

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

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

**Electoral wards affected: Holme Valley North**
**Ward councillors consulted: Cllr Donna Bellamy, Cllr Charles Greaves & Cllr Tony Mcgrath**
**Public or private: Public**

## Has General Data Protection Regulation been considered: Yes

### 1 Executive Summary

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

### 2 Information required to take a decision

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

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

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

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

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

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

#### In Response

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

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

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

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

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

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

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

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

## **2.7 Objection 2 – (Appendix 4)**

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

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

### **In Response**

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

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

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

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

## **2.8 Consideration of objections**

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

### **3 Given that the hearing and determination of objections in Kirklees, is done in a public forum, that being Cabinet Committee Local Issues, where the objectors can make representation, Officers are confident that the objections are sufficiently aired, and that no purpose would be served by holding a local inquiry and recommend that a decision on the proposals should be made without holding an inquiry Implications for the Council**

#### **3.1 Council Plan**

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

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

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

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

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

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

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

### **3.2 Financial Implications**

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

### **3.3 Legal Implications**

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

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

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

### **3.4 Climate Change & Air Quality**

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

## **4 Consultation**

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

## **5 Engagement**

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

Options

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

Officer recommendation – Option (a)

## 6.1 Reasons for recommended option

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

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

## 6 Next steps and timelines

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

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

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

## 7 Contact officer:

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## 9. Background Papers and History of Decisions

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

## 10 Appendices

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

## 11 Service Director responsible: Katherine Armitage