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

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Thursday 5 March 2026

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 **Friday 13 March 2026**.

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 18 February 2026

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: Member Question Time

To receive questions from Councillors.

7: Objections to TRO AMD No 23 2025 Eastborough Crescent, Dewsbury - Proposed Removal of existing Permit Parking

7 - 40

The Committee will consider the Objections to TRO AMD No 23 2025 Eastborough Crescent, Dewsbury - Proposed Removal of existing Permit Parking.

Contacts: Karen North – Principal Technical Officer

8: Objections to proposed Traffic Regulation Order Reference Traffic Regulation Amendment (No 15) Order 2025 - Various Roads in South Kirklees

41 - 74

The Committee will consider objections received to proposed Traffic Regulation Order Reference Traffic Regulation Amendment (No 15) Order 2025 - Various Roads in South Kirklees

Contact:
Ken Major- Principal Engineer

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Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 18th February 2026

Present:

Councillor Nosheen Dad
Councillor Graham Turner

In attendance:

Karen North, Principal Technical Officer
Phillip Waddington, Group Engineer
Kumaravel Kurusamy, Group Engineer

Apologies: n/a

32 Membership of the Committee

No apologies were received.

33 Minutes of Previous Meeting

The Committee considered the Minutes of the meeting of the Cabinet Committee – Local Issues held on 19th November 2025.

The Committee considered a recommended amendment to the Minutes of the meeting of the Cabinet Committee - Local Issues held on 15th April 2025 to correct a drafting error.

RESOLVED:

1. That the Minutes of the previous meeting held on 19th November 2025 be approved as a correct record.
2. That Minute 8 of the Minutes of the meeting held on 15th April 2025 be amended, to correct a drafting error, as set out below:

‘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 modified to remove the ‘No Loading at Any Time’ restrictions on Central Avenue’.

34 Declaration of Interests

No interests were declared.

35 Admission of the Public

All agenda items were considered in public session.

36 Deputations/Petitions

No deputations or petitions were received.

37 Public Question Time

No Public questions were asked.

38 Member Question Time

No questions were asked

39 Objections to Traffic Regulation Amendment (No 14) Order 2025 Various Roads in Batley and Dewsbury and the Traffic Calming Order, Rouse Mill Lane, Batley

The Committee considered objections received to the proposed Traffic Regulation Order Traffic Regulation Amendment (No 14) Order 2025 - Various Roads in Batley and Dewsbury and Traffic Calming Order - Rouse Mill Lane, Batley.

The report was presented by Kumaravel Kurusamy, Group Engineer who advised the Committee that the Dewsbury–Batley corridor formed a strategically important route linking Dewsbury town centre with Batley train station, and that the scheme had been designed to promote sustainable travel, reduce congestion, and support economic growth by providing enhanced walking, cycling, and public transport facilities. To deliver these improvements, a Traffic Regulation Order had been advertised to introduce a designated segregated cycle lane, a peak-time loading restriction between 7:00am–10:00am and 4:00pm–7:00pm, and a full-time no-waiting restriction on A652 Bradford Road, ensuring the cycle route remained unobstructed and safe for all users. As part of the wider corridor works, a raised plateau on Rouse Mill Lane had also been proposed as a critical traffic-calming measure, addressing high vehicle speeds on the straight approach to the Alexandra Road roundabout and improving safety for pedestrians and cyclists.

The Committee noted that the proposed Orders had been formally advertised between 4 September 2025 and 2 October 2025, during which two objections and one petition had been received. One objection and petition related to the proposed segregated cycle route and the peak-time no loading/unloading restriction (7–10am and 4–7pm) and the 24/7 no-waiting restriction on A652 Bradford Road. A second objection related to the proposed full-width raised traffic-calming plateau on Rouse Mill Lane.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues then received representations from Mr Mohammed Bhana.

Cabinet Committee - Local Issues - 18 February 2026

In the discussion to follow, the Committee highlighted the officers' responses to the objections and noted the importance of encouraging active travel and in doing so it was essential that cycle lanes are unobstructed by parked vehicles. It was also noted that loading activity, along the corridor, outside of peak hours would still be permitted.

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

RESOLVED: The objections to the proposed Traffic Regulation Amendment (No 14) Order 2025 be overruled and that the scheme be implemented as advertised.

40 **Objections to Amendment No 21 2025 Proposed No Waiting At Any Time, Moor Lane/Delph Lane/Netherton Moor Road, Netherton, Huddersfield**

The Committee considered the objections received to the proposed waiting restrictions at the junction of Moor Lane/Delph Lane/Netherton Moor Road, Netherton as part of Traffic Regulation Order AMD No 21 2025.

Philip Waddington, Group Engineer presented the report, and it was explained that The Committee noted that the scheme proposed improvements at the junction of Moor Lane, Delph Lane and Netherton Moor Road in Netherton as part of the 2025/26 Casualty Reduction Programme. The scheme involved kerb-line realignment, widening footways, narrowing the carriageway, and introducing double yellow lines on all four arms of the junction to improve visibility, pedestrian safety and junction operation by removing obstructive parking. The proposals supported ongoing efforts to reduce the number and severity of personal injury collisions recorded at the junction.

The Traffic Regulation Order was formally advertised from 26 November 2025 to 24 December 2025, during which three objections were received, all from local residents and primarily concerned the loss of on-street parking.

Officers responded that the proposed restrictions were essential to improve visibility and reduce collision risk, noting site observations and evidence showing that indiscriminate parking—particularly during school peak times—contributed to congestion, safety issues, and poor intervisibility. Officers confirmed that the length of double yellow lines was necessary to meet recommended visibility standards and that reducing the restriction would compromise the scheme's safety benefits. It was also noted that further comments have been sent by one objector via email reiterating some points raised in the objections. Members of the Committee confirmed this information had been considered prior to making a decision, and it was agreed that officers would respond to follow.

The Committee noted the officer responses, and in the discussion to follow, it was highlighted that the scheme formed part of the Council's wider progression towards Vision Zero, aimed at reducing collisions to zero, with the location recognised as particularly dangerous during school drop-off and pick-up periods; it was further noted that no objections had been received from Ward Members.

Cabinet Committee - Local Issues - 18 February 2026

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

RESOLVED: The objections to the proposed Amendment No 21 2025 Proposed No Waiting At Any Time, Moor Lane/Delph Lane/Netherton Moor Road, Netherton, Huddersfield be overruled and that the scheme be implemented as advertised.

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

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

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

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

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

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

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

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

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

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

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

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

(b) either -

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

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



**REPORT TITLE: To consider objections received for TRO AMD No 23 2025
Eastborough Crescent, Dewsbury - Proposed Removal of existing Permit Parking**

Meeting:	Cabinet Committee – Local Issues
Date:	13 March 2026
Cabinet Member (if applicable)	Cllr Tyler Hawkins
Key Decision Eligible for Call In	No Yes
<p>Purpose of Report: To consider objections received to an application for the removal of permit parking from more than 60% of the residents on Eastborough Crescent and an application for the permit parking to remain in the Eastborough area from a local ward councillor as part of Traffic Regulation Amendment (No 23) 2025</p>	
<p>Recommendations</p> <ul style="list-style-type: none"> • That the permit parking area on Eastborough Crescent and in the Eastborough area is formally removed in line with the Council’s approved policy used to assess and manage all permit parking schemes throughout Kirklees. • 82% of residents have provided written support for the removal of the permit-parking scheme from Eastborough Crescent and more than 60% written support from all the streets in the Eastborough area , and in accordance with the Council’s approved policy, which requires more than 60% support to qualify for these changes, that approval be given to remove the lines and signs on site and finalise the associated Traffic Regulation Order (TRO). <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> • In accordance with the Council’s permit parking policy, written support from more than 60% of properties within a permit parking scheme is required for the scheme’s removal. An initial application was received from 23 of the 28 properties (82%) on Eastborough Crescent. No objections were received from other residents when the current proposals were advertised. • A local ward councillor for this area did however ask for the other permit parking areas to remain in the Eastborough area. In order to review the initial decision to progress the removal of the permit parking here, majority support would be needed from the 3 ward councillors which was not attained. • Retaining the permit parking area despite this level of support for removal would be inconsistent with the Council’s permit parking policy. 	
<p>Resource Implications:</p> <p>The Traffic Regulation Order for the removal of the proposed permit parking scheme and the relevant lining and signing will be funded through the Parking Team.</p>	

Date signed off by <u>Executive Director</u> & name	David Shepherd : 11/02/2026
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney : 19/02/2026
Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?	Samantha Lawton : 25/02/2026

Electoral wards affected: Dewsbury East

Ward councillors consulted:

- **Dewsbury East councillors** – Cllr Eric Firth, Cllr Paul Moore, Cllr Cathy Scott

Public or private: Public

Has GDPR been considered? Yes

1. Executive Summary

1.1 A permit parking scheme on Eastborough Crescent was introduced in March 1992 to help ensure that residents could park close to their homes for the majority of the time. The scheme was amended in 2002 to include Sundays. These measures were implemented because the street is adjacent to the Dewsbury Market area, where car boot sales were taking place at that time, resulting in visitors parking in the surrounding streets and preventing residents from parking near their homes. At present the market is currently being upgraded and modernised and continues to attract people and may become more popular again in the future.

1.2 Following an approved increase in permit costs and an annual charge across the district in 2024 (as detailed as item 11 in the link detailed in the appendices), several applications for the removal of permit parking schemes were received in the Council in 2025. Reasons cited for their removal included the belief that the schemes were no longer needed, objections to the increased charges, questioning the legality of the removal process, the consultation and the administration of permit parking schemes in the Dewsbury area and concerns about insufficient enforcement.

1.3 Each application received in 2025, for individual streets, to be removed from the permit scheme, were assessed in accordance with the Council's current permit-parking policy. Applications that provided more than 60% written support meeting the threshold for the removal of the scheme were approved to be progressed, subject to the subsequent processing of a legal TRO.

1.4 At that time residents from 23 of the 28 properties on Eastborough Crescent (82%) and more than 60% on each of the other surrounding roads including Battye Street (69%), St Philip's Close (67%) and Camroyd Street (94%) applied to request the removal of the permit parking scheme here. The remaining 5 properties on Eastborough Crescent did not sign this application. As these applications met the approved criteria set out in the

Council's current permit parking policy, this triggered the next stage of the process to begin to remove the scheme/s from each street.

2 Information required to take a decision

2.1 Scheme and TRO Background

2.2 Several applications were received from local residents in the Kirklees North area in 2025 requesting the removal of permit parking schemes. Each application was assessed on a street bystreet basis, and those who applied with more than 60% written support, meeting the required criteria (as detailed on page 4 in Appendix 3), were notified by letter that their request had been accepted, subject to the completion of a Traffic Regulation Order (TRO). Residents were advised by letter that the schemes would be suspended during the legal process to revoke them. Of all the proposals, only the permit areas in the Eastborough area received objections. Four from local residents of Eastborough Crescent and one from a local ward councillor throughout this area including Batty Street, St Philip's Street, Camroyd Street and Eastborough Crescent.

2.3 Processing a revocation to remove the permit scheme from Eastborough Crescent and the surrounding roads as shown on the plan detailed in Appendix 1 is a lengthy, legal process which can take up to 6 to 9 months to complete but is needed to comply with current legislation. The suspension of these schemes involved notifying residents of the process and giving them an opportunity to trial the removal of the permit areas to help them decide if this was the right decision for them during the TRO process and an opportunity to withdraw their application if the majority of residents, then reconsidered their initial decision.

2.4 This process also served as a reminder that due to financial and resource costs, if the revocation was successful and the scheme was fully removed, and parking issues returned, then residents would be unable to apply for the reinstatement of a permit parking scheme for two years, and only then, if the circumstances on the street were significantly different to those at the time of the scheme removal.

2.5 The proposals to remove the permit parking scheme on Eastborough Street and the surrounding roads were advertised between 18 December 2025 to 25 January 2026 during which time a petition and five individual objections were received as detailed in Appendix 2).

3. TRO Objections

Objection 1 – The objector asked for the permit area to be reinstated at a reduced cost for permits as random vehicles were being parked in the area and residents were struggling to park on their street.

In response to objection 1.

- a) In line with the approved permit parking policy, residents from more than 60% of the properties would need to provide written support for the scheme to be reinstated before the TRO is sealed and the scheme taken out. At present, there have been no new applications received supporting this decision. Approval for the proposals for resident and visitor permit parking was approved by Cabinet on 8 October 2024. There are no

current plans to reduce the approved permit costs however, in accordance with the Council's Financial Procedure Rules, prices will be reviewed annually and adjusted in line with inflation.

Objection 2 – The objector does not feel removing the permit parking here will benefit residents and will only cause more problems. They did not provide written support to the scheme's removal.

In response to objection 2.

- b) The current permit parking policy was developed to manage expectations of our residents and assist with a fair and consistent approach to the implementation and removal of permit parking schemes across the district. The policy states that if 60% or more residents no longer feel the scheme is necessary, then the scheme will be removed subject to the successful processing of a revocation. The policy requires residents to work collectively towards a shared outcome. As more than 82% of residents have indicated their support for the removal of the scheme, their request is required to take precedence in accordance with the approved policy framework.

