lane will severely impact car users and will lead to increased congestion on surrounding roads, which are already massively impacted by the recently built trading/industrial estate. This would not only prolong journey times hugely but also contribute to heightened levels of frustration among commuters. It is vital that the council carefully considers the impact on all road users, not just those who use public transport.

The community has voiced significant concerns about this proposal, and it is essential that Kirklees Metropolitan Council (KMC) listens to the voices of the residents it serves. We believe that alternative solutions to ease congestion and improve public transport should be explored without causing such major disruption and upheaval.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution. Has there been a public meeting about this? Why are we only now learning about this?

Regards

### **Objection 73**

Ref: FW\_ Objection to Bus Lane on Cleckheaton Road\_ Oakenshaw  
To Whom it May Concern

I am emailing to object to the plans to take away trees and provide a bus lane on Cleckheaton Road, Oakenshaw.

A bus lane will not improve the traffic problems on Cleckheaton Road, we need traffic lights on Chain Bar roundabout to allow traffic to flow out onto the chain bar. Once the motorway is gridlocked due to no lights that is why traffic builds up as no one can get onto the roundabout. To take away trees that shield the noise and view of the new Advanced Logistics building that you allowed to happen is like rubbing salt in a very sore wound. Residents of Oakenshaw have had to endure years of temporary traffic lights, road works, unadquately finished industrial units and approach road (Interchange 26).

Only last week you put concrete patches on Cliff Hollins Lane and Mill Carr Hill and the company who did the work could not even be bothered to dispose of the spare concrete properly and just left it at the side of the road in mounds next to each concrete patch. It is an absolute insult to create a bus lane that is not needed. The money this would take to create would be better spent on providing a safe cycle path, walking path and safe bridleway around the new Interchange 26 so people did not have to try and take their life in trying to cross Cleckheaton Road to avoid speeding traffic. A traffic calming area would be more welcome and a traffic calming and chicane area at the top of Cliff Hollins Lane to stop the amount of vehicles exceeding 7.5 tons from coming down it and around East Bierley would also be money better spent and stop an accident that is just waiting to happen.

The addition of a horse rider button on the zebra crossing on Cleckheaton Road is also very much needed.

I would very much welcome a discussion with any further discussions regarding the above matter and the safety of the general area of Mill Carr Hill Road, Cliff Hollins Lane and Cleckheaton Road. I strongly object against a bus lane and there are far more urgent matters to address regarding roads in Oakenshaw before a very serious accident happens.

Yours faithfully

**Objection 74**

Ref: FW\_ Objection to DEV\_HG\_D116 – 2406

To Samantha Lawton,

Objections to DEV/HG/D116 – 2406

I write with strong objection to the proposed BUS LANE for the following reasons:

- There is no obvious need for this protected bus lane. Buses are often unreliable due to cancellations and there's only one service that would be able to take advantage of the proposed lane. Simply allowing one type of vehicle to change lanes on a light doesn't then help said vehicle to navigate the roundabout any more quickly; it simply pushes it to the front of the queue where it will sit whilst all the traffic from the other light-controlled junctions move in turn.
- Three lanes, on a C road is not acceptable with a Bus Lane. However, if you change to a B road, with narrower lanes, then safety of vehicles could not be assured- 2 HGV's passing a Bus or Bin Collection is dangerous.
- Cutting back mature trees, affecting natural bird & insect habitat, during nesting period is unacceptable. Newly planted trees will take maintenance to survive and take some considerable time to mature.
- The claim of a greener environment as a result of the new lane is negated (at least in the short term) by the removal of mature trees and shrubs that currently protect from noise pollution and do their bit to reduce air pollution.
- The ongoing road disruption to residents and local businesses during construction would be counterproductive.
- Mitigation of the risk to property, including a heritage site, and to pedestrians when vehicles use alternative minor/rural routes to avoid the inevitable delays during construction has not been explained.
- I do not believe this proposal will reduce cars on this road and many cyclists use the Greenway as it is safer than navigating Chain Bar. Any cyclist using the road route would have to ride on the pavements around the Chain Bar roundabout and navigate its numerous crossing points. This is time-consuming and unsafe. A better plan would be to enable an on/off access point onto the A58, the only part of the local route that can't be immediately accessed from the Greenway.

Please consider these genuine objections. A proposal that would work best for all users of the road would be to have lights at the junction. It is the only on-road that doesn't have lights and so with no clear priority, it becomes a game of chance as to how long it takes to get onto the roundabout. The relief lane to the Bradford-bound M606 is a mixed blessing; it's fine if you only need to get on to the M606 but as it's also designated for M62 users, M606-bound traffic often has to sit behind the one vehicle wanting to get onto the M62 from that same lane, and as (again) there are no lights on the junction, that can take a significant amount of time. The nature of these remedies to date seem all wrong in relation to the actual needs of road users and residents.

### **Objection 75**

Ref: FW\_ Objection to DEV\_HG\_D116-2406 (10)

Objection to building of Bus Lane DEV/HG/D116-2406

I am appalled to hear the proposal of building the bus lane on Bradford road .I have not received any notification of this as a resident of Oakenshaw we should have at least have received a letter notifying us of these plans and not to of learnt of it by word of mouth.

1. There is no need of a priority bus lane on such a short distance of road it will not alter the fact that we are the only road with exit lane on to Chainbar roundabout without a traffic light. That is the real reason for build up of traffic. The third lane recently added has helped a little . The bus service is very unreliable and a joke so does not encourage us to us public transport.
2. The digging up of the trees is a disaster for the natural habitat. Especially for nesting birds.
3. The restricted travel for months on end will be absolute chaos for car and bus users. This will result in miles of tailbacks for months causing more pollution.
4. The ongoing disruption to residents and businesses in the area will be horrendous and is counter productive. Cars and HGV's will be using alternative routes such as smaller roads such as Wyke Lane and Mill Car Hill which are not suitable for HGV's .
5. The proposals will not reduce the use of cars as public transport is not fit for purpose. Cyclists in fact use the greenway as this is a much safer route to travel than on the roads.

Yours Sincerely

**Objection 76**

Ref: FW\_ Objection to DEV\_HG\_D116-2406 (21)

To whom it may concern

I am writing to object to the plans for a new bus lane on Bradford road Oakenshaw.

My reasons are as follows:

- 1) there is no reason for a bus lane for a single service of the 268 bus. For most of the day there's only 3 buses and hour, and often the service is cancelled.
- 2) having used the lane, for the short distance of one bus stop, buses will have to cross the road at the chain bar roundabout to access the correct lane for Dewsbury, this will increase the delay for traffic at rush hour which already struggles to access the roundabout as the only road without traffic lights.
- 3) the road is classed as a C road and is already subject to a very large number of HGVs; it is not wide enough to accommodate a third lane
- 4) losing the trees and hedgerow will have a detrimental effect on wildlife; the planned replacement trees are not of the same diversity and will take many years to grow to a level to support wildlife
- 5) the absolute waste of money for something that is not needed when the council is apparently short of money and cannot afford to repair and replace Oakenshaw Cross is an insult to council tax payers in our village
- 6) the road is subject to road works on a regular basis, no more please!

