

Public Document Pack



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

Samantha Lawton

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

Tel: 01484 221000

Please ask for: Jodie Harris

Email: jodie.harris@kirklees.gov.uk

Tuesday 15 July 2025

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 23 July 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 Nosheen Dad

Councillor Tyler Hawkins

Councillor Graham Turner

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

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

2: Minutes of Previous Meeting

1 - 4

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 11 June 2025.

3: Declaration of Interests

5 - 6

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

4: Admission of the Public

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

5: Deputations/Petitions

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

In accordance with Council Procedure Rule 10, Members of the

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

6: Public Question Time

To receive any public questions.

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

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

7: Member Question Time

To receive questions from Councillors.

8: Objection Report - Proposed Traffic Calming Bradshaw Road, Honley

7 - 26

To consider objections received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Bradshaw Road, Honley

Public Document Pack Agenda Item 2

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 11th June 2025

Present:

Councillor Nosheen Dad
Councillor Tyler Hawkins

Co-optees

In attendance:

Elizabeth Cusick, Operational Manager
Karen North, Principal Technical Officer
Armin Alisic, Project Officer
Ilyas Ramjan, Strategic Partnership Lead
Jason Jones, Principal Engineer
Diana Brown, Landscape Architect Team Leader

Observers:

Apologies: Councillor Graham Turner

- 1 Membership of the Committee**
The Chair of the Committee, Councillor Graham Turner sent apologies. In accordance with Council Procedure Rule 38 (5) Councillor Nosheen Dad was appointed to Chair the meeting.
- 2 Minutes of Previous Meeting**
That the Minutes of the previous meetings be approved as a correct record.
- 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 Traffic Regulation Orders associated with A638 Dewsbury - Cleckheaton Transforming Cities Fund (TCF) scheme

The Committee considered the objections received to the proposed Traffic Regulation Orders associated with A638 Dewsbury – Cleckheaton Transforming Cities Fund (TCF) scheme.

The report was presented by Armin Alisic, Project Officer and Jason Jones, Principal Engineer who gave an overview of the consultation and design process . It was advised that the routes affected by the TRO proposals (as set out in the report) formed part of the A638 corridor, a key strategic route extending from Oakenshaw to Dewsbury via Cleckheaton and Heckmondwike. The scheme was part of the wider Transforming Cities Fund (TCF) programme and aimed to support a shift towards sustainable transport by prioritising bus services and improving active travel infrastructure along strategic corridors.

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 September 2024. Public engagement events included all relevant Ward Councillors.

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 February 2025 to 13 March 2025. During that time 141 objections were received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from, Jean Tottie , Michael Brown, Mohammed Said, Lindsey Sutherland, Katie Dingle, Rosie Watson and Martin Prestley,

Under the provision of Council Procedure Rule 36(1), Cabinet received representations from Councillors Andrew Pinnock and Councillor Lawson.

Officers responded to the representations made and the Committee noted that the recommended Options were 1a, 2a and 3a as set out in the report.

The Committee thanked all those who attended for providing their views and comments but highlighted it was important to note that the Committee was considering the advertised TRO's only and could not overturn decisions already made relating to concerns around construction , disruption and biodiversity. Issues relating to increased congestion as a result of introducing the bus lane were acknowledged but the Committee did not feel that the bus lane would exacerbate this. The importance of considering future bus provision not just the existing infrastructure was also highlighted. Having considered all the information presented verbally and in writing, the Committee agreed that;

RESOLVED: That the objections to the proposed Traffic Regulation Orders associated with A638 Dewsbury - Cleckheaton Transforming Cities Fund (TCF) scheme be overruled and that the TRO's be made and implemented as advertised. at the objections to the proposed.

This page is intentionally left blank

KIRKLEES COUNCIL			
COUNCIL/CABINET/COMMITTEE MEETINGS ETC			
DECLARATION OF INTERESTS			
Name of Councillor			
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
- (b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



REPORT TITLE: Objection Report – Proposed Traffic Calming Bradshaw Road, Honley

Meeting:	Cabinet Committee – Local issues
Date:	23 July 2025
Cabinet Member (if applicable)	Councillor Tyler Hawkins
Key Decision Eligible for Call In	No Yes
<p>Purpose of Report: To consider objections received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Bradshaw Road, Honley</p>	
<p>Recommendations</p> <ul style="list-style-type: none"> That the benefits of the scheme are deemed to outweigh the formal objections, and as such the three proposed traffic calming features be approved and implemented as advertised without their being considered at a local inquiry. <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> The traffic calming scheme of three features was proposed following requests for measures to reduce speeds on the road from residents, via Ward Councillors, and are widely supported The measures are restricted to a short section of Bradshaw Road at the southwestern end of the Village, where a survey of over 12,000 vehicles recorded most vehicles travelling downhill exceeding the 30mph limit, many by dangerous margins The scheme is designed to improve road safety for all residents and road users travelling along the road The objections to the proposal do not outweigh the benefits and have been adequately aired as part of the Council’s normal processes 	
<p>Resource Implications:</p> <ul style="list-style-type: none"> The design and implementation of the proposed Traffic Calming Scheme has been funded through budgets allocated to ward Councillors 	
<p>Date signed off by <u>Executive Director:</u> <u>David Shepherd</u></p> <p>Is it also signed off by the Service Director for Finance:</p> <p>Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer):</p>	<p>David Shepherd 03/06/2025</p> <p>Kevin Mulvaney 11/06/2025</p> <p>Samantha Lawton 03/06/2025</p>

