



I am objecting to the proposed cycle lane on North Road, which has been introduced in the latest plans for Storthes Hall, as there are no grounds for including it.

Firstly, the North Road/Penistone Road junction was not included in the assessment of the key junctions located close to the site in the 2023 Transport Assessment (ID1021795) (see page 33). But a contentious cycle lane at this junction has suddenly appeared in the 2025 Transport Assessment Addendum (ID1079912) and Stage 1 Road Safety Audit Brief (ID1079913), without any assessment of the need or justification for such a radical scheme, or the impact. There is no data or analysis about the need or impacts of this scheme. So, there is no justification for it.

Secondly, the Transport Assessment is intended to identify the measures needed to accommodate the anticipated transport impacts of the Storthes Hall development. North Road is about a mile away and four road junctions from the development, so the impacts are minimal when compared with Storthes Hall Lane, which is already challenging, and was mentioned in the allocation notes for this site in the Kirklees Plan. A fatality on Storthes Hall Lane in 2021, which has been left out of the Collision Data Analysis (Stage 1 Road Safety Audit Brief (ID1079913), pg 8) demonstrates the potential danger on this road, especially for pedestrians and cyclists. There is speeding traffic, uneven and narrow footpaths and little room for cyclists. The impact on pedestrians and cyclists will be exacerbated by the increased traffic from the development, but the Travel Assessment makes little provision on this road, even at the bridge and junctions with Storthes Hall Lane, which are narrow and dangerous for both cyclists and pedestrians, especially where there is no pavement. Even the 'footway widening required on site side of Storthes Hall Lane' in the allocation notes in the Kirklees Local Plan is not being provided (Transport Assessment (ID1021795), pg 19, Para 3.4.2). So an unnecessary cycle lane on an unconnected road with minimal impacts from the development, is not justified, when the severe impacts for pedestrians and cyclists on the main road affected by the development are not being properly addressed.

Thirdly, the severe gradients on all the roads around Kirkburton, especially North Road, Far Dene and Storthes Hall Lane, mean that there are very few cyclists in this area, especially during rush hour, which is what this scheme is intended to alleviate. There are more cyclists on Penistone Road, which is where they are most vulnerable at the North Road/Penistone Road junction, from cars pulling out of North Road. This is confirmed in the personal injury data included in the Transport Assessment (ID1021795), which identifies two collisions at the North Road/Penistone Road junction, in the 5 year period prior to July 2022, both of which were the result of a car pulling out of North Road into the path of an oncoming motorcycle. So, the scheme is not meeting any real need, so is not justified.