

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Tuesday 19th November 2024

Present: Councillor Graham Turner (Chair)
Councillor Moses Crook
Councillor Munir Ahmed

In Attendance: Councillor Matthew McLoughlin
Councillor Harry McCarthy

Ken Major, Principal Engineer
Elizabeth Cusick, Operational Manager

Lesley Warner
Steven Roland
Stuart Clough

1 Membership of the Committee

No apologies were received.

2 Minutes of Previous Meeting

The Committee considered the Minutes of the meeting held on 23rd October 2024.

RESOLVED – That the Minutes of the meeting held on 23rd October 2024 be approved as a correct record.

3 Declaration of Interests

No interests were declared.

4 Admission of the Public

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

5 Deputations/Petitions

No deputations or petitions were received.

6 Public Question Time

No questions were asked.

7 Member Question Time (Oral Questions)

No questions were asked.

8 To consider an Objection received to Proposed Traffic Regulation Order (TRO) - 'Amendment Order

The Committee considered a report setting out the objections received to the proposed Traffic Regulation Order – ‘Amendment Order No 7 of 2024’ - Church Street, Bridge Street, Platt Lane, London Street, New Street, Spa Fields, Slaithwaite which was presented by Ken Major, Principal Engineer.

It was explained that Local ward councillors had received many complaints over the years about obstructive parking taking place on Church Street, Bridge Street, Platt Lane, London Street, New Street and Spa Field at Slaithwaite. A number of parking assessments identified there were issues with parking on the footway blocking pedestrian access, parking on both sides of the road causing congestion and vehicular obstruction and parking in such positions to hinder or prevent access/egress to a number of businesses. The results of the surveys indicated that to resolve these issues the following measures should be implemented:

- Sections of double yellow lines on Bridge Street, Platt Lane, New Street, London Road, and Spa Fields to maintain HGV access to industrial units and create passing points along these routes.
- A number of shared residential parking bays and limited waiting bays and parking bays were required on Bridge Street, in order to regulate parking taking place here.
- “No waiting at any time / no loading 7am to 10am and 4pm to 7pm” parking restrictions were required on one side of the road on Church Street in order to prevent access issues for through traffic and obstructive pavement parking.
- The introduction of sections of “No waiting at any time / No loading at any time” around the junctions of Church Street, Nabbs Lane and Bank Gate to prevent the relocation of displaced parking to these locations.

In consultation with local Councillors the scheme was developed, and the required Traffic Regulation Order (TRO) was advertised 6 August 2024 and 3 September 2024. During the formal advertising 6 objections were received.

Officers proposed, as a result of the content of some of the objections, to revise the scheme to remove a proposed short length of “no loading at any time” outside St James Parish Church from the proposals.

The committee were asked to consider the following 4 options:

- A. That the objections be overruled, and the proposals implemented as advertised.
- B. That the majority of the objections be overruled, and the proposals be implemented as advertised with the exception of the proposed “no loading at any time” outside St James Parish Church is removed from the proposals.
- C. That objections be upheld, and those elements of the proposals should be implemented that have not been subject to any objections, that being those proposed on New St, Platt Lane, London Rd and Spa Fields.
- D. That objections be upheld, and all proposals abandoned

Cabinet Committee - Local Issues – 23 October 2024

It was advised that option B was recommended by officers as this would go towards satisfying some of the objections received but without unduly compromising the overall scheme objectives.

Councillor Matthew McLoughlin, Councillor Harry McCarthy and members of the public Lesley Warner, Stuart Clough and Steven Roland were also in attendance and spoke in support of the scheme highlighting key benefits such as improving HGV access to businesses, improving safety and visibility by reducing car parking on both sides of Church Street and a reduction of congestion in Slaithwaite Village. Cllr McLoughlin also noted the importance of enabling loading and unloading around the Community centre and Cllr McCarthy highlighted a need to ensure the adequate enforcement of any new and existing restrictions.

In response, the Committee noted that the proposed scheme would increase vehicle and pedestrian safety and access in reducing congestion, the scheme would improve both the vehicle users and pedestrian experience as well as reducing carbon emissions and increasing active travel supporting the Councils net 0 targets.

In considering all the information presented to it verbally and in writing the Committee voted unanimously in support of Option B and it was recommended:

RESOLVED – That the majority of the objections to proposed Traffic Regulation Order – ‘Amendment Order No 7 of 2024’ be overruled, and the proposals be implemented as advertised with the exception of the proposed “no loading at any time” outside St James Parish Church which is removed from the proposals.