

Objections to TRO No.16 2023 for Blackmoorfoot Road, Crosland and Bulay Road, Springfield Avenue, Nelson Street, Thornton Lodge

Blackmoorfoot Road objection

I am emailing in relation to proposed 'no waiting at any time' areas planned for Blackmoorfoot Road, Huddersfield, HD4.

After having read the proposed changes on the kirklees.gov.uk website, we are unable to determine whether the proposed changes affect the stretch of road directly outside the gates of our property, #####.

Our property is situated on the left-hand side of the road, if facing away from Huddersfield town centre. The small stretch of road between our neighbouring properties, #####, is currently used by our staff members to park their cars, as we have no space for staff vehicles on site. I have attached a satellite view of this area, indicating the stretch of road I am referring to, marked in red.

If the proposed 'no waiting at any times' plans are to cover the specific part of the road that I have indicated, then we would like to politely object to this proposal. This is because the staff vehicles are parked there safely, legally and without obstruction to other road users/pedestrians. As well as this, considering the other proposed plans for 'no waiting' on the remainder of this road, we would be extremely concerned for the safety of our staff, should they be forced to park their vehicles some few miles away from the premises.

Bulay Road, Springfield Avenue, Nelson Street objections

Objection 1

I actually enclose a copy of my email to Ken Major on the same issue from earlier in the year including multiple photos of what the roads are like during the day. The issue is mainly overnight resident parking when the double yellows will be difficult to enforce. Furthermore if this is a measure to aid bin collections then a bin collection which is after 9am for Bulay Road would instantly fix the issue. It seems this is already happening late mornings on a Friday with no hindrance now.

Sacrificing large swathes of on street parking "at all times" is really not progress. I also note that the TRO doesn't address the issue of parking on both sides of Bulay Road ... between no.6 and 40 approx. This is a more significant obstruction even to cars who have no issues turning at the junctions on to Bulay Road but struggle to get through parked cars on both sides of the road. Part pavement parking as we have near the junctions and on Springdale Avenue/Springdale street would help here. Can this be advised to the residents? Having no waiting at all the points highlighted on the draft but not addressing this double parking will just result in those cars being dumped here and make the obstruction worse albeit a bit further down the road.

Finally I strongly object to the double yellows proposed outside our property at no. 2 Bulay Road. Firstly I do not believe any restrictions or yellow lines are required here at all. The cars (not just ours) are always partly parked on the kerb/pavement. Also opposite the corner are multiple drives so no cars are on the opposite side to make this corner tight. It is in fact one of the widest junctions around here. Furthermore the length of double yellows is too long and really exaggerated at 20m+. Normally 2 cars park comfortably (partly on the pavement) on the north west side and one car on the north east side. These 3 cars NEVER cause an obstruction and would insist these spaces are not lost. These cars are of local residents and will just cause issues elsewhere. The corner is large/wide and sometimes someone may park a car on the curve but again partly on the pavement. Blocking this 4th car from parking may make sense (very limited double yellows ONLY on the curve - a bit like Hall Avenue and Springdale Avenue junction already in place) but again a more advisory approach especially on bin collection days may be more appropriate here. People have stopped double parking on the collection day so it can work without invoking a TRO.

I hope these comments can be taken into consideration. I am happy for you to contact me and discuss alternatives if still required. There was overwhelming rejection of the resident permit scheme and multiple residents are shocked at the proposed TRO and no one I have spoken to is in favour of it; everyone feels the price to pay for easier bin collections is too much here with the TRO with too much lost parking space. In fact most residents weren't even aware till this week as no one received anything in the post this time and someone had just seen the lamppost notice!

Objection 2

As someone who will be affected adversely by the above TRO, I am writing to object to the TRO as it stands. The reasons given for installing multiple no waiting restrictions around the area are misguided.

I would like to add the notice for this TRO was very poorly publicised to the locals. It appears it was a note taped to just one lamppost. In the past all residents have received letters in the post which didn't happen this time. Hence a lot of the residents this TRO will directly affect are unaware and may not be sending in an objection!

I appreciate that the bin wagons have difficulty accessing Bulay Road but the length of the no waiting restrictions which will be in force 24 hours a day 7 days a week is disproportionate. This is the very reason that the residents permit scheme was rejected earlier.

The reason cars are parking close to the corners is because of the lack of onstreet parking for the residents.

So near our house, junction of Bulay Road and Springdale Avenue, we get cars from Springdale street parking here. Likewise, similarly at Nelson Street. The garage on Bulay Road also contributes with some cars awaiting repairs.

As per previous letters from Ken Major, the parking restrictions are only really enforceable during 8am-6pm. There is ample parking during this time and parking on corners is not an issue once everyone has left for work/school run.

The bin wagons come once a week. Ruling out up to 40m of parking space at each junction is going to be catastrophic for an area that is short of parking already. It will inevitably lead to illegal parking; and more so at a time when enforcement will be less likely.

The TRO fails to acknowledge the much larger issue which will get worse once the corners are blocked off. Cars and small vans etc don't have issues at the corners. The biggest obstruction seems to be double parking on main length of Bulay Road "N.East Side". This leaves little room for even cars to squeeze through. It seems like the problem is just going to get kicked down the road. What good are free junctions for the bin wagons if they can't get through on the longer stretch of Bulay Road due to double parking. The TRO will be wiping out vast amounts of on street parking which is already in very short supply.

We have seen much improved bin collections lately as people are parking more sensibly or even elsewhere on bin collection days. Even avoiding the double parking.

The planned TRO has been poorly communicated to the residents and I am certain its unlikely that any resident would be in favour of the current proposal. It creates more problems than it solves. A targeted and more limited double yellows covering only the curved portions of the junctions may be more acceptable. We need to preserve as many parking spaces as we can during the process. We already have these much smaller restrictions at the Hall Avenue and Springdale Avenue junction as opposed to 20m lengths being proposed. I wonder if another consultation with the residents is in order to decide what would be acceptable in terms of aiding traffic flow. Please feel free to contact me if you would like more information or discuss further.

Objections 3 to 7

The remaining five objections are identical copies of Objection 2, so have not been repeated.