Electoral wards affected: Holme Valley North

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

Public or private: Public

Has General Data Protection Regulation been considered: Yes

1 Executive Summary

- Bradshaw Road is a well-used residential route linking Honley to areas south of the Village and carries approximately 1,800 vehicles per day.
- This traffic calming scheme was requested by Councillors acting on behalf of residents, who were reporting concerns about vehicles speeding, especially those travelling downhill into the Village. These vehicles are passing from the rural 60mph section into the 30mph section, at the southwestern limit of the fronting residential development.
- An automated speed survey was carried out in June 2022 with the detection loops located between Derwent Road and Moorside Road. This recorded the speeds of more than 12,000 vehicles over 7-days. Almost two-thirds of vehicles exceeded the 30mph limit, over 1 in 6 travelled at over 40mph, and many exceeded 50mph, with speeds particularly excessive in the downhill [northeast bound] direction towards the Village. This confirmed residents' concerns and suggested that vertical traffic calming measures would be appropriate mitigation, in line with current guidance.
- Originally the proposals included vertical features covering the section of Bradshaw Road extending from Derwent Road up to the Meltham Road junction (600m); however, in response to concerns about the inconvenience this might cause, and the view that extensive on-street parking already adequately restricted speeds along the northeastern section, scheme scope was significantly reduced. Three calming features are now proposed only covering a 200m long section of the road between Derwent Road and Bradshaw Avenue.
- Discussions took place with Councillors to consider the options, and a decision was taken to install vertical traffic calming features in the form of two speed humps and one set of three speed cushions as now proposed.
- These proposals were then subject to public consultation with over 360 residents of Bradshaw Road and adjacent side road approaches. Only three responses were received (including one of the Objectors who this report considers).
- Funding was secured by local Councillors, from budgets they have available to them, for the scheme to be taken forward during the current 2025-26 financial year.
- The scheme was formally advertised in line with the Road Hump Regulations 1999, 14 March – 11 April 2025, and two objections were received.

2 Information required to take a decision

- 2.1** The initial version of the scheme proposed four sets of three speed cushions and three road humps (seven features), spread along the 600m long section of Bradshaw Road between Derwent Road and Meltham Road, as shown on Plans HS-25-66917-P01-1 and HS-25-66917-P01-2 (Appendix 1).
- 2.2** Following discussion with Councillors, who passed on residents' concerns about the excessive number of calming features being proposed, scope was reduced to one set of three speed cushions and two road humps (three features) only covering the 200m section between Derwent Road and Bradshaw Avenue, at the limit of the Village. This was deemed to be where speeds are highest. These proposals are shown on Plans HS-25-66917-P01-1A and HS-25-66917-P01-2A (**Appendix 2**). This version of the scheme was the subject of public consultation.

- 2.3** For CCLI information, the proposals plans also include improvements at the Bradshaw Road / Meltham Road / Moor Bottom junction; however, no comments or objections were received about this element of the scheme, therefore no further reference will be made in this report.
- 2.4** The proposed traffic calming is designed to address concerns regarding the safety of residents and visitors both travelling by vehicle and on foot along Bradshaw Road, by reducing the speeds of vehicles entering and leaving the Village.
- 2.5** A notice of proposals for the implementation of the traffic calming was advertised from 14th March 2025 to 11th April 2025. During the advertisement period two formal objections were received.
- 2.6** Objection 1 – (Appendix 3)

Received from a resident of Bradshaw Road. The resident objects to vertical traffic calming measures generally, and more specifically to the road hump located midway between the Moorside Road and Bradshaw Avenue junctions, on the basis that its introduction would worsen existing problems caused by on-street parking. The resident accesses an off-street parking place via the Sycamore Terrace junction, and states that vehicles parked along Bradshaw Road close to this junction restrict visibility when emerging, and that the road hump proposed outside numbers 89/91 Bradshaw would worsen this problem.

The resident is also concerned about increased noise levels caused by cars going over humps, particularly at night.

Additionally, the resident states that based upon their observations, vehicles still regularly exceed the 30mph speed limit on Meltham Road where similar traffic calming measures have been introduced (i.e., the inference being that the measures proposed on Bradshaw Road will not achieve their speed reducing aim).

Whilst the resident agrees that Bradshaw Road suffers from speed limit abuse, they submit that relocation of the existing 60mph/30mph speed limit change further away from the Village, and the introduction of a fixed speed camera, would be a better way to resolve the problem.

In Response

There are many locations throughout Kirklees where road humps have been installed on residential streets where on-street parking is extensive. Where on-street parking space is limited – as here – drivers can and do park with their vehicle's wheels positioned upon road humps. There are no legal restrictions to parking upon road humps, and the installation of humps here would be highly unlikely to affect parking behaviour to any noticeable degree.

Whilst the resident's concerns about restricted visibility are noted, Officers do not accept that the road hump would worsen the problem. Conversely – positioning a road hump only 10m away from the Sycamore Terrace junction would, without question, significantly reduce the speeds of vehicles approaching the junction, and therefore improve safety for drivers emerging from it.

Regarding noise, there is no strong evidence to support the view that road noise would increase significantly with road humps in-situ. Whilst negotiating road humps at high speeds may result in excessive noise, almost all drivers are aware that this type of behaviour would result in damage to their vehicle, and therefore they slow down.

Notwithstanding occasionally inappropriate driver behaviour, reductions in speeds by the remainder of drivers may well reduce overall traffic noise.

Regarding the road hump scheme on Meltham Road. A seven-day speed survey was carried out to the southwest of Derwent Road before the road humps were installed (December 2018). This recorded only 62% of drivers complying with the 30mph limit and average speeds of 33mph, 1 in 7 drivers exceeding 40mph, and numerous speeds recorded above 60mph. A survey carried out in the same location after the humps were installed (October 2023) recorded 95% compliance with the limit – an increase of 53% – and average speeds of 21mph – a reduction of 36%, with only 1 in every 2,000 drivers exceeding 40mph. The scheme was very successful in achieving its speed reduction aims.

Regarding the 60mph/30mph speed limit change. The location of the change in limit is already some 125m in advance of the first house when heading downhill towards the Village, which is excessive. Relocating it even further away would reduce its effect upon drivers by the time they reached the limit of the Village. Such a change would also conflict with National guidance for 30mph speed limits, and with local Kirklees Speed Limit Policy.

It should also be noted that the 30mph limit would be enhanced with new signs on yellow backing boards, and ‘Gateway’ markings including a “30” roundel and ‘Dragons Teeth’ markings. This would significantly improve the conspicuity and effectiveness of the 30mph limit. Additionally, a separate proposal to review the speed limit along Bradshaw Road southwest of the 30mph limit is already being considered by Councillors and Officers.

A permanent, fixed speed camera could not be installed. Such cameras are only installed at sites which meet the West Yorkshire Safety Camera Partnership’s criteria based upon numbers and severities of Personal Injury Collisions [‘PICs’] occurring. No PICs at all have occurred along Bradshaw Road between Long Lane and Cross Lane over the past decade.