Thank you for reading this message.

**Objection 77**

Ref: FW\_ Objection to DEV\_HG\_D116-2406

Objection to building of Bus Lane DEV/HG/D116-2406

I am appalled to hear the proposal of building the bus lane on Bradford road .I have not received any notification of this as a resident of Oakenshaw we should have at least have received a letter notifying us of these plans and not to of learnt of it by word of mouth.

1. There is no need of a priority bus lane on such a short distance of road it will not alter the fact that we are the only road with exit lane on to Chainbar roundabout without a traffic light. That is the real reason for build up of traffic. The third lane recently added has helped a little . The bus service is very unreliable and a joke so does not encourage us to us public transport.
2. The digging up of the trees is a disaster for the natural habitat. Especially for nesting birds.
3. The restricted travel for months on end will be absolute chaos for car and bus users. This will result in miles of tailbacks for months causing more pollution.
4. The ongoing disruption to residents and businesses in the area will be horrendous and is counter productive. Cars and HGV's will be using alternative routes such as smaller roads such as Wyke Lane and Mill Car Hill which are not suitable for HGV's .
5. The proposals will not reduce the use of cars as public transport is not fit for purpose. Cyclists in fact use the greenway as this is a much safer route to travel than on the roads.

Yours Sincerely

### **Objection 78**

Ref: FW\_ Objection to Proposed bus lane Bradford Road

We are objecting to the proposed bus lane on Bradford Road towards the Chain Bar Roundabout.

This is on the grounds of:

Damage to trees and nature

Damage to green areas

Further disruption to the area after lengthy periods of road work disruption along Bradford Road and Oakenshaw Concerns about safety as the recent slip road has already led to safety concerns from traffic cutting across traffic lanes The likelihood of no advantage as the bus lane will only be in one direction Buses moving back into the traffic flow are likely to lead to longer queues at peak times.

The lack of bus frequency does not warrant the cost nor disruption as there will be little or no benefit

Please note our objections

### **Objection 81**

Ref: FW\_ Objection to proposed bus lane on Bradford Road\_ Oakenshaw\_ Ref\_ DEV\_HG\_D116-2406

To whom it may concern

I am writing to formally and strongly object to the proposed BUS LANE on Bradford Road in Oakenshaw, reference DEV/HG/D116-2406

Firstly, as a resident of Oakenshaw, and someone who uses this route as a car driver every day, I see first hand what the traffic situation is here.

The route is heavily used by cars, and increasingly HGV's (due in no small part to the new warehouse development on the site of the old waterworks in Oakenshaw). We have ONLY ONE BUS service that uses this route (the 268, which often has cancellations and is infrequent in the evenings).

**This would not necessitate a bus lane.**

A traffic light controlled bus lane would only serve to increase congestion to other traffic on this already congested road.

A far better way to control the flow of traffic here for ALL road users, buses included, would be to have traffic light control at Chain Bar Roundabout itself, coming from Oakenshaw. This is the only junction onto the roundabout that is NOT served by a traffic light, and queuing traffic for all vehicles here is daily occurrence. This is astounding given the volume of traffic that uses this route.

When traffic on the M62 at Junction 26 (Chain Bar) is heavy or at standstill, traffic exiting from Oakenshaw stands little chance of getting on to the roundabout. A bus would be in the same position as a car or a HGV here - **no vehicles can access the roundabout at busy times.**

Surely, installing traffic lights at the roundabout itself would be a better option to improve traffic flow in this location, and crucially, it would benefit ALL road users.

Secondly, as mentioned, this is notorious heavy traffic area - where 2 motorways converge, as well as several other minor roads. The proposed bus lane runs alongside the busy M606 motorway. Pollution readings here are always high.

One thing that does help with that pollution is filtration from trees and hedging. In this proposal, mature trees and hedging would be removed to make way for a bus lane. I find this totally unacceptable - it shows a complete lack of consideration for the health and wellbeing of residents here.

As well as pollution filtration, the trees and hedging provide bird and insect habitat, which would be completely destroyed if they were removed. Any newly planted trees and hedging would take years to establish and mature.

Thirdly, trees and hedging here also provide a level of noise filtration and screen off the M606. By removing this there will be no delineation between our village and the motorway.

Then there is the disruption to local residents to consider. The proposal for duration of completion of works for a bus lane would be 12 months. This will cause **much disruption and further traffic delays** here. Where do you expect the traffic on this already busy road will go in the meantime?

We have already experienced major traffic disruption from the recent extensive works on Chain Bar roundabout. At this time, all local traffic was looking for other/alternative routes

to avoid this. One of those routes uses Wyke Lane - and as a resident here, I can attest to the increase in traffic on Wyke Lane in recent times.

Wyke Lane is just that - a lane, with sections only being a single vehicle lane, and sections with no pavements or paths. An increase in traffic here is not viable or safe for residents whose homes abut the lane.

We moved here because it was a quiet lane - not a busy thoroughfare, but in recent times, it has become a 'rat run' for all vehicles avoiding the stretch of road leading to Chain Bar roundabout (the site of the proposed bus lane) at busy times. This road also has a restriction on vehicles over 7.5 tonnes (although this is often seemingly ignored) and we feel and hear the rumbling of traffic past our house at all hours, not to mention the speeding.

As well as a concern of increased increased traffic, I'm sure you are aware that Wyke Lane is a site of historical significance, where our stone cross monument was removed 3 years ago 'for safety' after being struck by a HGV (which should not have been using the lane in the first place).

Residents here are campaigning to have our grade 2 listed historical monument restored and returned. We need to preserve this historical site, and having increased traffic here only further threatens this.

I implore you to consider the residents voices, opinions and wellbeing in this matter. This un-needed proposed bus lane impacts all of us.

We are proud and happy of the village we live in, despite it becoming less a village and more industrial park these days (with the new warehouse development and increased HGV traffic. Again, something which many residents objected to at the time, yet our voices went unheard).

**WE DO NOT NEED A BUS LANE.** It would not encourage more people to use the one bus route we have here, and cyclists will not use it either due to the volume of traffic (particularly HGV's) making it dangerous for them. Cyclists already have a much safer and less polluting cycle route in the same direction via the Spen Valley Greenway.

I look forward to hearing your response and comments to these objections.