Objection 3 – A local ward councillor has registered an objection to the removal of permit parking in the Eastborough area including Battye Street, St Philip's Close and Camroyd Street as well. They also submitted a formal challenge regarding the legal compliance, procedural fairness, consultation, integrity and transparency of the process.

In response to objection 3.

- c) A written response was provided to the Councillor outlining compliance with the approved Council permit policy, status of procedures and integrity and transparency of the process, compliant with current policy. The current permit policy has been applied consistently for the residents of Eastborough Crescent and the residents of all the other streets in this area. In line with the policy, in order for the Council to review the permit area as stated in the approved application pack, more than 50% support is required from local ward councillors. Support to the application process has been received from one of the local ward councillors (who collected the relevant written support to the scheme's removal) and during the public advertisement only one objection was received from the objector, and no response was received from the third Councillor. This does not meet the criteria for a review.

Objection 4 – The objector does want the permit parking scheme removing from Eastborough Crescent as they state other drivers are now parking outside their home making it difficult for them to park outside their home. They state they are happy to pay a yearly fee meaning they can park outside their own property.

In response to objection 4.

- d) As outlined above, the policy requires residents to work collectively towards a shared outcome. With more than 82% of residents indicating support for the removal of the scheme, their request is required to take precedence in accordance with the approved policy framework. Eastborough Crescent is adopted highway, and residents therefore

do not have a legal right to park directly outside their properties. Should the scheme be removed, parking along the street would then operate on an unrestricted, first-come, first-served basis.

Objection 5 – The objector contacted the Council to formally request the reinstatement of the residential permit parking scheme on Eastborough Crescent, citing difficulties experienced by residents as a result of other drivers parking for extended periods without restriction. The Council explained the process required to retain a permit parking scheme and issued an application pack to enable residents to gather the necessary level of support, in line with the policy requirement for more than 60% endorsement for the scheme to remain in place.

In response to objection 5.

- e) The applicant has been advised of the criteria necessary for a valid submission; however, no further application has been received to date.

Objection 6 – The objector submitted a formal application for the reinstatement of the permit area stating residents have had ongoing parking difficulties due to non-residents starting to park here,

In response to objection 6.

- f) Unfortunately, the application was unsuccessful on this occasion, as names were provided without corresponding addresses and the required written support was incomplete.

3.0 Implications for the Council

Retaining the permit parking area despite this level of support for removal would be inconsistent with the Council's permit parking policy and may lead to inconsistencies in the administration of other schemes.

3.1 Council Plan

Annual charges for permits are required to contribute to the council recovering costs of administering a permit system. The parking permit policy clearly explains to residents what the Council can and cannot do in line, ensuring compliance with traffic management legislation. Working with and listening to local residents to understand what they need. Recognising the needs of the community in this area have changed and responding to those needs.

3.2 Financial Implications

If the objections are upheld, then this will be in opposition of the approved policy. This may result in the need to re-run consultation, analysing responses, committee reporting, portfolio briefings and correspondence handling resulting in future officer time. It would also mean that all residents would need contacting again to explain the decision which could then lead to complaints handling at a cost to the Council.

The reduction in permit parking income because of this decision would be approximately £10,078.55.

3.3 Legal Implications

- The revocation of the scheme has been consulted on and advertised, as legally required by:
 - The Road Traffic Regulation Act 1984
 - The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (1996 Regulations)
 - 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.
- The report considers changes to the Councils car parking permitting schemes in both Eastborough Crescent and in roads in the wider Eastborough area. These are covered by TRO s that are longstanding /mature schemes
 - Whilst initially it was thought that just residents of Eastborough Crescent wanted to be taken out of the wider scheme and it was proposed by the Council that other roads in the wider Eastborough area be retained within the existing car park permitting scheme, the Survey suggested a potentially different outcome.
 - The results of the consultation produced a conclusion where- by in addition to the Crescent, residents in a wider area expressed a wish to be taken out of the car parking permitting scheme. The Consultation revealed that 82% of the residents in Eastborough Crescent and over 60% in the wider area - (including Battye Street (69%), St Philip's Close (67%) and Camroyd Street (94%) applied to request the removal of the permit parking scheme here.)
 - Residents in these streets (mentioned above) indicated they wanted the parking permit restrictions removed and the existing TRO amended.
 - The Report therefore notes that retaining the Car Parking Permit Scheme across the wider Eastborough Area (despite the level of resident support for removal) would be inconsistent with the Council's permit parking policy. Whilst there is an Objection to taking the wider area out. However, to do so in these circumstances would be inconsistent with the current policy and the wishes of residents, furthermore, this objection has been fully rebutted in the report
 - Turning back to the Report. Overall it describes a) the consultation periods b) the application of the Councils Car Parking Scheme Policy c) the evaluation of responses and d) in accordance with policy explains that by virtue of wishes of those that have responded more than 60% of

respondents across the wider Eastborough area have expressed a wish to come out of the scheme and it is on this basis the matter is being taken forward

- Some residents have raised the matter of reduced cost and staying in the scheme but paying less. A Local Councillor has also raised objection to the wider withdrawal from the scheme. Wishing to retain the controls over the roads in the wider area whilst one Local Councillor supported the removal and one did not respond.
- As a result of these differing views, this proposal is being reported to Cabinet Committee Local Issues for consideration by Members of the matters raised. All the steps taken in considering these objections have been fair clear inclusive transparent and consistent with the application of the current policy.
- One of the objectors raised a question about legal compliance with policy and the procedures applied to proposals under the Councils Car Parking Permit Scheme.
- Looking at the report and steps taken the way that the review of the the car parking permit scheme has been undertaken and the way the Council is proposing to respond to the consultation involving a report to Cabinet and Members is in terms of any legal critique rational fair and reasonable. It has followed the Councils policy, and the procedures have been carried out in a consistent and transparent way.
- The final evaluation will be by Members considering all objections and the information in this report which sets out background the process and fairly records the views of objectors in a balanced and proportionate manner.

3.4 Climate Change and Air Quality

Under 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 commit to improvements to congested junctions and supporting / encouraging active travel and modal shift on journeys to the nearby school.

Although removing the permit parking would essentially remove any restrictions on parking here and car numbers may increase, the Council are committed to working with the nearby school on Rockley Street to support the Council's commitments to addressing the climate emergency by enabling a modal shift towards more sustainable modes of transport to and from the premises.

- 3.5** As part of another scheme, there are also plans to introduce a traffic calming scheme on Battye Street which is being funded by a collaborative initiative between Kirklees Council and the West Yorkshire Combined Authority and is funded by the Transforming Cities Fund. The aim of this scheme is to reduce congestion, improve air quality, and improve facilities for pedestrians and cyclists.

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

- None other than that set out above under 'Legal Implications'

4.0 Consultation

Consultations on the proposal have been carried out with residents, local ward councillors and statutory bodies in October 2025. Support to the application process was received from one of the local ward councillors who collected the relevant written support to the scheme's removal and during the public advertisement one objection from another Councillor was received along with four objections from local residents here. No response was received from the third Councillor.

5.0 Engagement

Statutory Consultees were consulted and no adverse comments were received.

Residents were notified of their application success and the subsequent process by letter once prior to the public advertisement of the proposals. During the public advertisement 5 objections were received against the proposal.

6.0 Options

- a) That the objections be outweighed, and the scheme removed as requested by more than 60% of the residents here.
- b) That the objections be upheld, and the scheme is reinstated.

Officer recommendation Option a) – that the objections be acknowledged, outweighed and the proposals to remove the scheme is advertised to be sealed and any relevant signs and lining be removed as soon as practical.

6.1 Reasons for recommended option

23 out of 28 properties on Eastborough Crescent (82%) signed to request the removal of the permit parking scheme. This meets the threshold set out in the permit parking policy which triggered the next stage of the process to remove the scheme.

6.2 Councillor Hawkins supports Officer recommendations (Portfolio Holder – Environment and Highways)

7.0 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 formally remove the lining and signing and the TRO sealed as soon as practical.

If CCLI members deem that the objections **are not** determined to outweigh the anticipated benefits of the revocations, then the proposals to remove the permit parking

here, as consulted and advertised, will not go ahead and residents will be required to reapply for permits before enforcement recommences.

Contact officer

- Karen North – Principal Technical Officer (highways lead for the scheme)

Tel: (01484) 221000 **Email:** karen.north@kirklees.gov.uk

8.0 Background Papers and History of Decisions

Appendices are attached as outlined below.

9.0 Appendices

- Appendix 1- TRO Plan
- Appendix 2- Full Objections (redacted)
- Appendix 3 – The Council's permit parking policy

10.0 <https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=139&MID=7709>
[Agenda for Cabinet on Tuesday 8th October 2024, | Kirklees Council](#) (Item 8)

11.0 Service Director responsible

Tony Galloway.

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Static Order Guide

Map page indicator

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

Change type

Indicates whether restrictions have been Added, Modified or Removed

Coloured spots

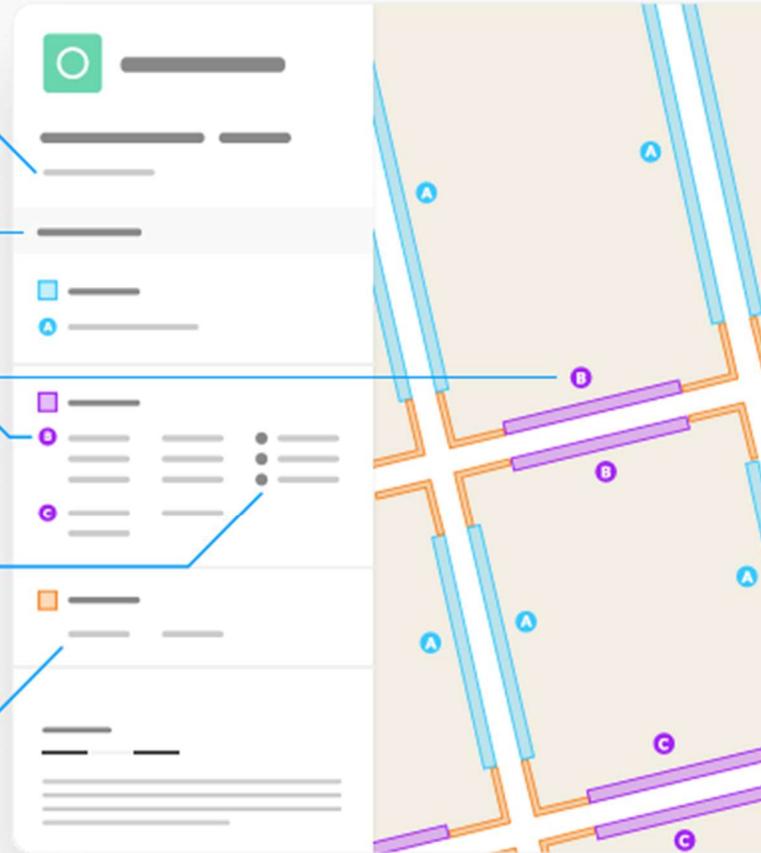
Restrictions with different attributes are marked with a lettered spot

Restriction icons

⌚ Min stay ⌚ Max stay ⌚ No return ⌚ Tariff hours
📅 Up to ⛽ Fuel surcharge 🗓 Event day ⚡ Emissions pricing

Restriction durations

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



Amd No 23 2025 NK

Map 3 of 5

REMOVED

- Permit holders parking place
- 06:00-18:00
- Permit Parking Area (Permit Holders Only)
- Permit holders parking place (Permit Holders Only)
- 06:00-18:00



Objection 1

From: [REDACTED]
Sent: 30 December 2025 15:24
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Objection DEV/HG/D116-2523(AO)

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

Hi there,

The permit scheme was recently removed in our area due to increased costs of permits. This has now affected us as random cars not from the area are parking on our street leaving us residents struggling to find parking spaces. Please could you reinstate the permit scheme but at a reduced cost.

From: [REDACTED]
Sent: 05 January 2026 10:10
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re: Objection DEV/HG/D116-2523(AO)

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

Hi there,

The street is [REDACTED], Dewsbury.

On Mon, 5 Jan 2026 at 10:04, TRO Objections <TRO.Objections@kirklees.gov.uk> wrote:

Good morning

Could you please confirm the street and area your objection is in relation please.

Kind Regards

Objection 2

From: [REDACTED]
Sent: 30 December 2025 16:05
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Objection DEV/HG/D116-2523(AO)

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

To whom it may concern,

I am emailing you regarding my objection to the plans to remove parking permits measures in my area. As the resident of [REDACTED] Eastborough Crescent, I feel that the plans for removing the permit parking would not benefit us as residents. I believe that it would only cause more problems. I did not agree for the removal of the permit system in the 1st place.

Kind regards

Objection 3

From: [REDACTED]
Sent: 30 December 2025 18:43
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Dewsbury East Ward DEV/HG/D116-2523(AO)

Ward Councillor – [REDACTED]

Date: 30th December 2025

I wish to register my objection to the removal of the parking permits in the Eastborough area.

I have submitted a Formal challenge regarding the legality, consultation and administration of the resident parking permit scheme affecting streets within my ward.