2.7 Objection 2 – (Appendix 4)

Received from a resident of Bradshaw Road. The resident objects to the road humps on the basis that they have lived on the road for over 36 years and never experienced any problems with speeding vehicles. They also state that road humps can be noisy. Additionally, they state that a lot of horse riders use Bradshaw Road, and some of these riders say that their horses can be “spooked” by road humps.

The Objector feels that the proposed road marking changes to the southwest of the Village will adequately reduce vehicle speeds without the need for traffic calming measures, especially if the existing 60mph limit was reduced to 40mph.

In Response

The speed survey data previously detailed in the Executive Summary above clearly evidences prolific abuse of the 30mph speed limit and justification for vertical traffic calming measures.

Regarding noise, there is no strong evidence to support the view that road noise would increase significantly with road humps in-situ. Whilst negotiating road humps at high speeds may result in excessive noise, almost all drivers are aware that this type of behaviour would result in damage to their vehicle, and therefore they slow down. Notwithstanding occasionally inappropriate driver behaviour, reductions in speeds by the remainder of drivers may well reduce overall traffic noise.

Regarding horse riders. Whilst we accept that some horses may be unnerved if vehicles pass over humps at high speeds causing excessive noise when they are nearby, the likelihood of this is very low, as both situations would rarely coincide. Regardless, a greater problem by far for horses is vehicles travelling at excessively high speeds. The traffic calming measures will reduce speeds, therefore on balance, a safer environment would be achieved for horses and their riders.

The proposed changes to signs and road markings heading into the village are intended to support the traffic calming measures, by reducing vehicle speeds before they reach the first road hump. As standalone measures, they would not yield the same speed reducing results as physical traffic calming measures. A separate proposal to review the speed limit along Bradshaw Road southwest of the 30mph limit is already being considered by Councillors and Officers.

2.8 Consideration of objections

The Council is under a duty to consider objections before proceeding with the proposals but also has a discretion as to whether or not to hold a local inquiry before doing so. The Council must make a decision in that respect before proceeding with the proposals.

3 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 local inquiry and recommend that a decision on the proposals should be made without holding an inquiry Implications for the Council

3.1 Council Plan

The request for Traffic Calming was made using the Council's approved processes, which ensure it was considered in a fair and balanced way. Implementing vertical traffic calming features in the locations identified would improve road safety by forcing traffic to travel through the area at lower average speeds. The proposed scheme would support the Council Plan 1st April 2024 – 31st March 2025 in the following key priority areas.

Priority 3 – Continue to deliver a greener, healthier Kirklees and address the challenges of climate change.

The proposed scheme utilises the most environmentally friendly features available out of suitable, effective options that could be considered for this location. The introduction of traffic calming in this location may encourage more active travel and could also discourage some drivers from using the route altogether.

Priority 4 – Continue to invest and regenerate our towns and villages to support our diverse places and communities to flourish.

The investment provides a more resilient road network, improving the network and contributing to strategic targets including 'Vision Zero' (zero killed or seriously injured collisions by 2040) by reducing traffic speeds and so future injury collision likelihood.

As part of the Council Plan, we have other Shared Outcomes which this proposed scheme will also contribute towards; 'Best Start' – Children have the best start in life. The scheme addresses concerns about the safety of children within the local community who could be adversely affected by vehicles travelling at a high speed. Introducing the proposed scheme helps to encourage community engagement by providing a safer environment and network for the community to use. 'Safe and Cohesive' – People in Kirklees live in

cohesive communities, feel safe and are protected from harm. The introduction of the scheme would positively improve the concern of speeding vehicles in the area by forcing lower speeds, ensuring people feel safer and are protected from harm. Residents requested the consideration of these features showing there is a cohesive community. Providing the features would ensure the shared concerns and goals of the community are met and actioned on.

3.2 Financial Implications

Funding for this scheme has been secured from budgets available to Ward Councillors, and the total cost is estimated to be £52,500. Current expenditure to date, including scheme development and design work, consulting and advertising the relevant Traffic Regulation Order and correspondence with residents, is £14,500. If the objections are upheld, the scheme would need to be abandoned, and financial expenditure to date would be lost.

3.3 Legal Implications

The Council as highway authority are authorised pursuant to Section 90A of the Highways Act 1980 to install road humps on lit roads with a 30mph or less speed limit, subject to first carrying out the consultation process required by Section 90 C.

These proposals were advertised and the statutory consultees notified in accordance with Section 90C of the Highways Act 1980 and Regulation 3 of the Highways (Road Hump) Regulations 1999. The Council is under a duty to consider any objections (Sec 90 (4)) and this report sets out the objections made and makes recommendations accordingly. The Council may cause a local inquiry to be held before deciding whether or not to proceed with the proposals. As there is a discretion to hold an inquiry, the Council must make a decision in that respect before proceeding with the proposals.

Highways (Road Hump) Regulations 1999 made under Section 90D also control the form and the maintenance responsibilities in respect of any road humps installed pursuant to Section 90A.

3.4 Climate Change & Air Quality

As the scheme aims to reduce the speeds of vehicles and discourage traffic from travelling through the area, and supports active travel, it would have a positive effect on Climate Change and Air Quality, in line with our current Strategy.

4 Consultation

The Holme Valley North Councillors were involved in the original scheme development and after consultation on the proposals, were involved as the scope of the scheme was reduced, reflecting comments received by them from various residents. All three Councillors now support the scheme.

5 Engagement

Over 360 residents were formally consulted by letter with plans provided, prior to the scheme being advertised. Copies of the plans were also posted in Honley Library. Three respondents were subsequently engaged with, with one later submitting one of the formal objections considered by this report. One Ward Councillor engaged directly with several other residents who raised concerns during and after consultation. Statutory Consultees were also consulted, and no objections were received.

Options

- (a) That the benefits of the scheme **are deemed** to outweigh the objections, and the proposals be implemented as advertised
- (b) That the benefits of the scheme **are deemed not to outweigh** the objections, and the proposals be abandoned

Officer recommendation – Option (a)

6.1 Reasons for recommended option

The proposed scheme is well supported by Ward Councillors and residents and will encourage drivers to drive consistently at lower speeds along Bradshaw Road, particularly downhill towards the Village as they enter the residential area. It will provide a Safer environment for the community and target concerns raised by residents. This scheme also contributes to improving our network and its safety by providing a resilient network for future years.