#### **Objection 79**

Ref: FW\_ Objections to DEV\_HG\_D116 - 2406 (AAO)

Afternoon,

Hope you're well!

I am writing as a resident of Oakenshaw to strongly object to the proposed Bus Lane on Bradford Road.

The proposed benefits are listed below however I would like more evidence to understand;

- **Reduce bus journey times and increase bus trips**

- How will a bus lane reduce bus journey times when build up doesn't start at the bungalow? The build-up is often seen closer towards chain bar **at peak travel times**, therefore effecting maybe 10 buses a day which would still have to navigate onto Chain Bar itself once the bus 'jumps' the que returning into the main lane. A **traffic light system to enter the roundabout** would be much more effective with less disruption **for all road users**.

- How many 'increased' trips will this bus lane create? The route already sees a bus every 15 minutes for the 268!!

- **Increase Walking and Cycling**

-How will this increase walking and cycling? If the community wanted to walk / cycle on this route they would already as there is an existing footpath / the road is sufficient to cycle. A cycle path would only encourage cyclists to enter **a very busy roundabout** ultimately causing further accidents / issues. Many cyclists use the Greenway as it is an existing safer option.

- **Reduce carbon emissions**

- How will emissions be reduced by having more traffic build up? The number of emissions seen from completing these major works will be counterproductive!

- **Wider economic developments with job creation**

- How will a bus lane create more jobs? I feel this is a very poor 'benefit' to have listed to enable job creation! The bus already uses this route. People won't be suddenly going to work / starting a new job for this bus lane and if its job creation for construction workers, there's plenty other things the road could benefit from that use my good earned tax payers money. Pot holes, no street lighting, traffic light system, maintenance of the heritage walls the list goes on!

- **New housing developments**

I'm very unsure of how a bus lane will benefit 'New Housing Developments'

To summarise the proposal will only cause villagers to become further dissatisfied and unconfident in our council. Our village has been destroyed thanks to numerous Kirklees improvement / development schemes and it seems the people who live in the village don't have a say on what happens. Ultimately the benefits don't weigh up the negatives this will cause;

1. Disruption to **our** community.
2. Disruption to **our** wildlife.
3. Disruption to **our** trees / hedges.
4. Newly planted trees will take mainrance to survive and take considerable time to mature.
5. Huge array of HGV's using Bradford Road > loss of revenue for the companies, slower deliveries, a thinner road to navigate and more pollution for Oakenshaw.
6. Narrower lanes for the residents who occupy the housing to turn onto driveways.
7. Encourage cyclists to enter a very busy roundabout ultimately causing further accidents / issues.
8. Increased emissions
9. Increased noise pollution
10. Increased air pollution

11. Disruption to alternative minor / rural routes will be congested causing inevitable delays elsewhere in the area.

Please can this email of objection be acknowledged,

Thanks in advance,

**Objection 80**

Ref: FW\_ Objections to DEV\_HG\_D116 – 2406

TRO Objections

Kirklees Council Legal Services

P O Box 1720

Huddersfield HD1 9EL

To Samantha Lawton,

Objections to DEV/HG/D116 - 2406

I write with strong objection to the proposed BUS LANE for the following reasons:

- There is no need for this protected bus lane. Buses are unreliable due to cancelations, only one service the 268 runs and infrequent on evenings.
- The chain bar roundabout is already a nightmare to join due to no traffic lights on the Bradford road exit.
- There is no evidence of need for a Puffin crossing, therefore I comment on Ref DEV/HG/D124-186
- Three lanes, on a C road is not acceptable with a Bus Lane. However, if you change to a B road, with narrower lanes, then safety of vehicles could not be assured- 2 HGV's passing a Bus or Bin Collection is dangerous.
- Cutting back mature trees, affecting natural bird & insect habitat, during nesting period is unacceptable. Newly planted trees will take maintenance to survive and take some considerable time to mature.
- The claim of a greener environment would result, yet removal of trees & shrubs protects from noise pollution as well as reduces air pollution.
- The ongoing road disruption to residents and local businesses during construction would be counterproductive.
- Mitigation of the risk to property, including a heritage site, and to pedestrians when vehicles use alternative minor/rural routes to avoid the inevitable delays during construction has not been explained.
- I do not believe this proposal will reduce cars on this road and many cyclists use the Greenway as it is safer than navigating Chain Bar.

Please consider these genuine objections.

**Objection 81**

Ref: FW\_ Planning ref DEV\_HG\_D116-2406

For attention S. Lawton.

I understand that a number of objections have been sent about the above proposal and I hope on this occasion they'll be considered. Those involved in the debacle with the J26 Development will concur, I'm sure that Planners should, in hindsight have listened to the community given the huge number of expensive problems which are still unresolved.

My additional point to the ones already sent concerns the treeline along Bradford Road. It is proposed to remove the trees and undergrowth, but actually my suggestion is to remove the undergrowth to widen the road, and leave the established trees altogether and build the cycle route and pedestrian route on the other side of the trees, thus saving the trees, widening the road by the removal of the undergrowth and providing a safe place for cyclists and pedestrians. I know that by leaving the trees you will resolve most of the objections and it makes complete sense to quarantine the cyclists and buses, etc. using the natural treeline.

You'll be aware of the impact on cost and green issues, apart from local objections and I'm sure by quarantining cyclists they're much more likely to use the route rather than be mixed with buses.

Sincerely

**Objection 82**

Ref: FW\_ Proposed Bus Lane Oakenshaw to Chain Bar

To Whom It May Concern

I am writing to formally object to the proposed introduction of a 24-hour priority bus lane leading from Oakenshaw to Chain Bar, which I do not believe is necessary and which I believe will have a significantly negative impact on our community and daily life.

The community continues to voice significant concerns about this proposal, making it clear that it is not wanted or felt necessary by those of us who use that road to get to Chain Bar (because we know what the real issue is) and it is essential that Kirklees Metropolitan Council listens to the voices of the residents.

All that has EVER been needed to improve access for traffic entering Chain Bar from Oakenshaw is a traffic light, like every other busy road using Chain Bar has. The congestion is caused because it is nigh on impossible for more than two cars to enter the roundabout between the lights that stop traffic coming from Cleckheaton/M62 East, and those that let the M62 West's traffic go. Please, please, please - try a traffic light at the Oakenshaw junction first, before spending more tens of thousands of pounds on a traffic measure that won't help and will cause such environmental damage. Travelling on that road isn't the problem... the problems happen because it is so difficult to get onto that roundabout at any time of day because the road isn't included in the traffic light system. Please fix that and

everyone will be happier.

Only the 268 uses the road from Oakenshaw to Chain Bar anyway, and that bus service is appalling - not relating to Chain bar - it often is cancelled from its source at either end. A bus lane for just that service would be a crazy expense and will make congestion for all other traffic using that road even worse than it is now.