Battye Street

St Philip's Close

Eastborough Crescent

Camroyd Street

I am writing in my capacity as a [REDACTED] following direct engagement with residents on streets within my ward affected by the resident parking permit scheme.

Having spoken to resident's door-to-door, it is clear that opposition was not to permit parking in principle, but overwhelmingly to the level of charges imposed. Despite this, the Council has taken a series of actions which now raise serious concerns regarding legal compliance, procedural fairness, consultation integrity and transparency.

1. Contradiction between consultation notices and council actions

On affected streets, the Council has erected notices stating that residents have until 25 January 2026 to object to the removal of the resident parking scheme.

These notices imply the scheme remains formally in existence and that the Council is undertaking a consultation on its removal.

However, this is inconsistent with actions already taken, including refunding residents and greying out permit signage.

2. Status of the Traffic Regulation Order (TRO)

Please confirm whether the TRO remains in force, has been suspended, or revoked, and provide details of the decision authorising this.

3. Lawfulness and clarity of signage

Please explain how restrictions are adequately conveyed where signage has been obscured, and whether enforcement would be lawful.

4. Refunds and procedural authority

Please confirm the authority under which refunds were issued and whether a formal decision record exists.

5. Predetermination and consultation integrity

Consulting on removal after refunding permits and altering signage raises a serious risk of predetermination.

6. Immediate clarification required for residents

Residents require clarity on whether the scheme is enforceable during this period.

7. Political consistency and integrity of the consultation process

Residents have advised that [REDACTED], a [REDACTED] councillor, encouraged residents to sign a petition supporting removal of the scheme on the grounds of cost, stating this would prevent them from having to pay for a permit.

This is material given the charges were introduced by the [REDACTED] administration.

Taken together, this reinforces concerns that the scheme has unravelled due to an unsustainable charging structure rather than opposition to permit parking itself.

Conclusion

The scheme appears to have been informally paused without completing the required legal process. A written response addressing each point is requested.

Yours sincerely,

Objection 4

From: [REDACTED]
Sent: 01 January 2026 16:39
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Objection DEV/HG/D116-2523(AO)

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

Hi, I am a resident at Eastborough Crescent and I don't want the permits here to be scrapped. Reason being is because since they have been removed, a lot of random people have started parking here. Some cars we don't even recognise. So it is difficult to park outside our own home!

When we had permits, the parking was never an issue, everybody was fine.

For this reason, I think the permits should come back because as a resident, I don't mind paying a yearly fee for a permit which means I can park my car outside my own home with a random vehicle just parked there.

Objection 5

From: [REDACTED]
Sent: 04 January 2026 14:18
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re:DEV/HG/D1162523(AO)

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

To whom it may concern,

I would like to object to the parking permits being removed I would the parking permits to stay for Eastborough crescent as long as the permit price stays a fixed fee rather than increasing.

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 05 January 2026 11:52
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re: Re:DEV/HG/D1162523(AO)

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

Great, thank you so much!

[REDACTED]

From: TRO Objections <TRO.Objections@kirklees.gov.uk>
Sent: 05 January 2026 09:57
To: [REDACTED]
Subject: RE: Re:DEV/HG/D1162523(AO)

Good Morning

Thank you for your email it will be now passed to the engineer in charge of the scheme.

Objection 6

From: [REDACTED]
Sent: 07 January 2026 16:39
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Objection DEV/HG/D116-2523(AO)

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

Hi,

What's the process in regards to getting permits back in place at Eastborough crescent

Thanks

-----Original Message-----

From: [REDACTED]
Sent: 08 January 2026 10:15
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re: Objection DEV/HG/D116-2523(AO)

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

Hi,

Can you send me page 4 as a word document please

Thanks

> On 8 Jan 2026, at 08:17, TRO Objections <TRO.Objections@kirklees.gov.uk> wrote:

>

> Thank you for your email objecting to the proposed removal of permit parking along Eastborough Crescent, Dewsbury. Please note that there is a Policy in place for permit parking on the highway, which we have to adhere to. I have attached a copy of this policy for your information.

>

> For the scheme to remain in place, you would need to gain 60% written support from all your neighbours along Eastborough Crescent – if you achieve this, the permit parking areas will not be removed.

>

> However, if you cannot gain more than 60% support for the scheme to remain in place, then your objection will be considered at a future CCLI meeting and you will be invited to attend at that time.

From: [REDACTED]
Sent: 08 January 2026 10:30
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re: Objection DEV/HG/D116-2523(AO)

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

Would I have to post it to Streetscene
or can I email this address once filled in

From: [REDACTED]
Sent: 09 January 2026 14:11
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Re: Objection DEV/HG/D116-2523(AO)

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

Hi,

Please see attached,

Thanks

Applying for the introduction of a residential permit parking scheme

If after reading the following notes, you would like to apply for the introduction of a permit parking scheme, please complete page 4 of the application form and return to the following address along with written evidence from 60% of neighbours to support request:

Streetscene
Highway Safety
Civic Centre 1
High Street
Huddersfield
HD1 2NE

What is a residential permit parking only scheme?

Permit parking schemes are introduced in areas where, because of a factor such as a hospital or university, residents have difficulty parking within the vicinity of their home for the majority of the day. Permits give priority to residents and their visitors to park within the area covered by the scheme. Such schemes are of particular relevance in areas close to town centres and places that attract high visitor numbers.

To allow enforcement of the lines and signs on site, it is necessary to process a Traffic Regulation Order (TRO). Any objections to the formal advertising of any permit parking scheme as part of this process will be considered, and a ruling made, under the existing Council protocol for determining objections to Traffic Regulation orders.

Who can apply for a parking permit?

Residents can apply for a permit for each vehicle registered at their property plus one visitors permit.

Will I always be able to park outside my home or on my street?

A permit parking scheme will not guarantee parking space will be available to allow residents to park on their street. This depends on how many cars that residents own. Nor does a permit guarantee you will be able to park outside your home, as it does not allocate specific parking bays to specific residential/commercial properties within the scheme. Space on street will be available on a first come first served basis.

When are permit parking schemes used?

Permit parking schemes are used in residential areas where it can be shown that a nearby business, sports facility, hospital, university, shops/shopping areas impact on the ability of local residents to park in reasonably close proximity to their homes for the majority of the time.

Permit parking schemes are promoted when it can be documented on the application form at least 60% of those residents affected by the scheme support the proposals. So residents must collectively provide written evidence from at least 60% of their neighbours before a scheme can be considered.

When are permit parking schemes not introduced?

Permit parking schemes will not be considered where there are simply too many residential vehicles competing for limited road space without any third party influence.

Permit parking will not be considered in areas where more than 60% of the residences have off street parking facilities.

Permit parking will not be provided to resolve short term issues associated with parental parking outside of schools.

Permit parking will not be considered on individual streets in isolation as it would displace the problem to adjacent areas.

Any premises which become multiple residential occupancy after the implementation date of the relevant Traffic Regulation Order controlling the scheme, within which it is located, will not be considered for the allocation of permits.

What times are permit parking schemes in operation?

Permit parking schemes are usually introduced to deal with parking issues that happen between 8am – 6pm Monday – Friday, although some discretion may be applied.

Outside of these hours, other drivers will be able to park within the area without a permit.

The Council may, in consultation with residents and local Ward Councillors, choose to share permit parking spaces with either “Pay and Display” or “Limited Waiting” bays.

I am disabled, can I still have a disabled bay outside my home?

No. Disabled badge holders can not be exempt from displaying a valid parking permit. To avoid confusion of restrictions, advisory disabled parking place markings will not be installed within the boundaries of a permit parking scheme. Any that are in existence at the implementation of a permit parking scheme will need to be removed.

What will happen if I don't display a permit in my vehicle and still park in the permit area?

Drivers who do not display a valid permit which can easily be read

could, can receive a Fixed Penalty notice. A valid permit must be displayed on the inside surface of the windscreen or immediately below the windscreen. The details displayed on the front must be clearly visible to a person standing either in front of or to the side of the vehicle.

Kirklees Civil Enforcement Team or their nominated agents will be responsible for the enforcement of permit areas.

Permits may be revoked by the Council when an applicant moves addresses, the permit is found to be being used fraudulently or a replacement permit has been issued

What will happen if I lose my permit?

You can apply for a replacement permit. The original will then be cancelled.

What will happen if I no longer want a permit parking scheme outside my home?

Permit parking schemes, their extents, and hours of operations will be reviewed, if requested by over 50% of local residents or the majority of their local Ward Councillors.

If the influences leading to the introduction of the original scheme are no longer relevant, or 60% or more of the residents who respond to a review consultation no longer feel the scheme is necessary, and then the scheme will be removed.

These parking schemes will not be removed immediately, as there is a cost implication to the Council to do this, but it will be done in line with other Council priorities and as budgets allow.

However, if a decision is made to remove a permit parking scheme then the signs will be removed, and enforcement and permits withdrawn from that area.

If removed, permit parking would then not be considered for re-introduction for a minimum of 2 years and only then if the circumstances on street were substantially different to those evident at the time of removal.

Please complete all sections.

Application form for the introduction of a new residential permit parking scheme or the removal of an existing one

Lead Contact Details

Title

First Name

Last Name

Property No

Street or road name

District

Town

Postcode

Telephone No

Street names affected

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Eastborough Crescent
West Yorkshire
Dewsbury
WF13 1PQ
[REDACTED]
Eastborough Crescent

Reasons for applying

I am writing to formally request the reinstatement of the residential parking permit scheme on our street. Since the scheme was removed, residents have experienced ongoing parking difficulties due to non-resident vehicles occupying spaces for long periods. This has significantly reduced parking availability for residents and led to congestion and unsafe parking, including blocked driveways and restricted access for emergency and service vehicles. Reinstating the permit scheme would restore fair access to parking for residents, improve safety, and ensure the street functions as a residential area rather than an overflow parking zone. I urge the council to review this matter and reinstate the residential parking permit scheme as a priority.

Days/times of problem (E.g. A local sports club may cause problems Sunday evening during match times)

Parking problems occur **daily**, with peak pressure during both weekdays and weekends. Between 7:30am and 6:30pm. Parking spaces are regularly occupied by non-resident vehicles associated with a nearby garage, taxi rank, and traders working in the town.

Number of properties affected

[Redacted] Eastborough Crescent

Please list the number of local businesses/places of worship, etc. that would require customers or deliveries to park

Within close proximity to the residential street, there are several non-residential uses that generate regular parking demand including: local garage, taxi office, town traders, school & a mosque.

Number of signatures of neighbours demonstrating support for the request

[Redacted signatures]

Any other evidence to support your application (E.g. Photographs)



This page is intentionally left blank

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When are permit parking schemes not introduced?

Permit parking schemes will not be considered where there are simply too many residential vehicles competing for limited road space without any third party influence.

Permit parking will not be considered in areas where more than 60% of the residences have off street parking facilities.

Permit parking will not be provided to resolve short term issues associated with parental parking outside of schools.

Permit parking will not be considered on individual streets in isolation as it would displace the problem to adjacent areas.

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However, if a decision is made to remove a permit parking scheme then the signs will be removed, and enforcement and permits withdrawn from that area.

If removed, permit parking would then not be considered for re-introduction for a minimum of 2 years and only then if the circumstances on street were substantially different to those evident at the time of removal.

Please complete all sections.

Application form for the introduction of a new residential permit parking scheme or the removal of an existing one

Lead Contact Details

Title	<input type="text"/>
First Name	<input type="text"/>
Last Name	<input type="text"/>
Property No	<input type="text"/>
Street or road name	<input type="text"/>
District	<input type="text"/>
Town	<input type="text"/>
Postcode	<input type="text"/>
Telephone No	<input type="text"/>
Street names affected	<input type="text"/>

Reasons for applying

Days/times of problem (E.g. A local sports club may cause problems Sunday evening during match times)

Number of properties affected

Please list the number of local businesses/places of worship, etc. that would require customers or deliveries to park

Number of signatures of neighbours demonstrating support for the request

Any other evidence to support your application (E.g. Photographs)



REPORT TITLE: To consider objections received for proposed Traffic Regulation Order Reference Traffic Regulation Amendment (No 15) Order 2025 – Various Roads in South Kirklees

Meeting:	Cabinet Committee – Local issues	
Date:	13 March 2026	
Cabinet Member (if applicable)	Councillor Tyler Hawkins	
Key Decision Eligible for Call In	Yes	
Purpose of Report: To consider objections received to the Traffic Regulation Amendment (No 15) Order 2025 covering South Kirklees.		
Recommendations		
<ul style="list-style-type: none"> That the benefits of the scheme are deemed to outweigh the formal objections, and as such the proposed parking restrictions should be approved and implemented as advertised. 		
Reasons for Recommendations		
<ul style="list-style-type: none"> The objections to the proposal do not outweigh the benefits 		
Resource Implications:		
<ul style="list-style-type: none"> The design and implementation of the proposals have been funded through existing budgets and contribution via a planning condition. 		
Date signed off by <u>Executive Director:</u> <u>David Shepherd</u>	<u>David Shepherd</u>	05/02/2026
Is it also signed off by the Service Director for Finance:	<u>Kevin Mulvaney</u>	08/02/2026
Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer):	<u>Samantha Lawton</u>	26/02/2026

Electoral wards affected: Golcar, Newsome and Holme Valley North

Ward councillors consulted: Cllr Andrew Marchington, Cllr Angela Sewell, Cllr Graham Turner; Cllr Karen Allison, Cllr Andrew Cooper, Cllr Susan Lee-Richards; Cllr Charles Greaves, Cllr Donna Bellamy, Cllr Tony McGrath

Public or private: Public

Has General Data Protection Regulation been considered: Yes

1. Executive Summary

1.1 A traffic regulation order was advertised for south Kirklees which either created new or amended parking restrictions in ten separate locations across Huddersfield, Holmfirth, Honley and Slaithwaite.