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

6 Next steps and timelines

Cabinet Committee Local Issues to consider the objections raised during the formal advertisement period for the installation of the proposed traffic calming measures and reach a decision on whether the features are to be implemented as advertised.

If Cabinet Committee Local Issues, the scheme will be implemented as advertised.

If Cabinet Committee Local Issues **deem that the benefits of the scheme do not outweigh the objections** the proposals to introduce the traffic calming scheme as consulted and advertised will be abandoned and future safety benefits and expenditure to date will be lost.

7 Contact officer:

Dean Barker
Principal Road Safety Engineer
(01484) 221000

Email: dean.barker@kirklees.gov.uk

9. Background Papers and History of Decisions

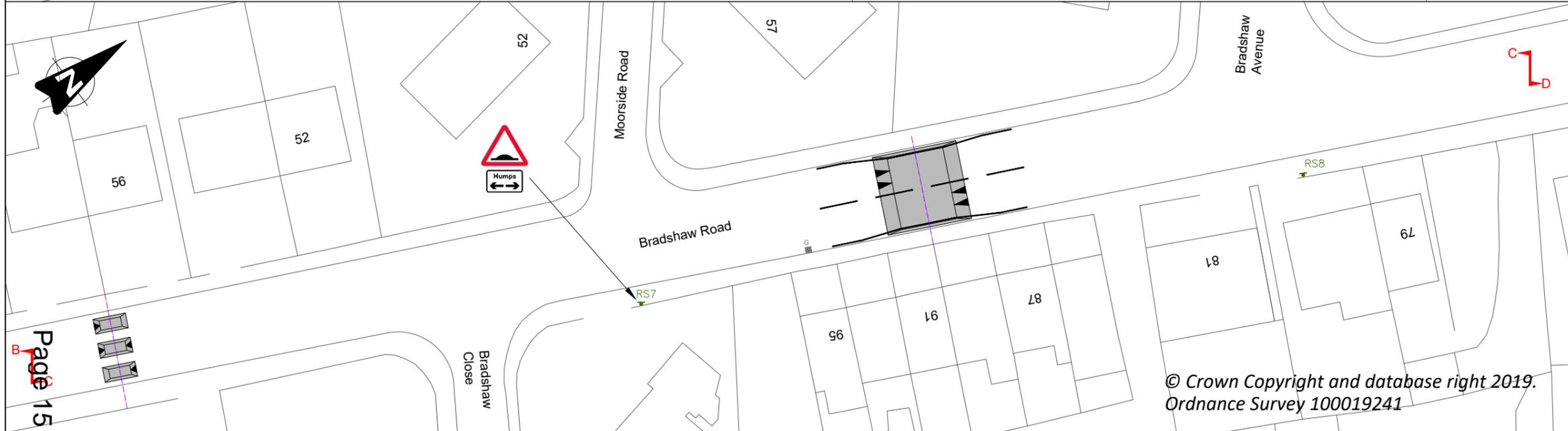
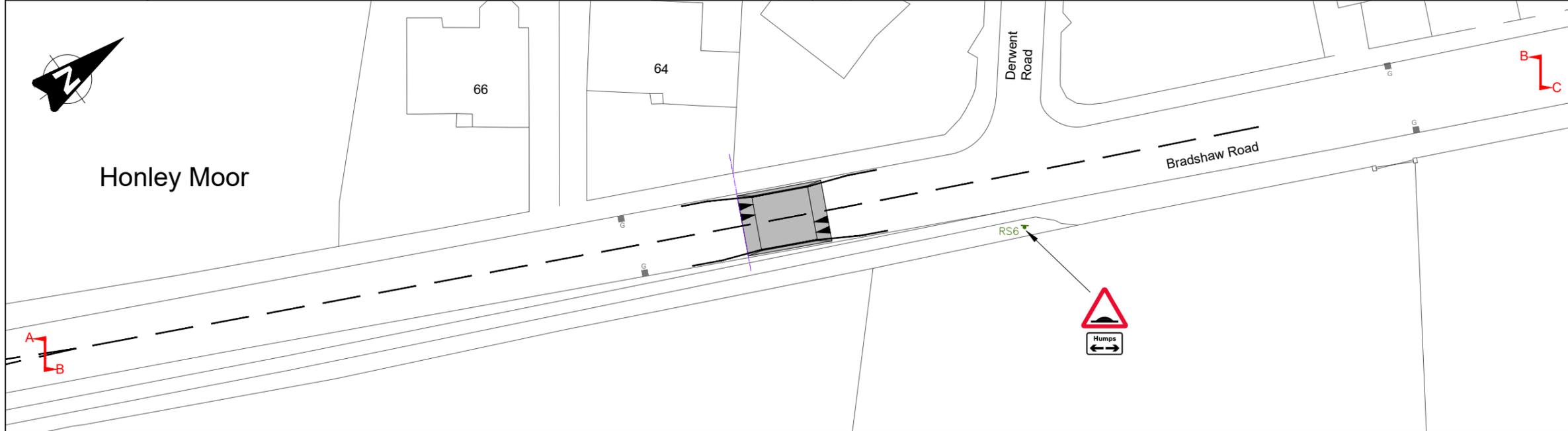
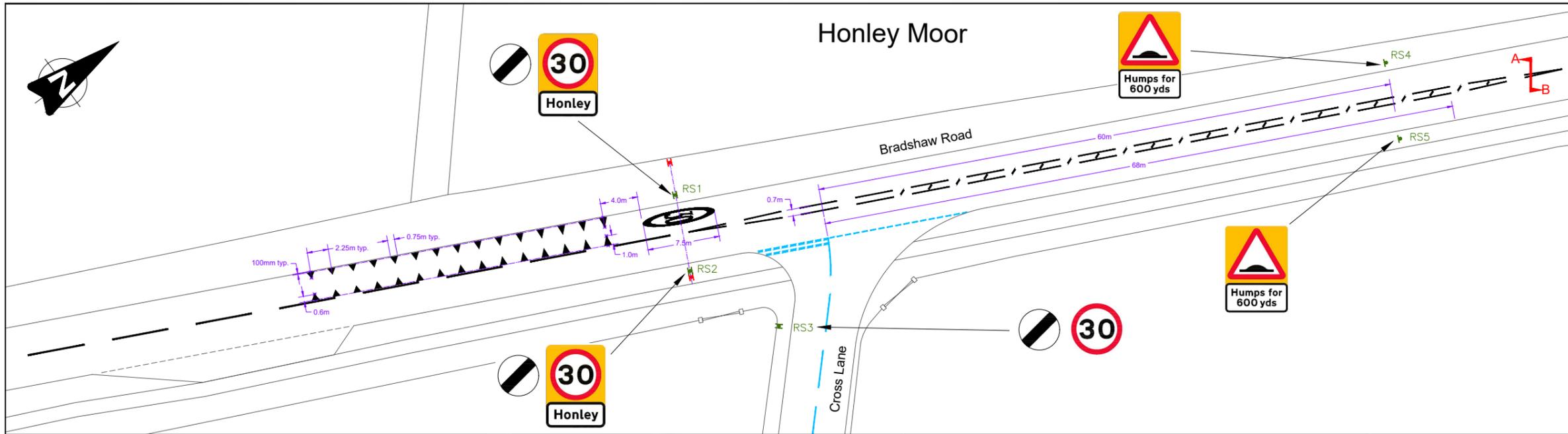
<https://www.kirklees.gov.uk/beta/delivering-services/pdf/council-plan-2024-2025.pdf>