I urge the council to reconsider this proposal and engage with the community to find a more balanced and less disruptive solution.

Thank you for taking the time to consider my objection.

Yours sincerely,

### **Objection 83**

Ref: FW\_ Proposed Bus Lane on Bradford Road to Chain Bar (32)

I am a resident in Oakenshaw on St Andrew's Crescent and I object to the above proposal for the following reasons:

Bus journey times are not a problem since the additional lane approaching Chain Bar from Bradford Road has been added.

The altered timing of the traffic lights on Chain Bar have vastly reduced waiting times.

There is already a pavement for walkers.

There is a sustrans cycle path from Oakenshaw into Cleckheaton which is much easier and safer to use.

We have enough new developments in Oakenshaw with warehousing on the site of the old sewage works and this combined with the increase in lorry traffic has added to the carbon emissions.

I also am dismayed by the proposal to fell mature trees and shrubs.

The disruption to residents whilst this work is being carried out will be detrimental to daily life.

It seems to be an absolute waste of money as it is not needed.

### **Objection 84**

Ref: FW\_ Proposed bus lane on Bradford road to chain bar

We do not need a bus lane on our road to chain bar. Such a thing would destroy a belt of trees which form a barrier to the motorway and , in a small way, absorb carbon emissions from traffic. How do you imagine a bus lane will reduce carbon emissions when the bulk of such emissions are caused by the buses you propose increasing and the heavy lorry traffic? The only jobs it may create are those for the people building it. If you wish to improve the

flow of traffic, maybe you should consider installing traffic lights at the junction with the chain bar roundabout- ours is the only road joining the roundabout with no lights. Finally, for a fraction of the cost of widening the road to provide a bus lane, you could reinstall our cross in Wyke Lane and divert all commercial traffic from nufarm onto the a58 via Westfield lane.

### **Objection 85**

Ref: FW\_ Proposed bus lane towards Chain Bar on Bfd Rd\_ Oakenshaw

To whom it concerns

I would like on behalf of my family and I to ensure my objections are noted.

Your proposed bus lane towards Chain Bar on Bradford Road in Oakenshaw is nothing short of insanity! Whoever thinks these schemes up is obviously not in touch with the local traffic, local residents or local knowledge! No one in this village wants this ludicrous scheme to go ahead. For numerous reasons, but I will list the most important ones...

There is only one bus service who uses this road - 268. And when I say service I use this term exceedingly lightly. The bus service itself should be what Kirklees is investing in as buses run late, miss or just drive past bus stops along Bradford Road constantly. It is hardly any service at all to Oakenshaw. Yet for this one and only bus service you want to tear down trees, widen Bradford Road and cause serious SERIOUS traffic problems for the year that this will take? Insane.

Why would anyone in this village want a wider road if killing and destroying so many trees buses and wildlife will be affected? Insane.

During the roadworks - lasting 12 months for goodness sake - where will all the traffic go that usually uses Bradford Road go? Wyke Lane. I live on Wyke Lane, which is already a rat run - it will be almost suicidal to walk up and down my own lane with all the extra traffic. Insane.

Wyke Lane is already severely over-used and despite many an attempt to get signage for the tonnage limit, quiet road and horses - nothing has been done. Budget issues. Yet Kirklees have found the money for this hair brained scheme. I own horses and my daughter and I are already taking our lives into our hands when we ride up and down our own lane. The extra traffic these roadworks will cause is - insane.

We have tirelessly campaigned for the return of Oakenshaw Cross to be met with one brick wall after another from Kirklees - budgets constantly mentioned. Yet you have found money for this ridiculous scheme? How? Return our Cross before doing this pathetic idea of progress - it is not progress - it is insane.

No doubt all of the villagers objections will be completely disregarded as they were over the whole industrial site in Oakenshaw. Quite frankly Kirklees Council is a shambles, out of touch and completely INSANE! You should be ashamed of your bullish, indifferent attitude.

This scheme will not solve any traffic issues going through Oakenshaw village. No one will use a cycle track either - as who would cycle around Chain Bar roundabout - only someone who is....insane. Cycling is what the Greenway is for.

Look forward your comments by return.

### **Objection 86**

Ref: FW\_ Ref DEV\_HG\_D116-2506 (AO) or HD-25-64051-TRO-D01 or DEV\_HG\_D124-186\_

I apparently received a letter dated 11 Dec 24 from yourself which i coincidentally found last week. I had apparently opened it but when I read it again, Ive realised that there are a number of reasons I didn't realise it was Bradford Road Oakenshaw.

1) The word Oakenshaw is nowhere to be seen. This is what we are and we are used to calling ourselves South Bradford

2) Cleckheaton Sustainable Traffic Corridor is Cleckheaton which is the other side of Chain Bar. They have a Bradford Road too.

3) A638 is not here. You declassified this road from being the A638 a long time ago. A638 starts at Chain Bar to Cleckheaton & Dewsbury

4) proposed new bus stop? Why do we need another new bus stop when there is already one not used down there?

5) puffin crossing just after the proposed bus lane? Does that make sense to stop the bus lane where there are fields currently or are you intending to put housing/businesses all over this belt?

I have asked neighbours and other Kirklees residents and no one I have spoken to has received this letter or don't remember it.

It states that you will put soon put up legal notices on posts in the area

I noticed the signs on posts 21st Feb (not exactly close to December 2024 so another reason for me to not register it was here - that's the first notices I've noticed since 11th Dec with a different reference to the one on your letter.

The notice is meant for people who are taller than me so doesn't allow for people with mobility, sight impaired issues or quite frankly are vertically challenged! I had to take a photo to read it.

The notices were not put only on the speed limit pole nearest to me which is at the beginning of your proposed bus lane so if I hadn't walked down to a neighbour's, I would not have spotted it. Why not elsewhere on the affected road?

Based on an unknown selection of people to receive this letter and that the legal notices only appearing on poles lower down Bradford Road, it would feel that the idea was a tick box exercise to inform minimum number of residents and no businesses that will be affected? Was an equality impact assessment done as friends in the village that have mobility issues or sight impairments did not know about this new layout until I informed them. No notices in bus stop areas?

Never saw anything on the noticeboards in Cleckheaton or Cleckheaton Library which is a Warm Space?

I hope that Kirklees will find a practical way to consult with us. We are happy to offer solutions that are cost-effective - Residential Meetings, Neighbourhood Forums, Noticeboards, Facebook local groups, Councillor surgeries.

### **Objection 87**

Ref: FW\_ Ref DEV\_HG\_D116-2506(AO)

Hi, I would like to object against the bus lane to be added. The traffic disruption that this would cause would be horrendous. I do use this road everyday for work and I know with just occasional road works the hassle it causes is unreal.