1.2 Objections were received to the proposals in three of the locations: two separate locations in Huddersfield and one in Honley.

1.3 This report explains the objections and why we believe they should be overruled.

2. Information required to take a decision

2.1 A notice of proposals for the traffic regulation order was advertised from 22 September 2025 to 13 November 2025. The traffic regulation order covered a number of locations across south Kirklees. The eight objections received during the advertisement period relate to just three of the areas:

- i) Celandine Avenue/Raw Nook Road, Huddersfield.
- ii) Broadgate/Somerset Road/Longley Lane, Huddersfield.
- iii) Bradshaw Road in Honley, where a number of restrictions were proposed at junctions with Bradshaw Road.

2.2 One objection was received relating to the proposals on Celandine Avenue in Huddersfield. One objection relating to the proposals on Bradshaw Road in Honley. The remaining six objections all relate to the proposals on Somerset Road and Broadgate, Huddersfield. See Appendix 2 for the full objection details.

2.3 Objection 1 – Junction of Celandine Avenue/ Raw Nook Road, Huddersfield

The first objection relates to the Celandine Avenue/ Raw Nook Road junction, and the objector believes restrictions should have been included to remove parking from this junction as well as restrictions along Celandine Avenue that were contained in the TRO.

In Response

The parking restrictions proposed on Celandine Avenue are as a result of student parking from the nearby college. Over time the students have been parking in Dunsmore Drive, on New Hey Road and also on Celandine Avenue starting from the New Hey Road end.

The proposed restrictions are to make the road safer and more accessible to residents, while maintaining some level of parking. The objector suggests we should have included the junction of Celandine Avenue and Raw Nook Road, but the parking here was not as a result of students. The parking here is by residents and therefore much harder to deal with.

While we do not support parking within 10m of the junction as per the Highway Code we would find it extremely difficult to move cars when parking is in high demand in these areas. Although there has been parking in this junction, we found no personal injury collisions in our accident history suggests the junction is operating in a safe manner.

We cannot add restrictions into this TRO that are deemed missing by objectors, we would need to re-advertise the TRO, including the extra restrictions, if the decision was

made to uphold this objection. Or we could complete this TRO as per the existing restrictions and then create a new TRO, in order to advertise the changes, if the decision required them to be created.

2.4 Objection 2 – Broadgate and Somerset Road, Huddersfield

This objection relates to the restrictions being introduced on Broadgate and Somerset Road. The objector believes that those living at properties between no. 146 & 166 Somerset Road will suffer from increased parking problems as a result of this proposal for two main reasons:

- i) They have not been included in any permit parking and the parking outside these properties remains unrestricted.
- ii) The proposed double yellow lines would remove usable parking spaces that are currently relied upon daily. This will not reduce the number of cars needing to park — it will simply force them into even fewer available spaces.

The objector proposes an alternative arrangement as follows:

- Time-restricted permits (e.g., 08:00–18:00) rather than 24-hour restrictions, so spaces can still be shared among all residents outside peak periods.
- Permit eligibility extending to all households on Somerset Road, not just those between 168 and 186.
- Reviewing options for additional marked parking spaces on Broadgate where road width safely allows.

In Response

During a local consultation for those who would be affected by the scheme carried out in late 2024 there was no support from the residents for permit parking outside no.s 146 to 166. Despite our letter to these properties explaining that the planning permission for the vet's extension had a condition that meant they paid towards the traffic regulation order that would include resident permit parking outside 168 to 186.

We asked the residents directly if they wished to have permit parking included outside these properties. Nobody replied in favour of this and two properties objected to the installation of permit parking. For that reason, we did not pursue the permit parking in this location.

Secondly the proposed double yellow lines are only placed to improve visibility and remove obstructive footway parking from Broadgate. During the development of the scheme for the permit parking outside 168 to 186 Somerset Road we also received complaints from local residents about dangerous parking on Longley Lane and Broadgate near their respective junctions with Somerset Road. The advertised proposal has sought to prevent dangerous parking in these locations rather than remove usable parking spaces.

In the case of Broadgate, the dangerous parking involved cars parking on the footway and affecting visibility for car drivers and accessibility for pedestrians. Once you remove parking from the junction you also have to deal with its potential displacement and as a result the extent of double yellow lines on Broadgate were proposed. This dealt with the existing parking on the junction but also prevents parking too close to a number of private accesses, the back lanes to the houses on Somerset Road and the junctions of Templar Drive and Broadgate Crescent.

The layout of double yellow lines was the minimum required not to move the problem to an adjacent road, private access or back lane and therefore is appropriate.

In response to their proposed changes:

- Time-restricted permits (e.g., 08:00–18:00) rather than 24-hour restrictions, so spaces can still be shared among all residents outside peak periods. – ***Donaldsons Vets at Somerset Rd lists 114 staff currently and the opening hours are generally 8.30am to 6pm, but they do offer a 24-hour service so a number of staff will be onsite outside of these hours. Therefore, parking in the local area by staff will continue beyond the proposed 8 to 6pm limit.***
- Permit eligibility extending to all households on Somerset Road, not just those between 168 and 186. – ***The option for these properties to be included in the permit scheme was consulted on and found no support.***
- Reviewing options for additional marked parking spaces on Broadgate where road width safely allows. – ***Parking has only been restricted where it is necessary to do so to prevent visibility and access issues. The remainder of the road remains available to those who park safely and without causing obstruction. We do not mark bays that have no restrictions on them so marking additional spaces is not an efficient use of our resources.***

2.5 Objection 3 – Broadgate and Somerset Road, Huddersfield

This objector is concerned that the proposals will just move the parking to outside their house and to other unrestricted locations.

The objector states “please bear in mind that none of the suggestions you have made solve any problems, all it does is move it up or down the road”. The objector makes reference to an earlier consultation that proposed permit parking being included for the properties between 142 and 166 Somerset Road and what happened to it as it was not in the advertised proposals.

They finish by saying we should control the parking from Donaldsons vets, making them use their own car park.

In Response

This objector has concerns about displaced parking and the fact we never included the properties between 142 and 166 Somerset Road in the resident permit parking scheme. In their objection which can be seen in full in Appendix 2 they say they “We received a letter earlier this year about permit parking on our stretch of the road, I objected to that”. This was one of the properties that did not respond favourably to permit parking between 142 and 166 so we dropped the proposal from the scheme.

We had anticipated the displacement of the staff parking with the overall proposal and highlighted this in our consultation with the residents, but this did not result in any support for the permit parking here as explained in Objection 2 above.

Secondly the reason why we are adding restrictions to the road around Somerset Rd etc. is because we cannot control what goes on, on private land we cannot demand that Donaldsons change their policy toward parking by staff.

2.6 Objection 4 – Broadgate and Somerset Road, Huddersfield

This objector is concerned with limited parking being available for 146 to 164 Somerset Road while properties between 168 to 186 Somerset Road will benefit from a permit parking bay which will exclude all other road users 24/7.

They suggest some alternatives if the Vets cannot be persuaded to make full use of their parking spaces, as follows:

- Either implement time restricted permit only parking outside 168 to 186 from 08:00 to 18:00 OR remove the restriction that only houses from 168-186 can access the permits
- Create additional legitimate parking spaces along the north side of Broadgate near the Somerset Road junction and use double yellow lines on the opposite side only. Broadgate is wide enough to accommodate three vehicles, is not a busy road and the yellow lines would ensure visibility of traffic travelling north towards the junction.

In Response

As clarified in objection 2 & 3 the properties between no. 146 & 166 Somerset Road were consulted on whether they wanted to be included in the permit parking and there was no support for it.

The reason for not changing the times of the permit bay outside 166 to 186 Somerset Road is clarified in objection 2. The request to remove the permit parking here would also be contrary to why the scheme was developed. Ever since the vets has opened these properties have had to deal with staff parking and they reached out to the Council to see if we could change that.

If we dropped the permit parking here, then nothing would be improved and the funding received from the vets as part of a planning condition would have been wasted.

2.7 Objection 5 – Broadgate and Somerset Road, Huddersfield

This objection is on the grounds that the Highway Code Rule 243 states you should not park within 10 metres of a junction, so the double yellow lines proposed do not need to be any longer than that.

By having double yellow lines longer than 10m we will be pushing the problem somewhere else.

In Response

The objector is correct that parking within 10m of a junction is something drivers should not do as per Highway Code Rule 243. However, we disagree that the double yellow lines should therefore stop at 10m from the junction with Somerset Rd.

As stated in the response to objection 2 we have to also think about where this parking is being displaced to and that is why we have continued further up Broadgate. By proposing the additional double yellow lines, we are protecting the visibility out to the back lanes for the properties on Somerset Road, the private accesses and the junctions of Templar Drive and Broadgate Crescent. After these lines it is then safe and appropriate for drivers to park on Broadgate as long as they don't block drives or footways.

2.8 Objection 6 – Broadgate and Somerset Road, Huddersfield

This objector is concerned that these restrictions will “make it more difficult for my parents as the staff from the vets will have less available space to park, so are more likely to park outside my parents home, making it more difficult for family to be able to park to help them.”

They too have raised concerns that Vet staff should be parking in the car park and not on these roads.

In Response

It is clear that the proposals will displace some parking from the resident permit bay and the dangerous parking on the junction, but the amount of parking is unlikely to change the effect on this property.

The property would already be affected by the parking on Broadgate and immediately outside this property is still unrestricted so the possibility of someone else parking outside the property has not changed.

2.9 Objection 7 – Bradshaw Road, Honley

The objector believes we are not dealing with all the issues on Bradshaw Road.

They believe the junction of Bradshaw Crescent is probably one of the worst junctions for visibility that joins Bradshaw Road and the entry/exit is frequently congested due to the density of terrace houses that do not have off road parking. For the reasons for doing the junctions in the TRO we should also include this one.

The second point they raise is that the new double yellow line coming from the junction of Stoney Lane, outside the pub does not go far enough, it needs to continue on toward the junction with Meltham Road to tie-in with a new layout under construction.

In Response

Bradshaw Crescent was investigated during the initial work but as no personal injury collisions were found in our accident database, we did not feel the location required the same action as the other junctions concerned.

The second location identified covers outside the Blue Tiger Restaurant and again no personal injury collisions were found in our database that related to parking here. In this case the section of road is likely to be parked on briefly while take-aways are collected from the restaurant. Even if we installed double yellow lines, it would be very difficult to enforce due to the short duration of stopping.

Overall, we feel it is better to leave the road as it is currently as anyone looking to park for longer time periods will use the car park that belongs to the restaurant.

2.10 Objection 8 – Longley Road, Huddersfield

The objector believes we need to add a section of double yellow lines to both sides of the road outside 7,9, 12 & 14 Longley Road. This is to improve safety and visibility for both drivers and pedestrians, who are negatively impacted by parking blocking these footpaths/crossings.

The location is made up of property accesses and an alleyway running between 7 & 9 and 12 & 14 respectively.

In Response

The request for additional double yellow lines cannot be fulfilled as part of this TRO, as they never formed part of the advertised Order. In order to place TROs here we would need to consult and advertise a new TRO.

It is our policy not to create double yellow lines to resolve parking issues for individual properties, unless we resolve it as a consequence of installing restrictions to deal with issues that affect the wider population or relate to road safety improvements. There are no personal injury collisions at this location, so we would not propose to install double yellow lines at the accesses/alleyway exit point in this case.

3. Implications for the Council

3.1 Council Plan

These parking restrictions are contributing to our Council Plan by providing a safer and less congested environment for all road users on the highway network.

3.2 Financial Implications

Funding for this scheme has been secured from our Traffic Regulation Order budget and supplemented by a contribution as a result of a planning condition for the extension to the vets. The monies received as part of the planning condition has been spent as part of the preparation and advertising costs for the TRO; therefore, no monies will remain to be returned.

3.3 Legal Implications

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

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

3.3.2 Under 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.
- c) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).

d) 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 e) Any other matters appearing to the local authority to be relevant.

3.3.6 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.

3.3.7 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 at times listed under Regulation 9(3)(a) of the 1996 Regulations, 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.

3.3.8 If the objection is upheld then none of the proposed TRO on Longley Lane, Somerset Road, Broadgate and other adjacent roads will be installed. The road will remain unrestricted and at risk of the existing unsafe and inconvenient parking issues first raised by residents in the area.

3.3.9 This is a geographically wide-ranging TRO and its proposals have generated a range of area specific objections. The report includes details of the consultation process and the evaluation undertaken of the points made. There are a number of objections reported some of which ask for measures that were not proposed and advertised others for mitigation where the data of accidents/injury do not support a change.

