

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Electoral wards affected: Cleckheaton**

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

**Public or private: Public**

**Has GDPR been considered? Yes**

**1. Executive Summary**

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

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

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

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

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

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

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

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

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

During that time 141 objections were received.

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

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

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

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

## 2. Information required to take a decision

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

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

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

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

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

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

### **Officer Response**

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

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

### **Officer Response**

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

### **Officer response**

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

### **Officer response**

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

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

### **Officer Response**

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

### **Officer Response**

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

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

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

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

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

#### **Officer response**

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

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

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

#### **Officer Response**

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

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

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

### **Officer Response**

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

### **Officer Response**

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

### **Officer response**

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

## **Officer Response**

- Consultation for the Traffic Regulation Order (TRO) was carried out in accordance with the appropriate legal procedures. Site notices were placed along the affected sections of Bradford Road, and public notices were published in the local press. Letters were then also issued to properties fronting the proposed works to ensure affected residents were informed, which is in addition to the statutory requirements.
  - Whilst there were concerns about the level of consultation, with concerns they were unaware of the proposals, this TRO process, and its advertising, came following a number of previous consultations and public engagement events, on the principals of the overall scheme, during both the concept and preliminary design of this scheme, which was extensive, and in proportion to the overall scheme.
  - Moving forward, officers will ensure clear communication with residents during the construction phase, including updates about traffic management and expected timescales, regardless of the outcome of the various TRO's currently under consideration.
- 2.5 Officers are required to be mindful of Regulation 9 of the 1996 Regulations when objections are received to any order.

If that order has the effect of restricting loading and unloading and those parameters set out in within Regulation 9 (3) are met, in full, then a Public Inquiry will be required to determine those objections. With this in mind, it has been established that, as none of the objections received relate, in any way, to the restriction of loading and unloading, there is no mandatory requirement for a public enquiry.

Regulation 9 then gives the Council the discretion to hold a Public Inquiry to determine any and all other objections. Given that the hearing and determination of objections in Kirklees, is done in a public forum, that being Cabinet Committee Local Issues, where the objectors can make representation, Officers are confident that the objections are sufficiently aired, and that no purpose would be served by holding a public inquiry. If the scheme is approved and implemented, officers will be deployed to the area during and post scheme completion, to monitor traffic flows and impact after road users have become accustomed to the new road environment and restrictions, and will act on any adverse findings as they are presented.

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

#### **3.1 Council Plan**

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

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

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

### **3.2 Financial Implications**

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

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

### **3.3 Legal Implications**

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

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

Under Sec 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to

- a) the desirability of securing and maintaining reasonable access to premises.
- b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
- bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).
- c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- d) any other matters appearing to the local authority to be relevant

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

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

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

Under Regulation 9(1) of the 1996 Regulations, the Council must consider whether to hold a public inquiry before approving and making the order objected to. As none of the objections were made on the grounds of restrictions to loading and unloading, there is no obligation to hold a public inquiry (Reg 9(3) of the 1996 Regulations) but it is still for the Council to exercise its discretion in this respect. All of which, where relevant, are considered in the report above and below.

### **3.4 Climate Change and Air Quality**

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

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

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

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

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

**N/A**

## **4. Consultation**

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

4.2 Consultation and public engagement included all relevant Ward Cllrs.

4.3 Statutory consultees were consulted on each of the Traffic Regulation Orders relating to this project, and no concerns were raised

4.4 All relevant Ward Cllrs were consulted on each of the Traffic Regulation Orders relating to this scheme, and no concerns were raised

4.5 The TRO proposals were then advertised in the local press on 20 February 25 and publicly advertised 20 February - 13 March 2025. During this time:

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

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

## 5. Engagement

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

Public engagement events included all relevant Ward Cllrs.

## 6. Options

### 6.1 Options considered

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reasons for the proposed options

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

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

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

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

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

## **8. Contact officer**

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

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

## **10. Appendices**

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

## **11. Service Director responsible**

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