Also is it actually necessary for the sake of 1 bus?.. it's not like the bus that runs down this road struggles with major traffic.

Another reason is the trees.. a lot of beautiful trees run down this road that hosts a lot of the wildlife.

It seems very unnecessary and the disruption it will cause for the sake of a bus lane...

Look forward to your reply

### **Objection 87**

Ref: FW\_ REF\_ DEV\_HG\_D116-2406 BUS LANE - TRO NO\_ 06

Good morning,

I would like to comment in regards to bus lane on Bradford Road in front of my property, although I don't have any objection to having a bus lane, what I am struggling to understand is WHY? All the money that is going to be spent on a (roughly) 300m bus lane could be well spent in other, more meaningful projects.

Looking at the proposed plans, the bus lane will be about 300mtr within the 300mtr there is a good bus layby and then a junction up to our property, just for this small space why would you want to spend this kind of money when it would not help with the traffic flow at all, specially if you have a crossing on top of this as well, this will hinder traffic flow.

Our residence live here and we see this at all times therefore i would encourage you to listen to the residence.

The residence have been asking for permit parking up here for a while or even double yellow as we get assort of people up here doing all kinds of things to boxing, to taking a number 2, to meeting, to what all i can describe is a car cruise meet, vans leaving there colleagues vans/cars and leaving rubbish and food - assort and thats but a few. So if this bus lane/crossing goes ahead i can only suggest that to keep these residents quiet and content then do something about the parking too.

Whats is the point of spending all that money on this 300mts of bus lane which already has gaps - baffles me - thats what i'm against and it is our the tax payers money your spending and you wont even give us permits for our road.

If you dont believe us about the parking situ ask the the police, many reports logged.

Many thanks

### **Objection 88**

Ref: FW\_ Ref\_ DEV\_HG\_D116-2406 (2 objections)

To Samantha Lawton,  
Objections to DEV/HG/D116 – 2406 (AO)

I write with strong objection to the proposed BUS LANE:

- There is no need for this protected bus lane.
- There is no evidence of need for a Puffin crossing, therefore I comment.
- Three lanes, on a C road is not acceptable with a Bus Lane. However, if you change to a B road, with narrower lanes, then safety of vehicles could not be assured – 2 HGV's passing a Bus or Bin Collection is dangerous.
- You are cutting back mature trees, affecting natural bird & insect habitat during nesting periods is unacceptable. Newly planted trees will take maintenance to survive and take some considerable time to mature.
- You claim a greener environment would result, yet removal of trees & shrubs protects from noise pollution as well as reduces air pollution.
- The ongoing road disruption to residents and local businesses during construction would be counter-productive.
- Mitigation of the risk to property, including a heritage site, and to pedestrians when vehicles use alternative minor/rural routes to avoid the inevitable delays during construction has not been explained.

- I do not believe this proposal will reduce cars on this road and many cyclists use the Greenway as it is safer than navigating Chain Bar.

Please consider these genuine objections.

### **Objection 89**

Ref: FW\_ Ref\_ DEV\_HG\_D116-2506(AO) Roadworks (7)

To whom it may concern:

Oakenshaw & Woodlands residents and road users and businesses on the road have been plagued by roadworks several times a year since 2020 or whenever it was that J26 construction started. Please don't blight our set off times to allow for months of roadworks for the rest of this year and beyond. We've been battered enough. Chain Bar was flooded more often in recent times since mucking around with the beck etc at J26 industrial estate. It can't be a coincidence? Last time was earlier this year!

?? bottom of Wyke Lane but can't remember why/when this year

once in 2024 and once in 2025 - putting tarmac over YW defunct drainage cover on Bradford Road near Mill Carr Hill

?? To Feb 25 Mill Carr Hill 3 way traffic lighted

Apr 24 to Sep 24 Conversion to 3 lane highway Bradford Rd onto Chain Bar

?? Aug 24 Mill Carr Hill

Jun 24 2 days Mill carr Hill/ Cliff Hollins surface treatments?

Nov 23 Mill carr hill closed road can't remember the reason but one of them was to widen the road and add another lane. broken promises still

Feb 23 Mill carr hill rd can't remember reason

Feb 23 YW leak road closed BD12/ BD19

Jan 22 gravel dressing on pavements complained by a resident

Oct 21 YW leak road closed etc BD19

Since the first hit of Cross in May 2021 there has been adjustments to barriers there with mixed results

Jul 21 surface dressing of Bradford Road. Gravel chippings on pavement still from that time (when asked to be removed was told it will be useful in winter)

2020 j26 construction vehicles muddy roads and noise increase

2016 last full resurface of Bradford Road. Is that in your budget for next year?

Please stop and think.

These two desktop exercises are not compatible with each other. The 3 lane layout has not had long enough to be trialled for you to amend/tweak. Roadworks will interfere with the findings of auditing that major change.

There are a few references being distributed and mixed up and some objections may have gone to the wrong reference number. Hopefully you will put them in the right pile.

You are using 2018 maps to design a major road layout change and vehicle drivers are still not used to the 3 lane junction. Drivers on Chain Bar still use whatever lane they choose rather than the right one.

The zigzag drivers are a nightmare to deal with from A638 Cleckheaton. In the Neighbourhood Forum 2023 we asked for the two lanes to be changed so that Oakenshaw users could be in the 1st lane. Currently Oakenshaw/Low Moor drivers use the 2nd lane. In the 1st lane, it's supposed to be M62 and A58 Halifax drivers but instead you get the 268 bus sometimes, and drivers for Low Moor, M606 Bradford, M62 Leeds & A58 Leeds drivers and other times you get zig zagers going first into lane for M62 Leeds then back across to A58 Halifax then go up Low Moor! Sometimes you have to go onto the roundabout at 20mph to let the cars play and hope they don't hurt you or others or annoyingly toot at you as if you're in the wrong lane!  
Fix the problems you have rather than add another please.

The 268 buses are very skittish about roadworks and abandon our residents at New Works Road at the slightest hint of roadworks. They are cancelled a lot because of the lack of drivers.

### **Objection 91**

Ref: FW\_ Ref\_ DEV\_HG\_D116-2506(AO) Roadworks

To whom it may concern:

Oakenshaw & Woodlands residents and road users and businesses on the road have been plagued by roadworks several times a year since 2020 or whenever it was that J26 construction started. Please don't blight our set off times to allow for months of roadworks for the rest of this year and beyond. We've been battered enough. Chain Bar was flooded more often in recent times since mucking around with the beck etc at J26 industrial estate. It can't be a coincidence? Last time was earlier this year!

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2020 j26 construction vehicles muddy roads and noise increase  
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Please stop and think.