10 Appendices

Appendix 1 - Plans HS-25-66917-P01-1A (Sheet 1 of 2) & HS-25-66917-P01-2A (Sheet 2 of 2)
Appendix 2 - Plans HS-25-66917-P01-1 (Sheet 1 of 2) and HS-25-66917-P01-2 (Sheet 2 of 2)
Appendix 3 –Objection 1 as received [redacted]
Appendix 4 – Objection 2 as received [redacted]

11 Service Director responsible: Katherine Armitage

This page is intentionally left blank



Key

- Proposed footway works - new areas & existing areas reconstructed
- Proposed full height kerbs
- Proposed sloped, transition kerbs
- Proposed flush kerbs at pedestrian crossing
- Proposed traffic bollards
- Proposed road humps and speed cushions
- Existing road markings to be removed
- Existing road markings to be refreshed
- Proposed Road Markings
- Proposed Traffic Signs

A	*****	*****
---	-------	-------

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



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

SECTION Highway Safety

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

SCALE 1:500 @A2	PROJECT NO. 25-66917	DATE Oct 24
-----------------	----------------------	-------------

PROJECT
 Bradshaw Road, Honley
 Traffic Calming Scheme
 Sheet 1 of 2 (Southwest)

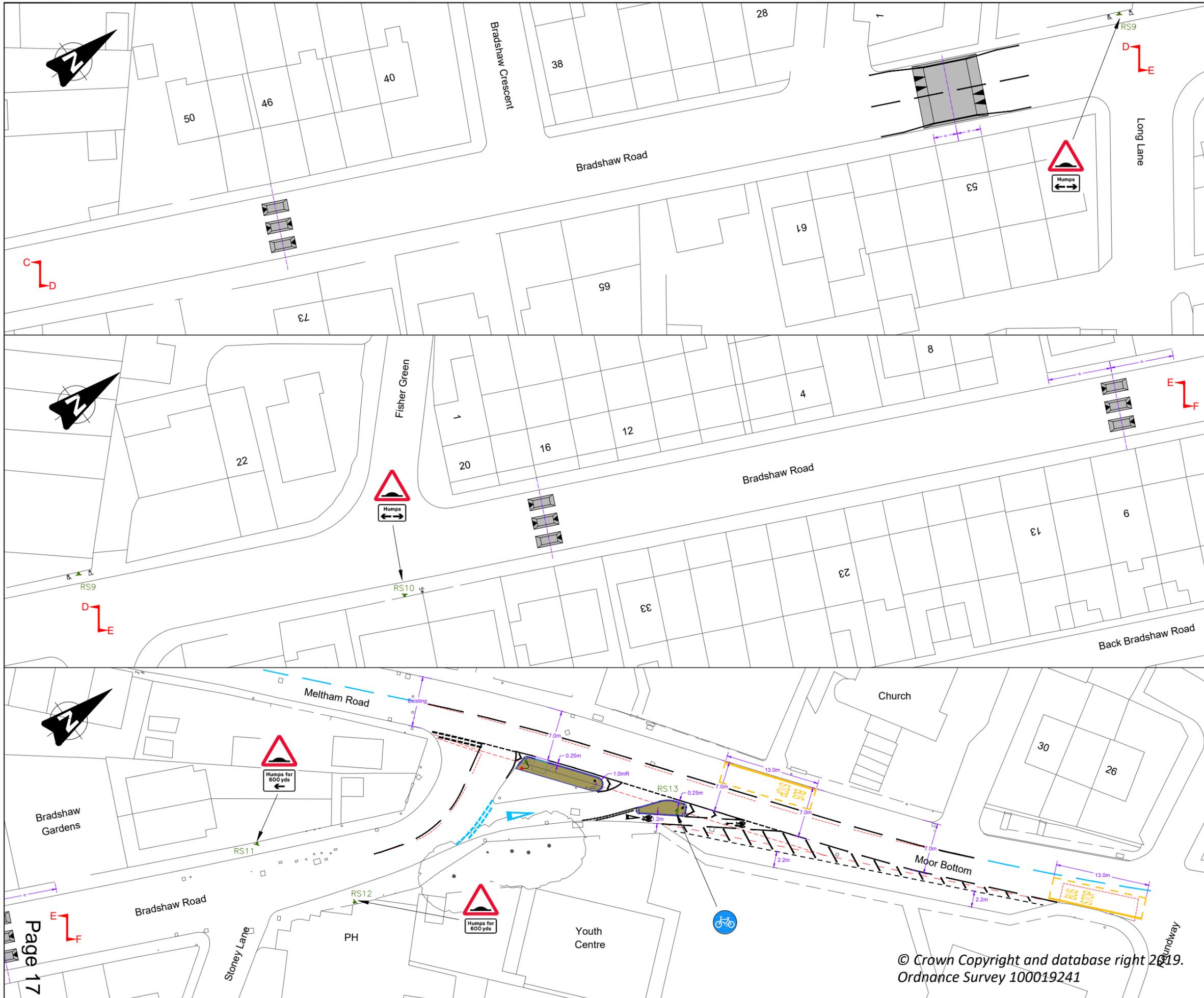
TITLE
 Preliminary Design
 General Arrangement
 For Consultation

DRAWING No. HS-25-66917-P01.1

CAD No.