The section dealing with Objections is extensive and comprehensive responses are provided. The above paragraphs describe the procedures followed.

The next stage is set out below next steps Section 8 which involves Members evaluating the responses to the objections and deciding whether to affirm the Order.

3.4 Climate Change & Air Quality

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

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

As this traffic regulation order aims to control parking and reduce congestion in this will have a positive effect on Climate Change and Air Quality and is in line with our current Strategy.

4 Consultation

The scheme was developed over an extended time period and the properties affected around Broadgate and Somerset Road, the proposals were consulted in Sept/Oct 2024, during which we received a number of comments that led to a slightly amended layout.

This consultation also showed no overall support to the properties between 146 & 166 Somerset Road for permit parking.

Consultation with statutory consultees was then carried out in December 2024, with no comments received.

The scheme was then added to the wider Traffic Regulation Order and advertised in September 2025.

The Celandine Avenue area was consulted in March 2025, and some comments resulted in minor changes to the restrictions layout.

The Bradshaw Road element of the TRO was consulted on in July 2025, and no comments were received from those affected.

5. Engagement

As described in the consultation paragraph above.

6. 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)

7. Reasons for recommended option

- 7.1 The officer recommends these proposal as it ensures that parking becomes restricted to safe areas and the residents of 166 to 168 Somerset Road have an opportunity to park.

For Raw Nook Road/Celandine Avenue the improvement suggested by the objector cannot be included in the existing proposed traffic regulation order, but we will monitor the situation in the future.

For Bradshaw Road we do not support the suggested additions as the locations have no personal injury collisions, so making changes here would be low on our priority.

The Longley Lane proposals only improve things for a small number of drives and access to an alleyway, as a result we would not have recommend any restrictions here as part of any normal investigations. So, it would not be appropriate to recommend installing double yellow lines to deal with the problem raised.

- 7.2 Councillor Hawkins supports Officer recommendations (Portfolio Holder – Environment and Highways)

8. Next steps and timelines

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

If Cabinet Committee Local Issues, **deem that the benefits of the scheme do outweigh the objections** 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 objected to will be removed from the overall TRO and the safety benefits and parking controls will be lost.

9. Contact officer:

Ken Major
Principal Engineer
(01484) 221000

Email: ken.major@kirklees.gov.uk

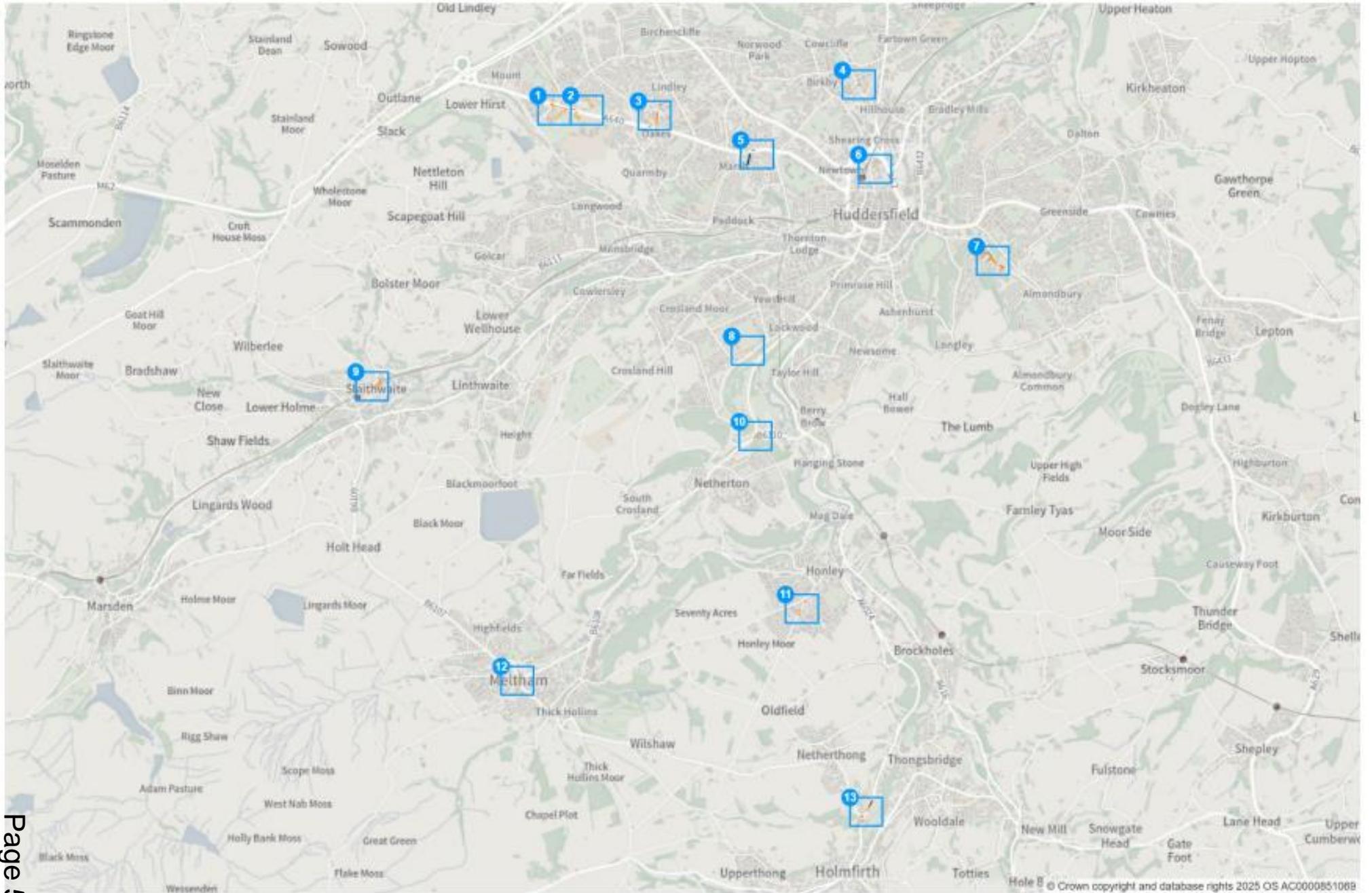
10. Background Papers and History of Decisions

Non

11. Appendices

Appendix 1 - Plans
Appendix 2 - Objections as received [redacted]

12. Service Director responsible: Tony Galloway



Static Order Guide

Map page indicator

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

Change type

Indicates whether restrictions have been Added, Modified or Removed

Coloured spots

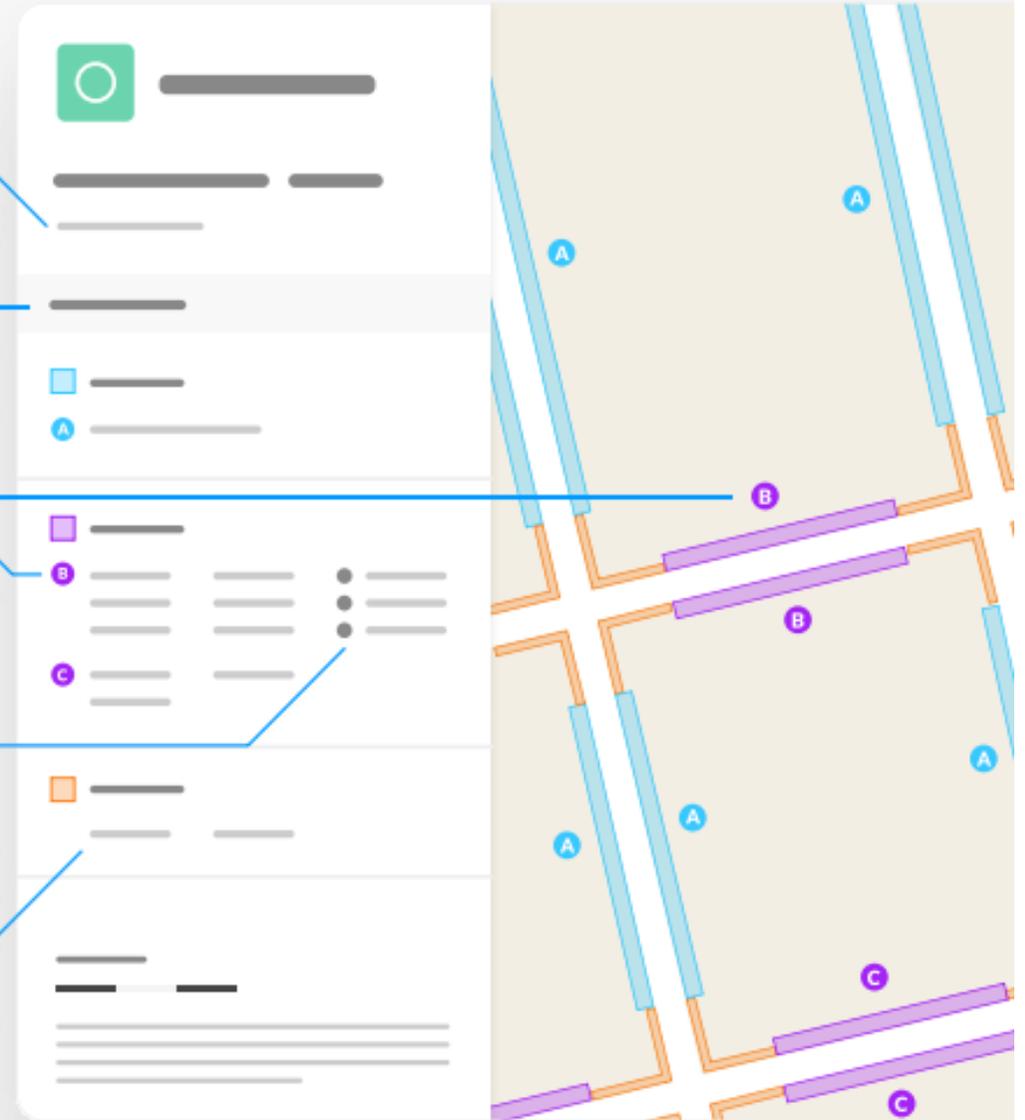
Restrictions with different attributes are marked with a lettered spot

Restriction icons

- ⊕ Min stay
- ⊕ Max stay
- ⊘ No return
- 🕒 Tariff hours
- 📅 Up to
- 🛢 Fuel surcharge
- 📅 Event day
- 📉 Emissions pricing

Restriction durations

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



Objection 1

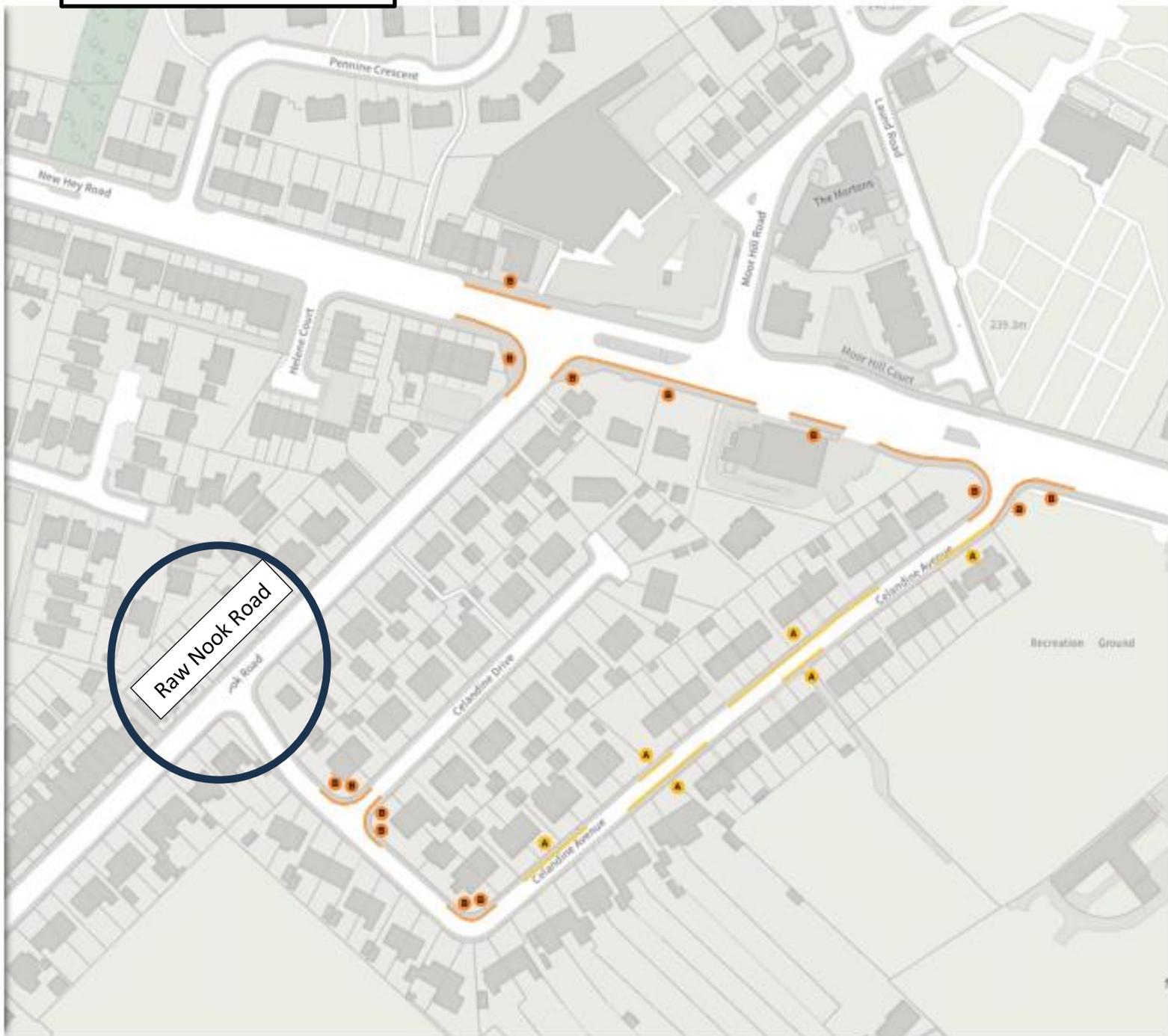


Amd No 15 2025

Map 1 of 13

ADDED

- No waiting
- Mon-Fri 10:00-12:00 14:00-16:00
- No waiting at any time
- At all times