These two desktop exercises are not compatible with each other. The 3 lane layout has not had long enough to be trialled for you to amend/tweak. Roadworks will interfere with the findings of auditing that major change.

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You are using 2018 maps to design a major road layout change and vehicle drivers are still not used to the 3 lane junction. Drivers on Chain Bar still use whatever lane they choose rather than the right one.

The zigzag drivers are a nightmare to deal with from A638 Cleckheaton. In the Neighbourhood Forum 2023 we asked for the two lanes to be changed so that Oakenshaw users could be in the 1st lane. Currently Oakenshaw/Low Moor drivers use the 2nd lane. In the 1st lane, it's supposed to be M62 and A58 Halifax drivers but instead you get the 268 bus sometimes, and drivers for Low Moor, M606 Bradford, M62 Leeds & A58 Leeds drivers and other times you get zig zagers going first into lane for M62 Leeds then back across to A58 Halifax then go up Low Moor! Sometimes you have to go onto the roundabout at 20mph to let the cars play and hope they don't hurt you or others or annoyingly toot at you as if you're in the wrong lane!  
Fix the problems you have rather than add another please.

The 268 buses are very skittish about roadworks and abandon our residents at New Works Road at the slightest hint of roadworks. They are cancelled a lot because of the lack of drivers.

### **Objection 92**

Ref: FW\_ Ref\_ DEV\_HG\_D116-2506(AO)

Dear Sir

I wish to object to the proposed changes to Bradford Road in Oakenshaw.  
The bus lane you are intending to put in is a pointless waste of time and money.  
The only bus that will use it is the 268. What is the need for it?  
What is the cost? What is the benefit?

This morning there was a tail back of traffic heading towards Chain Bar to Cleckheaton. In this line of traffic was a 268 bus who had no difficulty pulling out of the stop as traffic always gives way but the reason for the tail back was Chain Bar itself.

The residents of Oakenshaw and surrounding area have repeatedly said that we need traffic lights to gain safe access to the roundabout but this always falls on deaf ears.  
Once the works start on this

you will be moving many trees which effect local wildlife.

All the traffic will divert up Wyke Lane which is not only unsuitable for vehicles over 7.5 tonnes but is a country lane with little or no paths for people walking up and down there.

This puts residents in danger.

Also, we are still fighting for the return of the CROSS which was removed by kirklees 3 years ago.

There are still roman remains there exposed to the elements..

Having excess traffic going back and forth will not help its preservation.

It appears that very little or no thought and planning has gone in to this project.

Start listening to the people who live here.

We therefore strongly object to this planning being allowed to go ahead.

Sincerely

### **Objection 93**

Ref: FW\_ Reference DEV\_HG\_D116-2506(AO) (27)

Dear Kirklees Council Planning Committee,

I am writing to strongly oppose the proposal for a 24-hour bus lane on Bradford Road in Oakenshaw. The idea is not only impractical but also a waste of hard-earned taxpayers' money that could be better invested elsewhere.

I live on Wyke Lane, Oakenshaw, and have personally experienced the chaos caused by roadworks on Bradford Road in the past. When these works were underway, Wyke Lane became a 'rat-run,' overcrowded and increasingly dangerous. This situation caused considerable disruption and left us feeling vulnerable. Over the years, we have had to endure similar traffic issues, especially with the construction of the new industrial complex on the old waterworks site. Adding another lengthy phase of roadworks for the construction of an unnecessary bus lane is simply too much to bear.

As residents of Oakenshaw, we are already grappling with substantial traffic issues. My primary-age son attends school in Cleckheaton, just four miles away. However, on many occasions, our commute can take upwards of 40 minutes due to the traffic congestion caused by ongoing changes to Bradford Road and the Chain Bar roundabout. Since September, my son has been late to school 17 times due to these traffic delays. The constant tinkering with these roads has not alleviated the congestion; it has made it worse. Furthermore, the proposed bus lane is entirely unnecessary. There is only one bus service running on Bradford Road, which is, more often than not, cancelled. This undermines the rationale behind creating a dedicated bus lane, especially when other parts of the area suffer from more pressing transport issues.

Finally, I am deeply concerned about the environmental impact of this project. The creation of a bus lane would require the destruction of valuable plants and mature trees, leading to an ecological catastrophe for the area. This is not only detrimental to local wildlife but would also contribute to the degradation of our natural surroundings, which many of us value and cherish.

In conclusion, I urge you to reconsider this ill-conceived proposal. Rather than wasting resources on a bus lane that serves few, I suggest focusing on projects that can provide real, lasting improvements to our community and traffic infrastructure.

Thank you for your time and attention to this matter. I look forward to your response.  
Yours sincerely,

**Objection 94**

Ref: FW\_ Reference DEV\_HG\_D116-2506(AO) (35)

Dear Sir/Madam,

I have read your explanation about what Kirklees, Arriva and WYCA are trying to achieve and if this part of the plan made sense, I would be supportive.

Help me understand.

Why does the bus lane have to be 24 hours when 268 isn't? How do vehicles undertake homeowners waiting to turn into their drives?

Why put a Puffin crossing there and not higher up where there are residents crossing road near the bus stop outside 630/ 636 Bradford road? ( will that bus stop remain there if you're hell bent on making such a long bus lane?)

Why does the bus lane (if you still think your statistics you've used to come up with this scheme are still valid after changing the access onto Chain Bar only last year) have to start at 626 Bradford Road? Why doesn't it start further down where there are no residences?

You've got people believing it will be a traffic light system at the end of the bus lane to prioritise buses. Can we have a clearer diagram showing exactly where it stops and how the buses will be given priority so they don't block us using the other two lanes going onto Chain Bar please? I have already seen people using the M606/ m62 lane to jump to A58 so I imagine they'll continue doing that or worse.

Sincerely,

**Objection 95**

Ref: FW\_ Reference DEV\_HG\_D116-2506(AO)

Dear objections team.

I would like to raise my objection to the proposed bus lane in Oakenshaw. The reason for my objection is the upheaval on local residents during the construction of an unnecessary and costly bus lane for four buses per hour. Traffic lights easing access onto Chain Bar roundabout from Oakenshaw would be far more effective, cheaper and environmentally

friendly as the trees and hedgerows will remain intact. The proposed section of bus lane that is less than half a mile long, would be rarely used and this area has recently just had a third lane added to the entrance of the roundabout so an impact study of the effects of this should take place before any further alterations in Oakenshaw.

The cycle lane would also be unnecessary as we have the Spen Valley Greenway, which is a far safer and pleasant route running direct from Oakenshaw to Cleckheaton and beyond, which is well used.

Yours Sincerely,

### **Objection 96**

Ref: DEV/HG/-D116-2506 (AO), FW\_ Trees to be cut for TRO (42)

Dear Sir/Madam,

Objection is made regards the proposed removal of trees along the corridor where the proposed, outrageous, unneeded bus lane is planned.