© Crown Copyright and database right 2019.
 Ordnance Survey 100019241

This page is intentionally left blank



- Key**
- Proposed footway works - new areas & existing areas reconstructed
 - Proposed full height kerbs
 - Proposed sloped, transition kerbs
 - Proposed flush kerbs at pedestrian crossing
 - Proposed traffic bollards
 - Proposed road humps and speed cushions
 - Existing road markings to be removed
 - Existing road markings to be refreshed
 - Proposed Road Markings
 - Proposed Traffic Signs

A					
---	--	--	--	--	--

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



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

SECTION Highway Safety

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

SCALE 1:500 @A2	PROJECT NO. 25-66917	DATE Oct 24
-----------------	----------------------	-------------

PROJECT
 Bradshaw Road, Honley
 Traffic Calming Scheme
 Sheet 2 of 2 (Northeast)

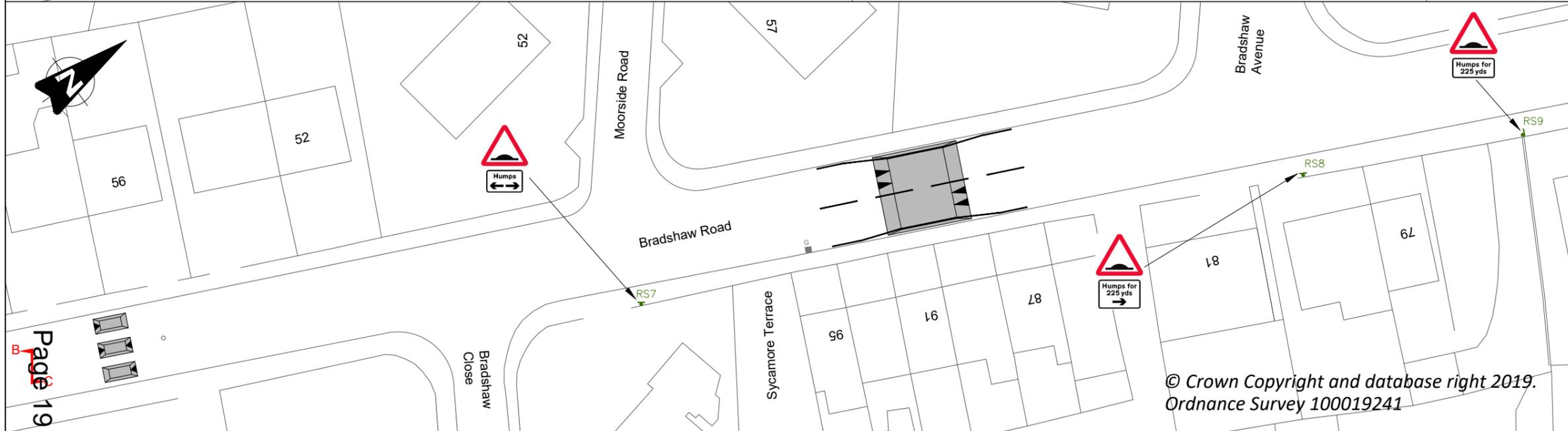
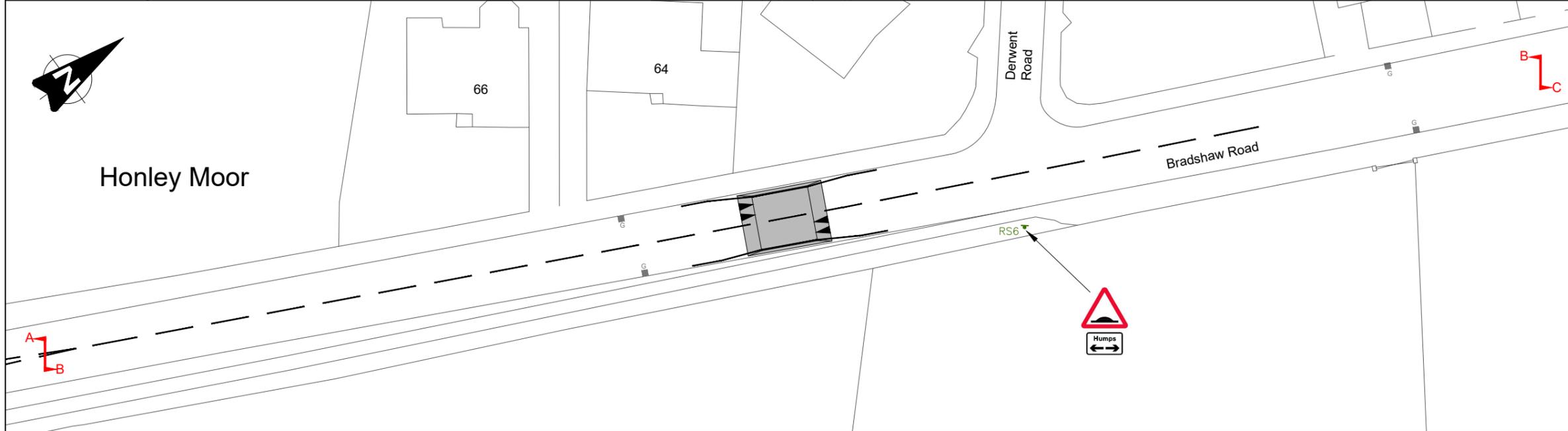
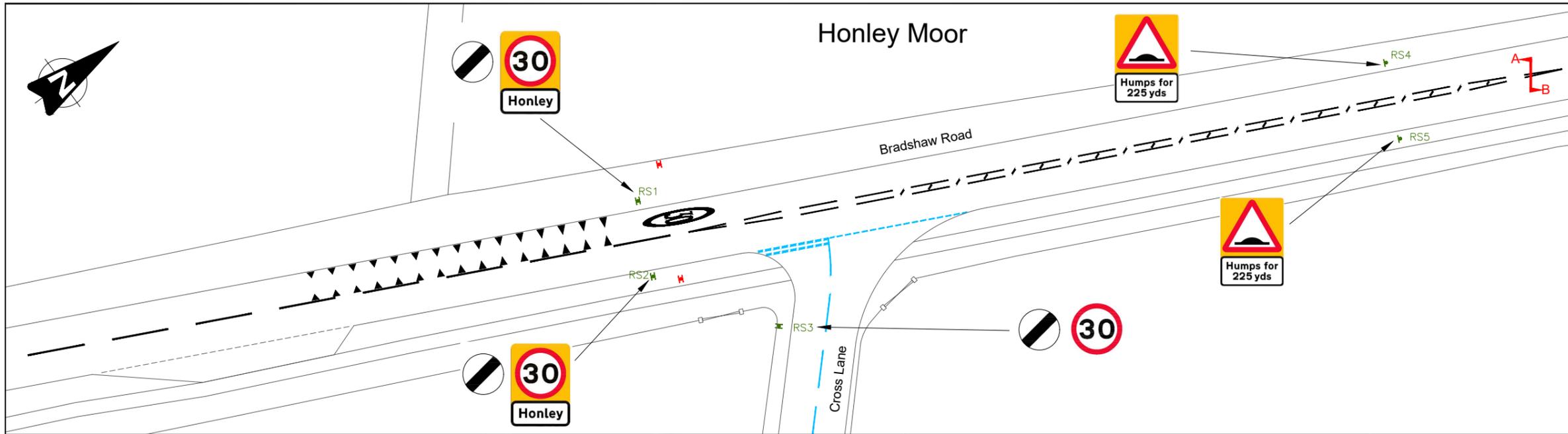
TITLE
 Preliminary Design
 General Arrangement
 For Consultation

