

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.