- This area needs those trees for noise protection from the noisy motorway.
- We need the trees to help cover the unsightly views of Industrial estates- which Kirklees Council have allowed within our area.
- The trees will have nesting birds! An appalling decision in the month of April.
- New saplings may be planted on different ground but this not acceptable as the tree barrier will take years to grow.
- You comment within your outlines for this proposal, that you are improving the air quality by restricting car drivers and encouraging bus usage.  
This is an oxymoron!

Shame on you! Complaint is made.

### **Objection 97**

Ref: FW\_ TRO- DEV\_HG\_D116-2025  
For attention S. Lawton.

I understand that a number of objections have been sent about the above proposal and I

hope on this occasion they'll be considered. Those involved in the debacle with the J26 Development will concur, I'm sure that Planners should, in hindsight have listened to the community given the huge number of expensive problems which are still unresolved.

My additional point to the ones already sent concerns the treeline along Bradford Road. It is proposed to remove the trees and undergrowth, but actually my suggestion is to remove the undergrowth to widen the road, and leave the established trees altogether and build the cycle route and pedestrian route on the other side of the trees, thus saving the trees, widening the road by the removal of the undergrowth and providing a safe place for cyclists and pedestrians. I know that by leaving the trees you will resolve most of the objections and it makes complete sense to quarantine the cyclists and buses, etc. using the natural treeline.

You'll be aware of the impact on cost and green issues, apart from local objections and I'm sure by quarantining cyclists they're much more likely to use the route rather than be mixed with buses.

Sincerely

**Objection 99 (50 Objectors signatures)**

Ref: FW\_ TRO NO\_ 06 Ref DEV\_HG\_D116-2406

Mr Lawton

So many residents are concerned and extremely fearful of this proposal. This is a total waste of good money which really ought to be put to better use particularly at this time when councils are struggling and many parts of our area are in need of help

So much land has already been lost in the Oakenshaw area for needless developments and the destruction to our countryside and wildlife is devastating ..

There is only one bus ... and that is if it actually does turn up ... and seldom ( if any) bike riders use this road as the greenway is a preferred and well used route

There is no need for this devastating development to our landscape and the consequences that will occur to surrounding areas such as wyke lane which will be used as a "rat run " on an already over used ,increasingly fast and dangerous lane which was originally built for horse and carts ! Please do not let this happen to our village.

### **Objection 99**

Ref: FW\_ Tro objection

The plans are seen as unnecessary and unsustainable. The work is seen as dangerous to cyclists. There are also objections to tree loss and a belief that mitigations would be inadequate. The original construction plans were not sufficiently consulted on. The lady was also worried about traffic management during the construction phase with traffic being diverted through inappropriate routes.

### **Objections received to (TRO NO. 06) ORDER 2024 - NORTHGATE, CLECKHEATON**

### **Objection 100**

Ref: FW\_ Northgate Cleckheaton

Dear Sir/Madam,

I wish to object to the above proposal, specifically the closure of the short length of street, or 'slip road', connecting Northgate with Market Street in Cleckheaton.

This is a useful route to access the A638 from the small car park at the bottom of Crown Street, avoiding the junction of Crown Street and Westgate, thereby avoiding adding to traffic at this busy junction.

The junction of Crown Street and Westgate can be hazardous for pedestrians walking along Westgate and having to observe traffic from three directions, with the added difficulty of poor visibility beyond the corner of the Rose and Crown public house if walking in a westerly direction.

As both a driver and a pedestrian walking around the town, any more traffic forced onto this junction would only add to the hazard.

Yours

**Objections received to (AMENDMENT NO. 17) ORDER 2024 - VARIOUS ROADS IN DEWSBURY, CLECKHEATON, LIVERSEDGE AND BATLEY**

**Objection 101**

Dear Sir or Madam

I write to express concerns and raise objections to the proposed traffic regulations DEV/HG//D116-2417(AO) dated 13 February 2025. on Garden Avenue, Littletown. Liversedge. These concerns and objections are shared by my neighbours as we all live and park our cars on Garden Avenue (Number 1-6). The problems these proposals would cause would mean we could not park anywhere near our own homes, as we do now.

My neighbours, my wife and I are all older/elderly people (most with blue badges and mobility problems) and we live down the narrow walkway off Graden Avenue, near the Bradford Road end. We believe we have been overlooked by the planners, who may not have realised there are homes down this walkway. We have lived here for 19 years and being able to park near our home is vital to us and our neighbours.

If this was taken away from us we would all need to be rehoused in a suitable area.

**Objection 102**

Ref: FW\_ Objection to proposed order on Bradford road liversedge\_

To whom it may concern, I am writing to object on behalf of myself my household and my neighbours with regards to proposed order.

As residents who live here we already are affected by parking from teachers, parents, gym goers and cadets and throughout term time and working hours, at times we are hesitant to leave home as we know coming back we never have parking! Our homes all have stairs leading to our front door, so it's difficult when not finding parking and having a bootful of shopping and not only that my father has a disability and it's difficult again if we are far parked from the house.

This proposed order would really have a huge negative impact on all the residents mainly and also cause a lot more arguments with parents and teachers and residents, we have had our cars damaged and scratched before over parking arguments.

As residents who live here, we are proposing a petition and will be taking this to the school, parents gym and all the residents here, as we are sick of changes being made, I am also appalled that we haven't received this in writing via mail to each household instead it has been tightly wrapped around lampposts where people don't really pay attention, with the intent that we wouldn't see it and therefore there wouldn't be an objection and then the order can be carried out. Well we have grounds that this cannot happen due to a number of reasons.

It will also affect house prices and if people wanted to sell their homes it would put people off if they will have to face such issues.

We already have a cycle lane which cyclist use and to be honest it's not very busy. And as for buses, this road is hardly ever standstill in traffic it's always moving, therefore this wouldn't affect the buses running as they do.

This order cannot happen.

### **Objection 103**

Ref: DEV/HG/D124-186, FW\_ Objection to proposed zig zag markings in front of properties 223 & 225 Bradford Road

I wish to object to the proposed plans to apply zig zag lines in front of my property 225 Bradford Road Littleton Liversedge WF156LP. REF DEV/HG/D124-186.

Reason for my main concerns are : Where are the residents of both 223 & 225 Bradford Road expected to park their vehicles. Parking is an issue since the Leisure Centre opened and School staff & parents park in front of our properties. Will there be alternate secure parking available. There aren't any free spaces as all the property owners have vehicles. Often I have to await until space is free enabling me to park.

Proposed prohibited parking on the nearby side streets will also cause issues. Again where are the residents, parents picking up and dropping off and school staff expected to park.