DRAWING No. HS-25-66917-P01.2

CAD No.

© Crown Copyright and database right 2019.
 Ordnance Survey 100019241

This page is intentionally left blank



Key

- Proposed footway works - new areas & existing areas reconstructed
- Proposed full height kerbs
- Proposed sloped, transition kerbs
- Proposed flush kerbs at pedestrian crossing
- Proposed traffic bollards
- Proposed road humps and speed cushions
- Existing road markings to be removed
- Existing road markings to be refreshed
- Proposed Road Markings
- Proposed Traffic Signs

A	Dec 24	Traffic calming alterations for Ward Member
---	--------	---

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



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

SECTION Highway Safety

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

SCALE 1:500 @A2	PROJECT NO. 25-66917	DATE Dec 24
-----------------	----------------------	-------------

PROJECT
 Bradshaw Road, Honley
 Traffic Calming Scheme
 Sheet 1 of 2 (Southwest)

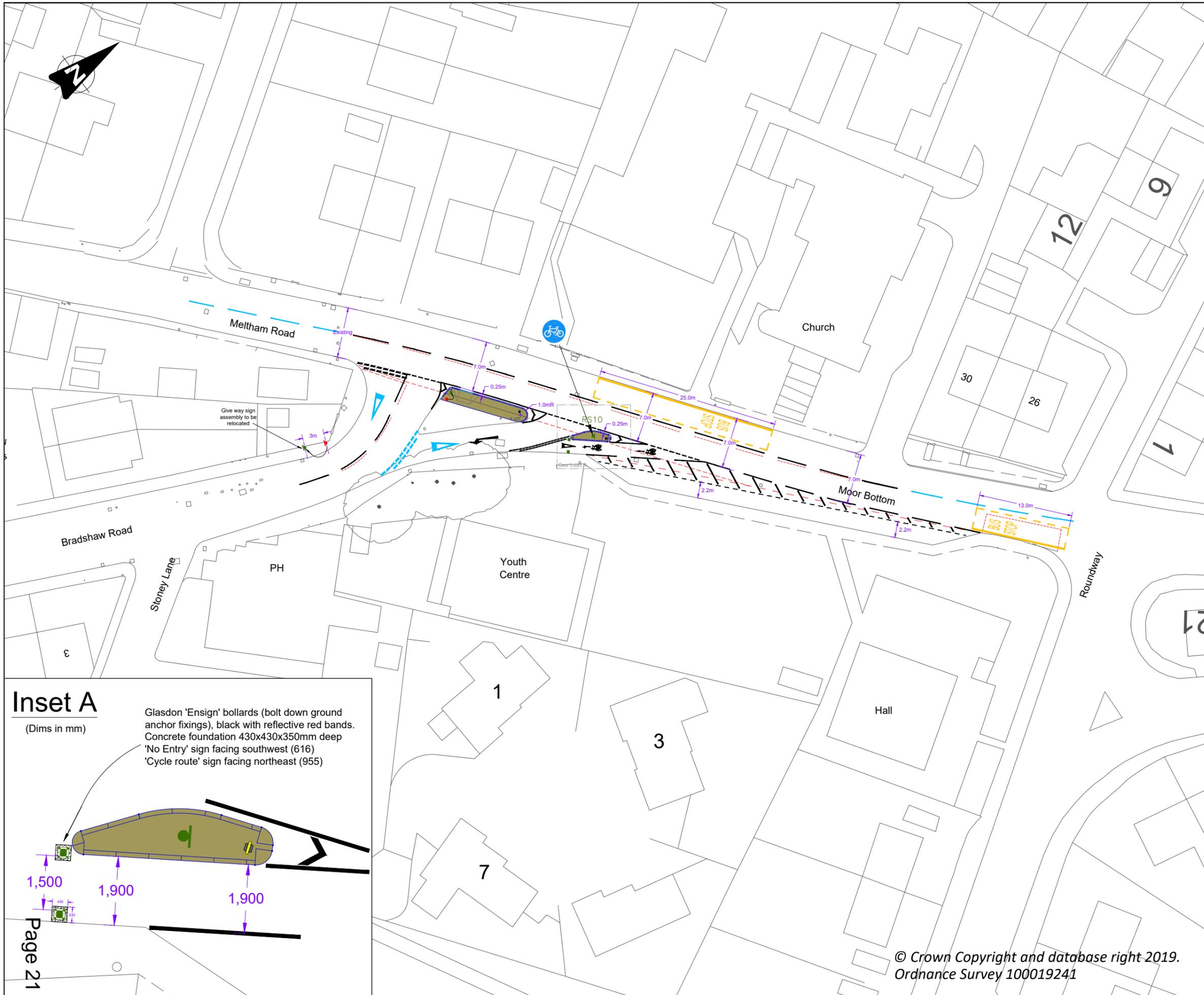
TITLE
 Preliminary Design
 General Arrangement
 For Consultation

DRAWING No. HS-25-66917-P01.1A

CAD No.