Amd No 15 2025

Map 2 of 13

ADDED

-  No waiting
-  Mon-Fri 10:00-12:00 14:00-16:00
-  Mon-Fri 08:30-15:30
-  No waiting at any time
-  At all times



Amd No 15 2025

Map 3 of 13

ADDED

- No waiting
- Mon-Fri 08:00-18:00
- No waiting at any time
- At all times
- Permit holders parking place
- At all times

MODIFIED

- No waiting at any time
- At all times



Scale: 1:1250 0 20 40 60m

NW 411484.988, 417856.161 SE 411899.096, 417496.4
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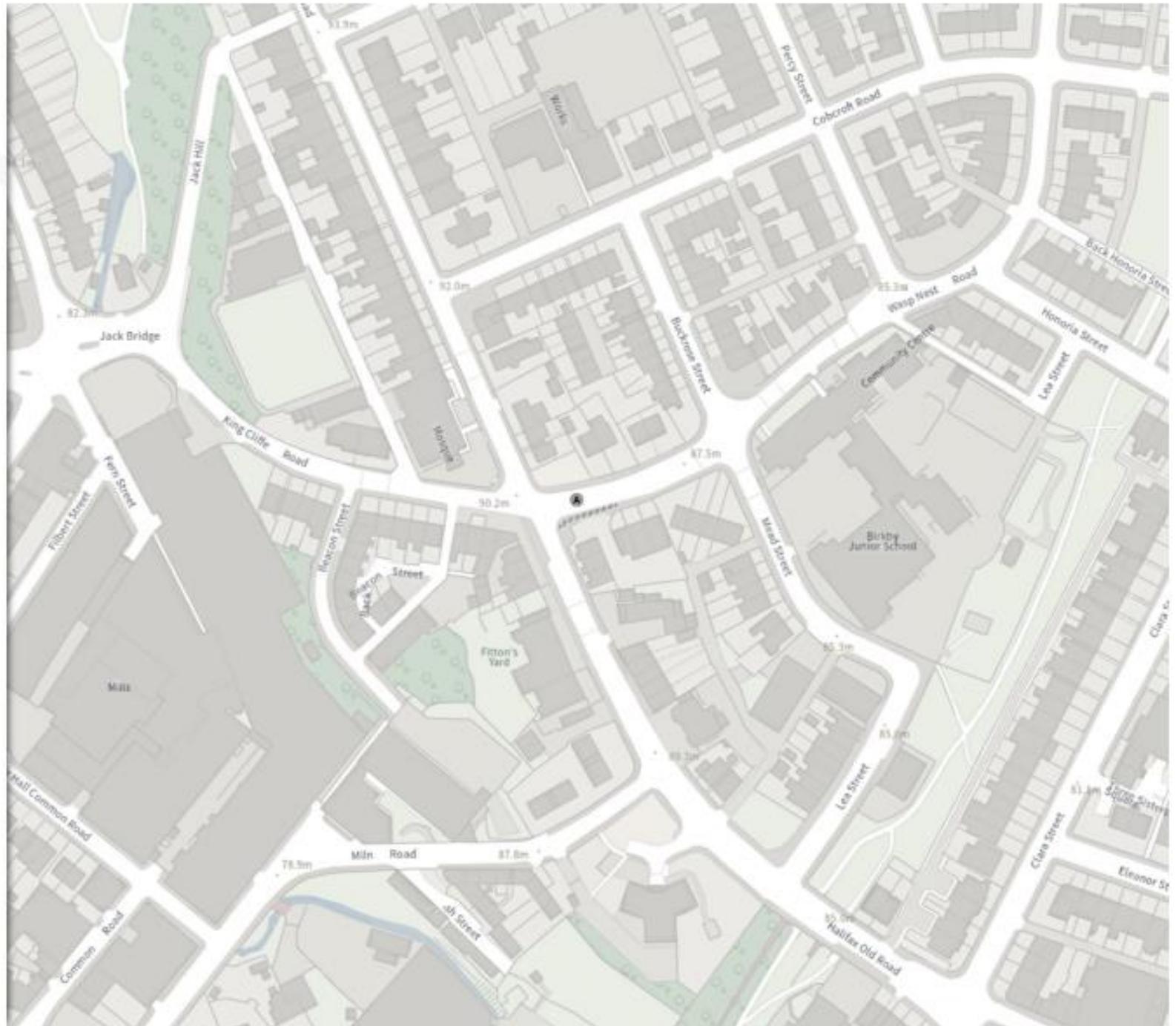
Amd No 15 2025

Map 4 of 13

REMOVED

No waiting

Mon-Sat 06:00-18:00



Amd No 15 2025

Map 5 of 13

ADDED

Disabled persons' badge holders parking place

Mon-Sat 08:00-18:00

No waiting at any time

At all times

Permit holders parking place

08:00-18:00

MODIFIED

Free parking place

Mon-Sat 08:00-18:00

REMOVED

Permit holders parking place

Mon-Sat 08:00-20:00



Scale: 1:1250

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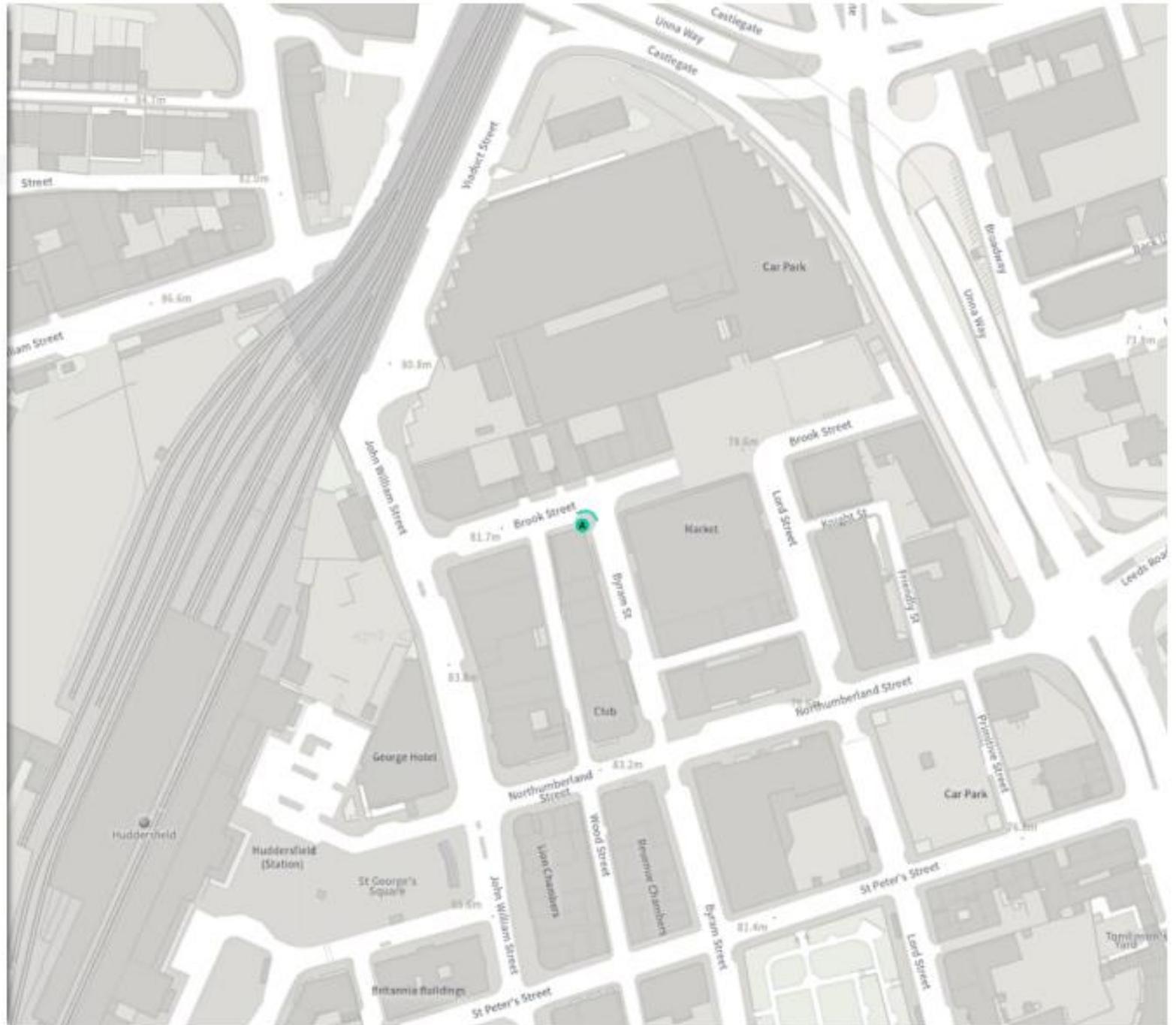
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Amd No 15 2025

Map 6 of 13

ADDED

- Shared
- No waiting at any time
At all times
- No loading
Mon-Fri Thu Sat 10:00-16:00



Scale: 1:1250 0 20 40 60m

NW 414274.124, 417196.62 SE 414688.504, 416837.052

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Objections 2,3,4,5,6 & 8



Amd No 15 2025

Map 7 of 13

ADDED

- No waiting at any time
- At all times
- Permit holders parking place
- At all times