In the past the bus stops at either side of the road and the crossing was altered by moving the bus stops in front of the crossing so clear vision by pedestrians could be seen. A centre verge for the pedestrians was created to allow waiting. This was created in the interest of public safety. The crossing was staggered. This has definitely improved the safety of users.

I have had my vehicle stolen from outside previously and at the advice from West Yorkshire Police and my insurance company I have installed CCTV to monitor my vehicle. My current vehicle is a keyless entry car and of recent many have been stolen within the Spenn Valley area.

Losing the parking from outside my property will also devalue the property. 223 & 225 are not local authority properties.

As a resident I would like you to consider residential permit holder parking. I have no objection to paying for one.

As for cyclists the road is barely used as a resident I don't see that many cyclists on this stretch of road. There are two adequate cycle paths at either side of the road which is used regularly. These are much safer as no vehicles run on the Spenn Valley Greenway or Ringway.

I trust you will take my points into consideration.

Kind Regards,

#### **Objection 104**

Ref: FW\_ Objections, DEV/HG/D1162417(AO)

My name is Mrs Shirley Oram I live a 115 Bradford road RAWFOLDS cleckheaton BD19 5LP. I'm objecting to the plans of a mandatory cycle lane being put along the whole of these bungalows, 101-119 as people who live in these properties are either elderly and disabled or disabled persons. I have checked with the blue badge rules. A blue badge holder can park upto 3 Hours on double yellow lines in a non mandatory cycle lane some of the residents need to park outside there property all the time when not using their vehicles. But cannot park on double yellow lines in a mandatory cycle lane. These persons who live here or their carers or family wouldn't be able to Park outside the properties to pick up these residents. There is a car park at the end of the row of bungalows for residents and visitors there is only space for 8 cars. There are 10 bungalows at least 7 of these residents can't get to the carpark due to their disabilities. I my self use either two crutches, or walker and sometimes a foldable mobility scooter if I go out to get some shopping it's hard enough to get the shopping to the door from the roadside if you continue with the plans then you will be making it impossible for me and the other residents to get from the carpark to our bungalows. I have spoken to the other residents who are either elderly who don't do emails and one of the residents is blind so email is not possible. we all agree that it would make our lives exceedingly difficult. If you go head. We applied for residents only permit parking permits but were refused due the council not been able to fund the cost of this. We feel you are discriminating against elderly disabled persons and disabled persons by letting cyclists just have a lane to ride past our properties.and not let us park outside our homes there are no where near enough cyclists use the road to make this lane justifiable. Especially when there is a Greenway and Ringway for the cyclists use regularly. We are really not happy that you want to give cyclists a lane. Yet make the disabled persons suffer. At least give us disabled parking only.

THERE ARE 4 POSTS OUTSIDE THIS ROW OF PROPERTIES. NOT ONE NOTIFICATION OF THESE CHANGES WERE ATTACHED TO ANY OF THEM. THIS EVEN MORE INDICATES DISCRIMINATION AGAINST US, NOT ALLOWING ALL RESIDENTS TO BE ABLE TO OBJECT. WHY?

**Objection 105**

Ref: FW\_ Traffic Regulation Orders objection

I would like to object to the new traffic regulation order on Bradford Road, Liversedge as a resident who speaks on behalf of their family who has lived here for over 30 years.

We have already experienced several problems over the years with parking on our road due to Spenborough baths and Littletown primary school. Then we are informed by local residents that a small sign on a side road has been made to inform us on the new lane changes on our road and removing parking. The residents in our area are extremely unhappy by not being informed directly of this matter as we have made complaints countless times to the councils etc to help with the parking situation and make permit holders with visitor permits, and now we are told we don't get to park at our homes anymore.

Speaking from my personal experience, I have a father who has a disability and we have a blue badge. If we have to park far away from our homes it will be very hard for us to constantly be able to go back and forth especially for someone who has a disability. As well as this my sister has a baby and needs to park outside our home to bring her baby in and this goes for a lot of parents who live on this road and people who have disabilities.

We have spoke to other communities it will affect such as the business problems it could cause for the spenborough baths swimming complex and littletown primary school for parents who needs to park close to school to be able to bring their children safely to and from their cars.

We have got in touch with the local MP and are taking matters further as we are unhappy with the new orders and with how we were not informed directly.

If you would like to speak further on this, you can reply to this email directly.

**Objection 106**

I wish to object to a section of the proposal affecting Bradford road, Rawfolds, Cleckheaton, premises 101to119

These properties are for elderly and disabled persons. The ability to park outside the property is essential for most residents of these properties. Placing double yellow lines would drastically affect their abilities to use Thier vehicles. Many would have severe difficulties in asking from the residents car park to their property. There are only space for 8 vehicles in this car park, which can be used by visitors, but is also often used by others who blatantly ignore the private car park signs.

We have asked for residents parking only on this section, but we're denied on cost basis.

Enforcement of the no parking will not be carried out, since those already in place close by, are often ignored, by customers of the businesses nearby, and workers there.

Our properties need access for residents close to the house. Other schemes which allow us the ability to park here, but not others, would be more beneficial.

The proposals, in respect of how it will affect the lives of the residents of these bungalows are nothing but anti age, anti disabilities and discriminatory in the favour of cyclists. Emergency vehicles, repair vehicles need close access.

We have been told that disabled bays could be provided, but this would be declined in favour of cyclists.

This is pure discrimination against elderly and disabled persons, which will have a massive effect on their lives. We need the ability to park close to our residences, unhindered by others. Those who can use the car park do, but nearby business employees park here all the time.

### **[Letters x 37)**

I write with strong objection to the proposed BUS LANE for the following reasons:

- There is no need for this protected bus lane. Buses are unreliable due to cancellations, only one service and infrequent on evenings.
- There is no evidence of need for a Puffin crossing, therefore I comment on Ref DEV/HG/D124-186
- Three lanes, on a C road is not acceptable with a Bus Lane. However, if you change to a B road, with narrower lanes, then safety of vehicles could not be assured – 2 HGV's passing a Bus or Bin Collection is dangerous.
- Cutting back mature trees, affecting natural bird & insect habitat, during nesting period is unacceptable. Newly planted trees will take maintenance to survive and take some considerable time to mature.
- The claim of a greener environment would result, yet removal of trees & shrubs protects from noise pollution as well as reduces air pollution.
- The ongoing road disruption to residents and local businesses during construction would be counterproductive.
- Mitigation of the risk to property, including a heritage site, and to pedestrians when vehicles use alternative minor/rural routes to avoid the inevitable delays during construction has not been explained.
- I do not believe this proposal will reduce cars on this road and many cyclists use the Greenway as it is safer than navigating Chain Bar.

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