© Crown Copyright and database right 2019.
 Ordnance Survey 100019241

This page is intentionally left blank



Key

- Proposed footway works - new areas & existing areas reconstructed
- Proposed full height kerbs
- Proposed sloped, transition kerbs
- Proposed flush kerbs at pedestrian crossing
- Proposed traffic bollards
- Proposed road humps and speed cushions
- Existing road markings to be removed
- Existing road markings to be refreshed
- Proposed Road Markings
- Proposed Traffic Signs

A	Dec 24	Traffic calming alterations for Ward Member
---	--------	---

REF.	DATE	REVISIONS



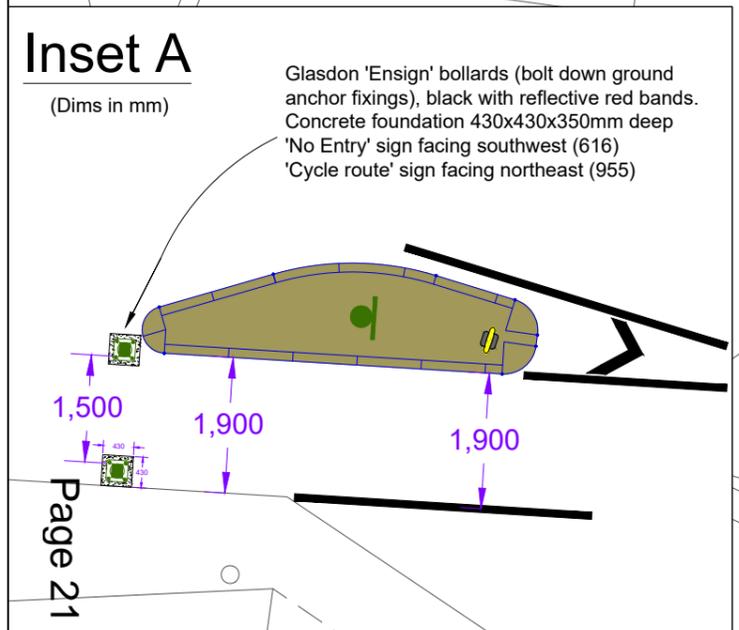
Streetscene & Housing
 Flint Street, Fartown
 Huddersfield, HD1 6LG

SECTION Highway Safety		
DRAWN DSB	CHECKED PW	
SCALE 1:500 @A2	PROJECT NO. 25-66917	DATE Dec 24

PROJECT
 Bradshaw Road, Honley
 Traffic Calming Scheme
 Sheet 2 of 2 (Northeast)

TITLE
 Preliminary Design
 General Arrangement
 For Consultation

DRAWING No.	HS-25-66917-P01.2A
CAD No.	



© Crown Copyright and database right 2019.
 Ordnance Survey 100019241

This page is intentionally left blank

From: [REDACTED]
Sent: 10 April 2025 16:54
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: DEV/HG/D126-234

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/ Madam

Re proposed traffic calming measures Bradshaw Road Honley.

I wish to raise concerns and object to the proposed traffic calming measures.

I live at no [REDACTED] and am actually more concerned about parking and the impact that this has on safety.

I park my car to the rear of my property which is accessed via Sycamore Terrace. Sycamore terrace residents park there too.

I realise street parking is not an offence, but I frequently struggle to see as I leave the terrace to enter Bradshaw Road due to the number of cars parked close to junction, in fact right up against it. (On a number of occasions the vehicle concerned has been the road safety partnership speed camera van).

The proposed position of humps and cushions will, I believe add to the parking issues and I am also concerned about increased noise particularly at night.

I also note, that when comparing the drawings dated December 2024 to those I received dated June 2023, that the position of the humps and cushions has changed. I would be grateful if you could comment on this and explain the change.

I appreciate and share concerns re speed and road safety however I am not convinced that humps and cushions are the answer, perhaps an adjustment in speed or movement of the national speed limit sign higher up Bradshaw Road might avoid the often seen 'race to hit 60' near the houses.

Please note, I would welcome a permanent camera.

In addition I frequently walk on Meltham Road where these were installed and continue to see vehicles driving above the speed limit.

Can I also add that the position of the on street notices, which I have been looking for following a letter I received in December last year. It was made very difficult to see them and read them as they were wrapped around small diameter poles and attached with cable ties obscuring some of the text; they were also placed after the dated 14 March.

I look forward to hearing from you.

[REDACTED]

This page is intentionally left blank

TRO. OBJECTIONS

KIRKLEES COUNCIL

LEGAL SERVICES

DEV/H9/ D126-234

BRADSHAW ROAD

HONLEY

HOLMFIRTH

H9. [REDACTED]

I have lived at [REDACTED] Bradshaw Road for 36 years and have not had any problem over traffic speed along Bradshaw Road.

Bradshaw Road is a quiet area of Honley and road humps can be very noisy.

There are also a lot of horses use Bradshaw Road. And riders tell me a lot of horses do get spooked by road humps.

There are also a lot of parked vehicles on both sides of Bradshaw Road, Southwest of Bradshaw Avenue junction. Parked vehicles are the reason why road humps are not proposed for lower down Bradshaw Road.

Your plans show 38.5 metres of road markings before the 30 mph sign then 169 metres of inline road markings to the first road hump.

I feel that the amount of road markings that are proposed will be more than enough to reduce the speed of vehicles without the need for road humps being introduced.

30 mph road markings are O.K. for Wilshaw Road to Netherthong and Woodhead Road to Thongsbridge.

If the 60 mph down Bradshaw Road was reduced to 40 mph. Then vehicles would only have to slow down 10 mph instead of 30 mph. Road humps would not be required if this was done.

Yours faithfully

This page is intentionally left blank