Objection 2,3,4,5,6

VETS

Objection 8

Objection 8

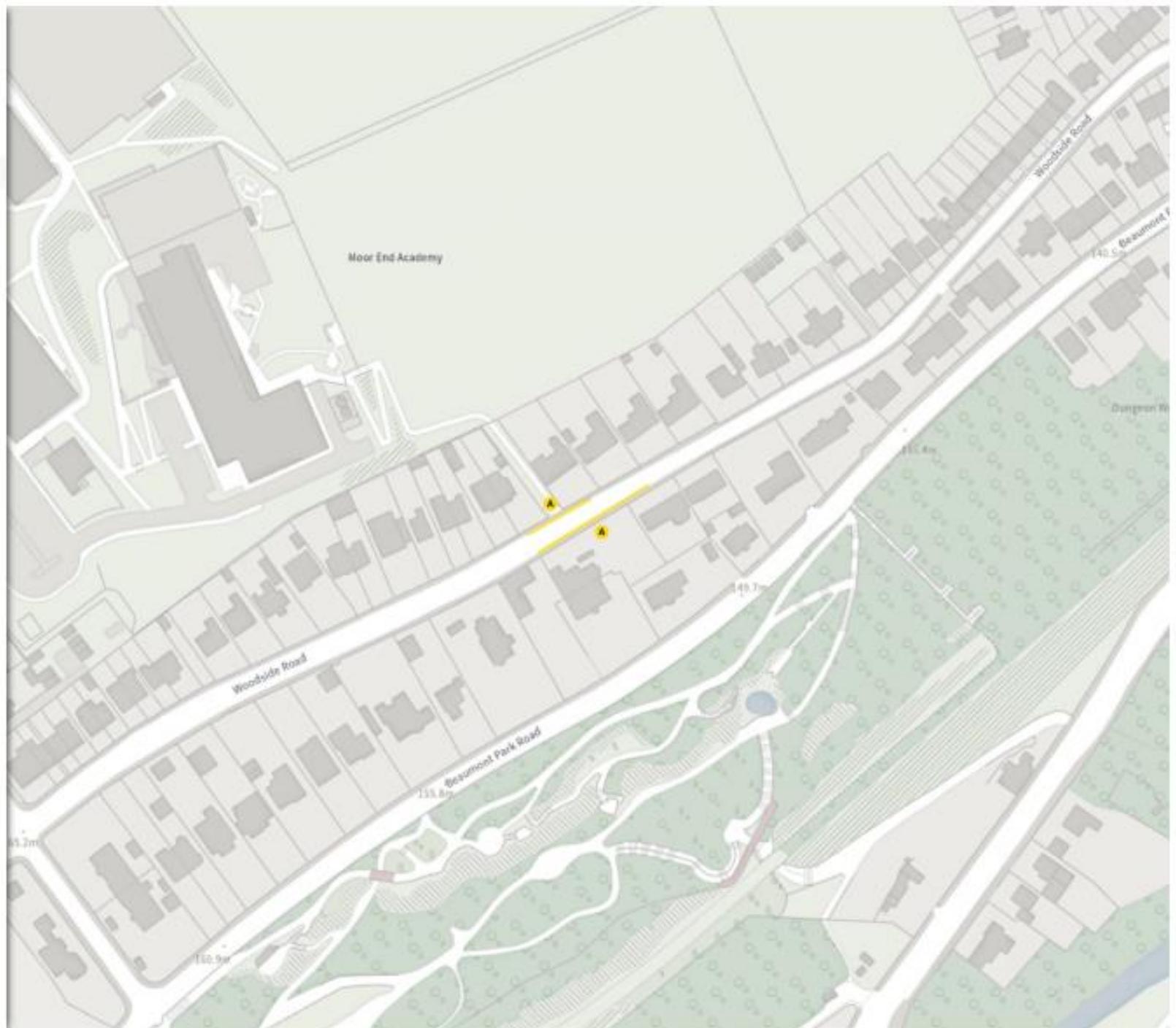
Amd No 15 2025

Map 8 of 13

ADDED

Prohibition of stopping on school entrance markings

Mon-Fri 08:00-09:30 14:30-16:00

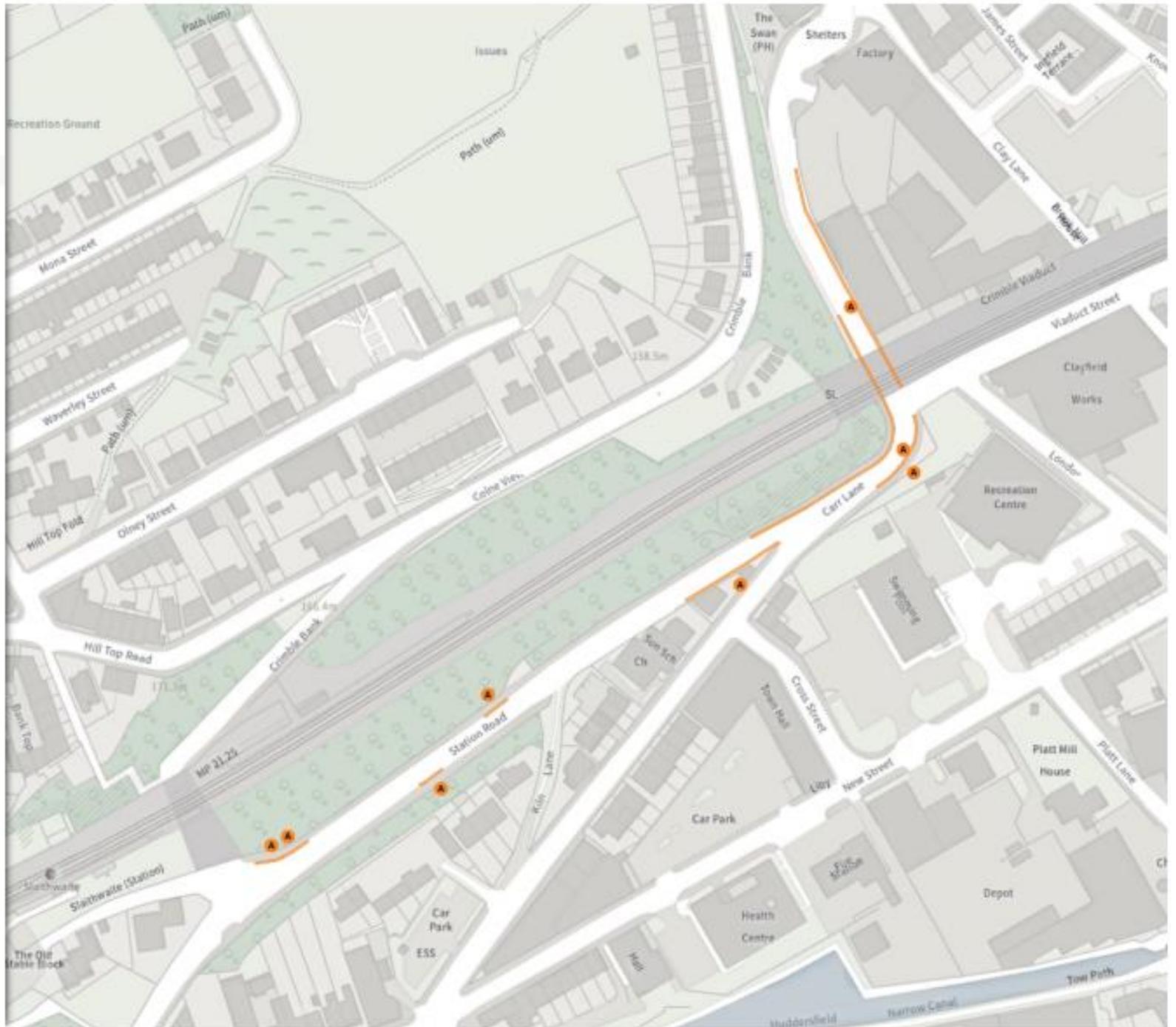


Amd No 15 2025

Map 9 of 13

ADDED

- No waiting at any time
- At all times



Amd No 15 2025

 Map 10 of 13

ADDED

-  No waiting at any time
-  At all times



Scale: 1:1250 

EW 412768.901, 413842.777 SE 413183.459, 413482.821

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Objection 7



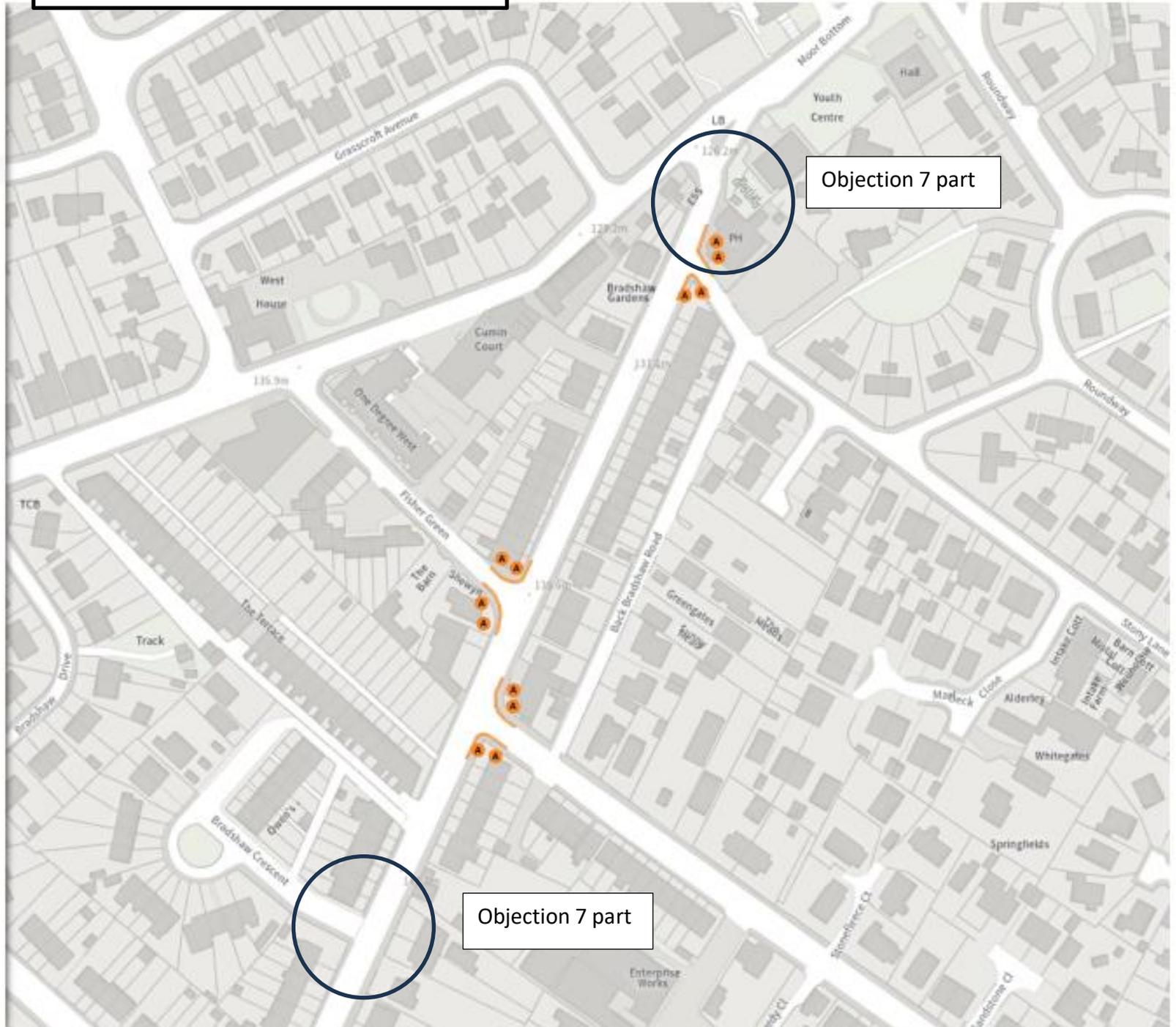
Amd No 15 2025

Map 11 of 13

ADDED

No waiting at any time

At all times



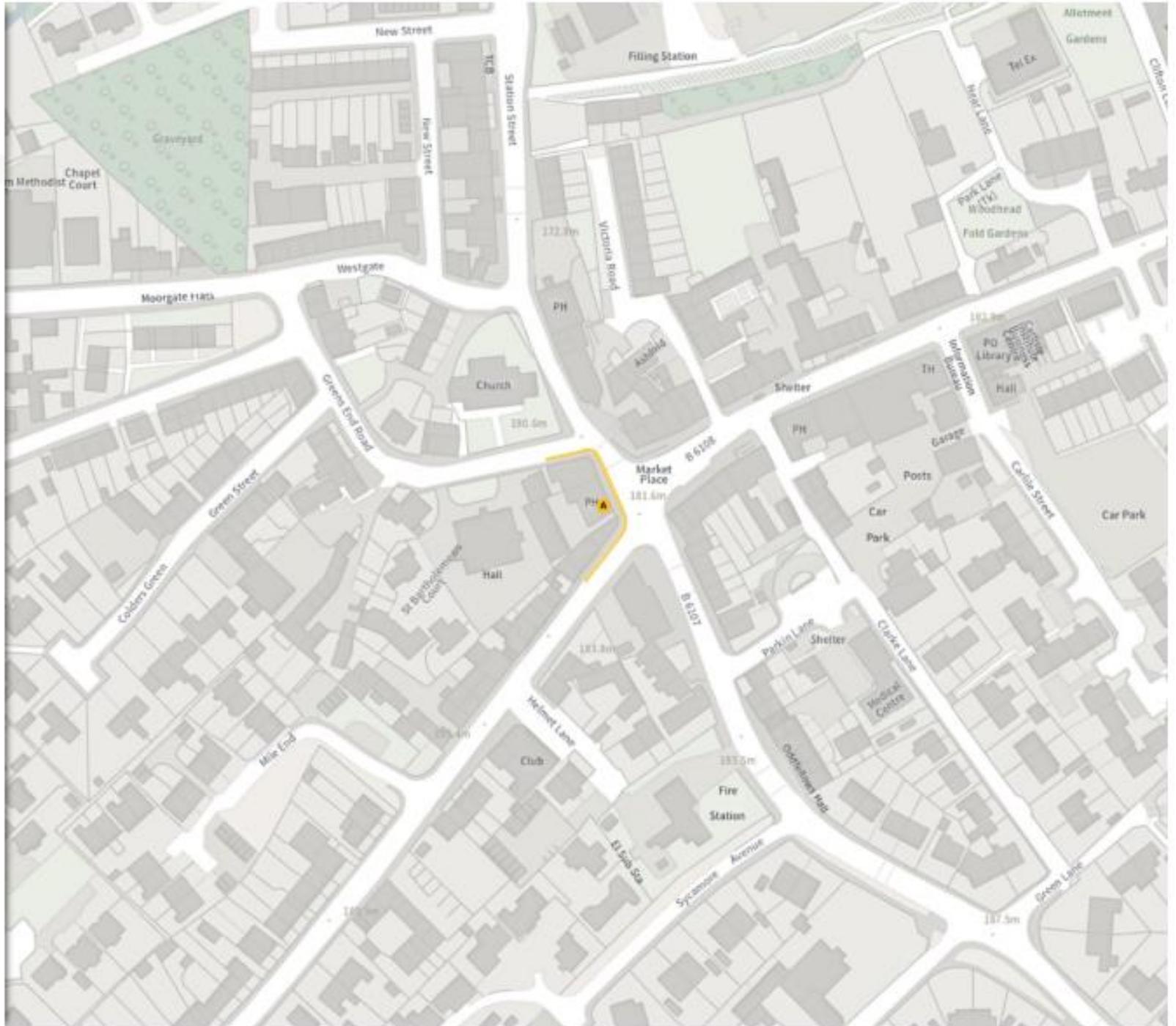
Amd No 15 2025

Map 12 of 13

MODIFIED

No waiting

Mon-Sat 08:00-23:00



Amd No 15 2025

Map 13 of 13

ADDED

 No waiting at any time

 At all times

REMOVED

 No waiting

 08:00-18:00



Scale: 1:1250 

414187.554, 409140.044 SE 414602.634, 408779.853

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Appendix 2 – Objections (Redacted)

Objection 1

My objection to this restriction is that it would have been better placed at the junction of Celandine Avenue / Raw Nook Road. Vehicles regularly park either side of this junction on Raw Nook Road and consequently block the view of on coming traffic coming along Raw Nook Road. The speed and volume of traffic along Raw Nook Road is now much greater than it has ever been making it more difficult to get out safely onto Raw Nook Road. In comparison the restriction proposed for Celandine Avenue/ Celandine Drive does not have anywhere near the same volume or speed of traffic I can see no reason why restrictions at both junctions cannot be included in your future plans.

Objection 2

To Whom it is about to concern

I am writing to object to the proposed parking restrictions affecting Somerset Road and the junction with Broadgate.

I understand that this scheme has been introduced in response to parking pressures, particularly during busy periods at the veterinary practice. While I appreciate the need to address inconsiderate and excessive parking, I do not believe that the measures currently put forward will resolve the problem. In fact, they are likely to **shift and intensify parking issues further down Somerset Road**, including directly in front of my own property.

The section of Somerset Road between numbers 146 and 166 already suffers from severe parking congestion. There are currently around fourteen households competing for a very limited number of available spaces, and further parking loss is expected when work begins at property number 150. Removing additional on-street parking and introducing permit-only spaces elsewhere will **reduce availability even further**, making it extremely difficult for residents in this stretch to park anywhere near their homes.

By contrast, the properties between 168 and 186 already benefit from a greater availability of parking, including private off-road spaces. Implementing a **24-hour permit-only zone** exclusively for this group of properties appears unbalanced and disproportionate, especially considering that the proposed scheme makes **no allowance** for residents in the oversubscribed lower section of the street. This would effectively create a protected parking zone for one group of houses at the expense of another, pushing all displaced parking demand into the already congested lower half of the road.

Additionally, the proposed double yellow lines would remove usable parking spaces that are currently relied upon daily. This will not reduce the number of cars needing to park — it will simply **force them into even fewer available spaces**, worsening

congestion, blocking driveways, and heightening frustration and conflict among residents.

If the parking pressures originate largely from visitor vehicles to the veterinary practice, then a more practical and balanced approach would be to explore solutions involving **use of the substantial on-site parking provision at the practice**, which has previously been highlighted but is currently under-utilised.

I would therefore ask that the council **reconsiders the current proposal** and instead looks at alternatives such as:

- **Time-restricted permits** (e.g., 08:00–18:00) rather than 24-hour restrictions, so spaces can still be shared among all residents outside peak periods.
- **Permit eligibility extending to all households on Somerset Road**, not just those between 168 and 186.
- **Reviewing options for additional marked parking spaces** on Broadgate where road width safely allows.

The core issue here is not about restricting parking but about **insufficient overall capacity**. Removing spaces and dividing the street into “those who can park” and “those who cannot” is neither fair nor workable.

For these reasons, I ask that the scheme is **not approved in its current form**.

Objection 3

To whom it may concern
I reside at nr #####.

This is my formal objection to the proposed plans for permit parking on Somerset road between Broadgate and the roundabout Donaldsons vets.
All this will do is move the problem to another area.. mostly outside my house, further down as there are no restrictions there and other areas

Please bear in mind that none of the suggestions you have made solve any problems, all it does is move it up or down the road..
The amount of staff at Donaldsons means that they have to park somewhere as they are not allowed to park in their own car park as the owners say "this is for customers only"

Putting double yellow lines on corners is always a good idea for safety, but please consider the knock on effect this will cause to other residents on the same stretch..

Between 142 and 166 somerset road there are always more cars than houses.. 22 houses in fact.. covering both sides of the road..
There aren't enough parking spaces for residents and everyday it's a fight for parking

This plan is NOT resident friendly and will cause more animosity between residents as the spaces become clogged by Donaldsons staff.

We received a letter earlier this year about permit parking on our stretch of the road, I objected to that and now everyone gets it except the ones that need it most, where did this idea go.. why was this scrapped...?

The houses between broadgate and the roundabout - of the 8 houses here at least 3 have parking in the rear garden, we are unable to do this

A better suggestion would be to control the parking from Donaldsons vets as this is what is causing the issue.. make them use their own car park as its half empty most days

Objection 4

Dear Sirs,

On behalf of numbers ##### and ##### Somerset Road, I wish to formally object to the proposed traffic restrictions which will affect the area around the junction of Broadgate and Somerset Road (HD5 8HY).

I understand that these restrictions are in response to an excess number of vehicles and some inconsiderate parking related primarily to the vets practice. Assuming that representatives from the council have already discussed this problem with the practice and that no progress has been made then possibly some restrictions are appropriate however, the current proposals will simply move the traffic problem further down Somerset Road and further along Broadgate making an already difficult situation worse.

Parking outside numbers 146 to 164 is already massively oversubscribed with approximately 13 spaces serving 21 houses. One of those spaces is a disabled space and at least 2 of the spaces will be removed when the development of the property at 150 commences, leaving one space for every two households, which is completely inadequate.

The houses from 168 to 186 where the permit area is proposed have approximately 10 spaces along Somerset Road plus several private off-road parking spaces - more than one space per property.

Introducing a homeowners only 24/7 permit scheme along this section of road is a poor use of a shared resource (i.e. the public highway) and will prevent owners in the 146 to 166 houses from being able to park safely within a reasonable distance of their properties.

If the vets practice cannot be persuaded to make full use of the 40+ parking spaces they have onsite (as I believe was mentioned in the original planning process) then I would like to suggest some alternative measures.

- Either implement time restricted permit only parking outside 168 to 186 from 08:00 to 18:00 OR remove the restriction that only houses from 168-186 can access the permits
- Create additional legitimate parking spaces along the north side of Broadgate near the Somerset Road junction and use double yellow lines on the opposite side only. Broadgate is wide enough to accommodate three vehicles, is not a busy road and the yellow lines would ensure visibility of traffic travelling north towards the junction

The basic problem which no number of restrictions will solve is that the area needs more parking spaces, not less. Even if the vet practice were not there, there would still be an insufficient number of spaces.

Please do not implement these restrictions as they currently stand.

Objection 5

Good morning

I would like to submit my objection to the proposed parking restrictions on the following roads :

Somerset Road, Longley Road, Broadgate, Broadgate Crescent, Templar Drive, Foxglove Road, Huddersfield particularly Longley Road, and Broadgate.

Your proposal is : To introduce a permit parking scheme for residents of Somerset Road and to remove dangerous and obstructive parking from other junctions in the area.

According to the Highway code Rule 243 you should not park within 10 metres of a junction. This rule is to ensure a clear view for drivers emerging from the junction and to prevent obstruction. Although it's a "DO NOT" and not a "MUST NOT," parking too close can still lead to a fine for causing an obstruction.

The reason: This distance is crucial to give drivers an unobstructed view when pulling out of the junction, and to allow pedestrians and cyclists to be seen easily.

The Highway code reasoning mirrors your proposal, however the flaw in your proposal being the length of the yellow lines which are longer than the 10 metres.

This needs to be reconsidered as indeed parking too close to a junction may be deemed an obstruction, it is not necessary to have yellow lines longer than the 10 metres.

Your proposal is only going to push the "problem" somewhere else, and as this issue has been brought about by residents complaints, it doesn't seem like it will solve anything.

A review of this proposal needs to be done.

Objection 6

I would like to add my concerns about the TRO aimed at Somerset Road, Broadgates and Longley Road in Almondbury, Page 7 of your map.

My elderly parents live at house #####. Family visit a lot. Both of my parents are in their 80s and their mobility is an issue, especially my mum. Their house is the only one on the street that does not have a dropped curb or drive. Their garage is at the back of the house, up the service road but my mum finds it extremely difficult to get in the car there so she always gets in and out at the front of the house. My dad cannot put her mobility scooter into his car while the car is in the garage so that has to be done whilst he is parked at the front of the house too. Parking off the road is impossible if we visit them as the service road cannot be blocked.

When Donaldsons vets was built, parking outside my parents home became really difficult. The staff who work at the vets started parking on Longley road, Somerset road and Broadgates. My dad asked for staff from the vets to not park outside their house, as, at one point 2 vet workers had parked so close to him that he could not move his car. He has photographic evidence of this. One particular member of staff was extremely rude, and contacted the police accusing my dad of harassment, with my dad receiving a police letter. This was subsequently withdrawn as the person who had complained gave wrong information to the police.

Donaldsons recently put in a planning request to expand. I know that there were concerns raised about this and the direct impact it would have on parking for residents, however planning permission was granted. This has led directly to the issues with parking that this TRO is now trying to resolve. There are more staff, so more cars and more ridiculous parking. On my most recent visit I saw cars parked fully on the pavement, one at the corner of Broadgates and Somerset road, meaning traffic coming up the hill could not be seen.

I do not believe that adding the yellow lines will solve the problem. I think it will make it more difficult for my parents as the staff from the vets will have less available space to park, so are more likely to park outside my parents home, making it more difficult for family to be able to park to help them. I also believe that it will just push the problem further up the Broadgates, Longley road and up and down Somerset road, with possibly more cars fully on the pavement. One resident has already told my dad that they are more likely to park outside my parents house as they wont be able to park outside their own home due to these lines.

I believe that the most effective solution to the problem is to have parking for the staff from the vets at their own location. My sister and I went to look at the vets the other day and out of all their spaces only 4 were actually occupied. I understand that people taking their pets need to be parked outside the vets but surely staff should be allowed to park there too. If they are struggling maybe finding space under the trees to add more spaces would be the best solution. The issue at the vets should not be causing my parents so much stress.

I would really like to speak to someone about this. I know that the deadline for comments on the proposal is the 20th October, so probably the day you receive this email. My parents did not know anything about this until Wednesday when a friend sent a family member an image about it. I know they had received a letter in September 2024 but as nothing had happened they assumed that the plans had been dismissed. I am also aware that my dad had sent an email to Simon Sobanski when the plans originally came out. He did not get any reply and so I am including him in this email too.

Thank you for your support.

Objection 7

To whomever it may concern,

I would like to comment on the following proposed TRO Traffic Regulation Amendment (No 15) Order 2025 - Various Roads in South Kirklees.

Reference DEV/HG/D116-2514 (AO)

My comments are specifically in regards to Bradshaw Road, Stony Lane, Fisher Green, Long Lane, Honley to improve visibility for junctions on Bradshaw Road to support a road safety scheme.

As a resident, cyclist and driver of Honley, I am in full support of any road safety schemes including this one. However, I wish that you would please consider some additional measures to align with what you are already proposing.

1. Include Bradshaw Crescent into the scope of works.

Arguably, this is probably one of the worst junctions for visibility that joins Bradshaw Road and the entry/exit is frequently congested due to the density of terrace houses that do not have off road parking. For all the same reasons that you are proposing to carry out this work on 3 other roads that join Bradshaw Road, this road is no different and should not be excluded. It is used daily by the 30 properties on the crescent and some residents on Bradshaw Road, many with multiple car homes, bin waggons, postal workers and couriers to name a few. I have personally experienced and witnessed multiple near misses leaving from and arriving to this junction due to poor visibility which has involved school children walking to school, cyclists, horses and speeding motorist. The junction is practically invisible on approach and even more so at night due to lack of streetlighting on that side of the road, so more clearance around the junction would greatly improve visibility for pedestrians and other road users. I do welcome the traffic calming measures already planned for Bradshaw Road in the coming weeks and I think this would be a huge step to making this particular junction safer.

2. Extend the restriction from Stoney Lane to Moor Bottom junction.

As I write this email, I am aware there are some works taking place at the junction of Bradshaw Road and Moor Bottom with some changes to the traffic island. The map that forms part of this TRO does not reflect these current works and how the junction will look in the future which is drastically changing with an introduction of a cycle lane section. As I am sure all local people of Honley know, there is a very popular Indian restaurant very close to this junction (Blue Tiger). As this establishment offers a takeaway collection service, I have witnessed and experienced near misses on multiple occasions due to people parking their cars on the pavements and opening their doors without looking, double parking and blocking the bus stop opposite. This establishment has a large rear car park that could be used for collections to avoid this problem. Please see attached image to explain.

I hope you take these amendments into your proposed TRO as a positive way to further improve the road safety in the area.

Objection 8

Hello,

Regarding the proposed changes impacting Longley Road documented on map 7 of the proposal documents, I am the homeowner for ## Longley Road and we also struggle with parking blocking the alleyways to the side of and opposite my property - I'd like to suggest that you revise your proposed no-waiting to include these small areas to improve safety and visibility for both drivers and pedestrians, who are negatively impacted by parking blocking these footpaths/crossings.

I welcome the proposed changes are positive, but are likely to push the offending drivers further up Longley Road, including more blocking of this footpath.

I've highlighted the proposed area on your diagram below in red.

I look forward to your response.

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