

Kirklees Council Highways Statement

Project: Oakenshaw Cross, Wyke Lane, Oakenshaw
Date: 21 November 2025

Site description:

The Oakenshaw Cross located at the intersection of Wyke Lane, Cross Street, and Sykes Lane, centrally located within Oakenshaw village (NGR: SE 17351 27787). Oakenshaw is a small village situated 5km south of Bradford city centre, West Yorkshire, and is part of the Kirklees Council local authority area.

The village is bounded by the M606 motorway to the east and comprises a mix of agricultural land, woodland, residential areas, and industrial estates.



Figure 1 crossroad junction of Wyke Lane, Cross Street, and Sykes Lane at the centre of Oakenshaw

Project Aims and Objectives:

The aim of the project to find a highway solution to allow the Oakenshaw Cross to remain within its existing location. In doing so to ensure highway operates safety and mitigate any further vehicles impacts with the Cross to ensure its future preservation.

Recent vehicle impacts (2021-2022) have compromised the monument's structural integrity, causing physical damage and displacement. Following the February 2022 incident, the cross was deemed a hazard and removed to storage, ensuring public safety and preventing further deterioration of the stone fabric.

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Figure 2 Oakenshaw Cross in situ viewed towards Cross Street (left) and current status of the site with cross removed (right)

Highway Consideration

Kirklees Council's highway design team was asked to find a highway solution such that the Oakenshaw Cross can be reinstated at its original location.

It is understood, through local community engagement that the vehicles striking the cross are 16.5m long HGV vehicles using WYKE Lane. These vehicles are travelling eastbound from Wyke to Oakenshaw. The fact the monument has been struck on a few occasions demonstrates this to be true.

Initial vehicle tracking confirms that due to inadequate clearance, see Figure 3 (straight ahead movements) and 4 (turning movements), that these vehicles present serious highway safety concerns. Figure 3, View 1 demonstrates that a HGV travelling eastbound will strike the monument and smaller 10m long rigid 18 Tonne vehicle would also strike the monument. Figure 4 demonstrates a smaller 7.5 Tonne vehicle will overrun the footways when turning to avoid the Oakenshaw Monument (View 5 and View 7)

Also, site evidence has also shown vehicles trying to avoid striking the Oakenshaw Monument have overrun the footway and appeared to have struck a bollard and possible the lighting column as a result. Presents a real risk that existing residential properties may get struck to avoid the Oakenshaw monument which does not have necessary retroreflective materials to forward drivers.

If the cross is to be reinstated in its original location then a solution needs to be determined to stop such delivery vehicles from using Wyke Lane.

It is understood, through the community engagement that a nearby business called Nufarm UK requires HGV access from Westfield Lane onto Wyke Lane. The Westfield/Wyke Lane junction allows HGV access to support the deliveries to Nufarm business. There is no physical deterrent can be installed here to stop HGV's.

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It is through this access HGV (not necessarily from Nufarm) continue through to Oakenshaw village travelling eastbound and striking the Oakenshaw monument.

Whilst additional 7.5 tonne limit signs have been used to deter such vehicle movements. There is no physical deterrent that can be used to stop vehicles from ignoring signs and progressing along Wyke Lane towards Oakenshaw and striking the cross. The community have informed that these movements still continue and will therefore continuously present a highway safety risk and risk further damage to the Oakenshaw Monument.

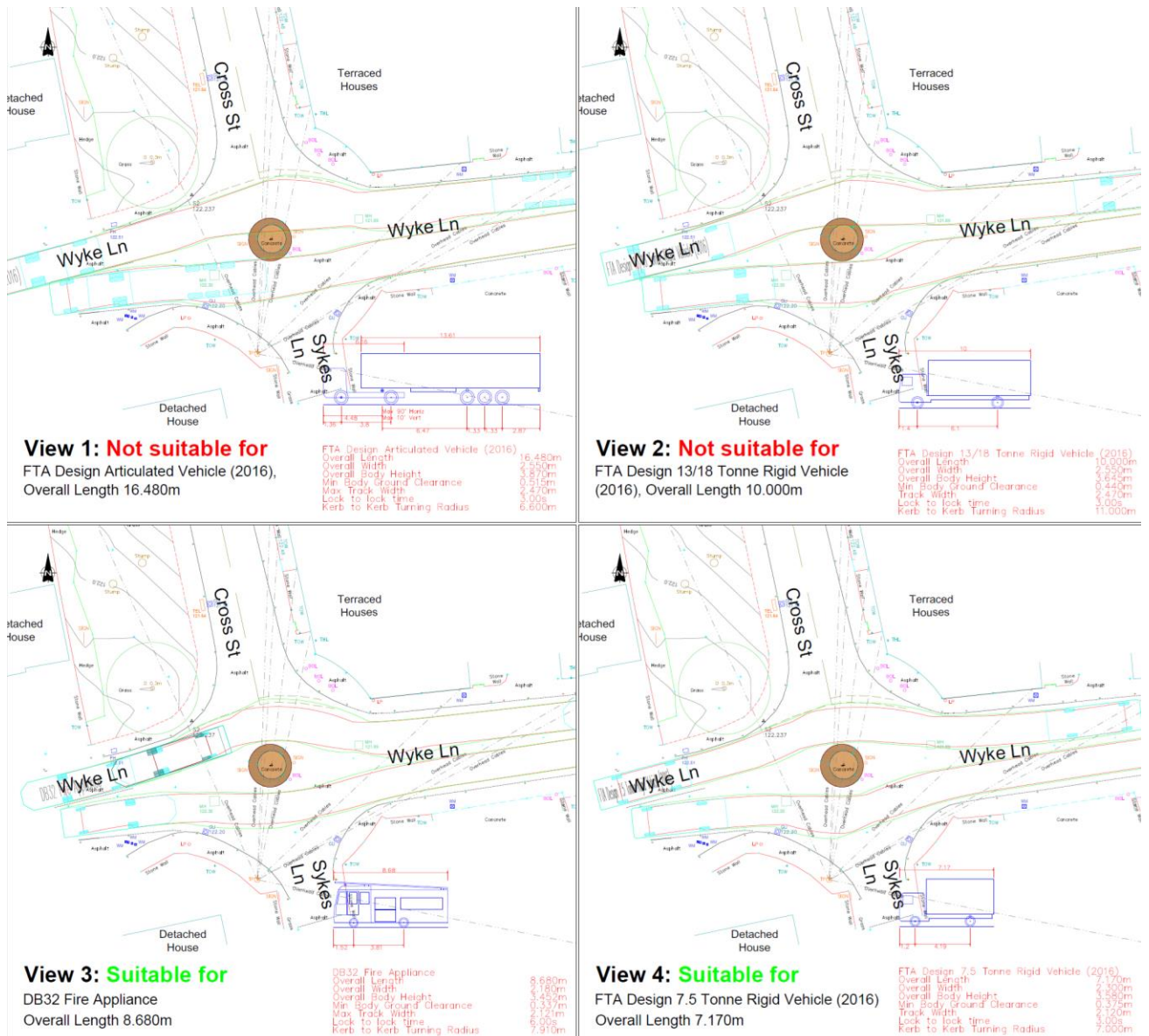


Figure 3: Oakenshaw Cross in original location with different type vehicles tracking and different vehicles movements direction

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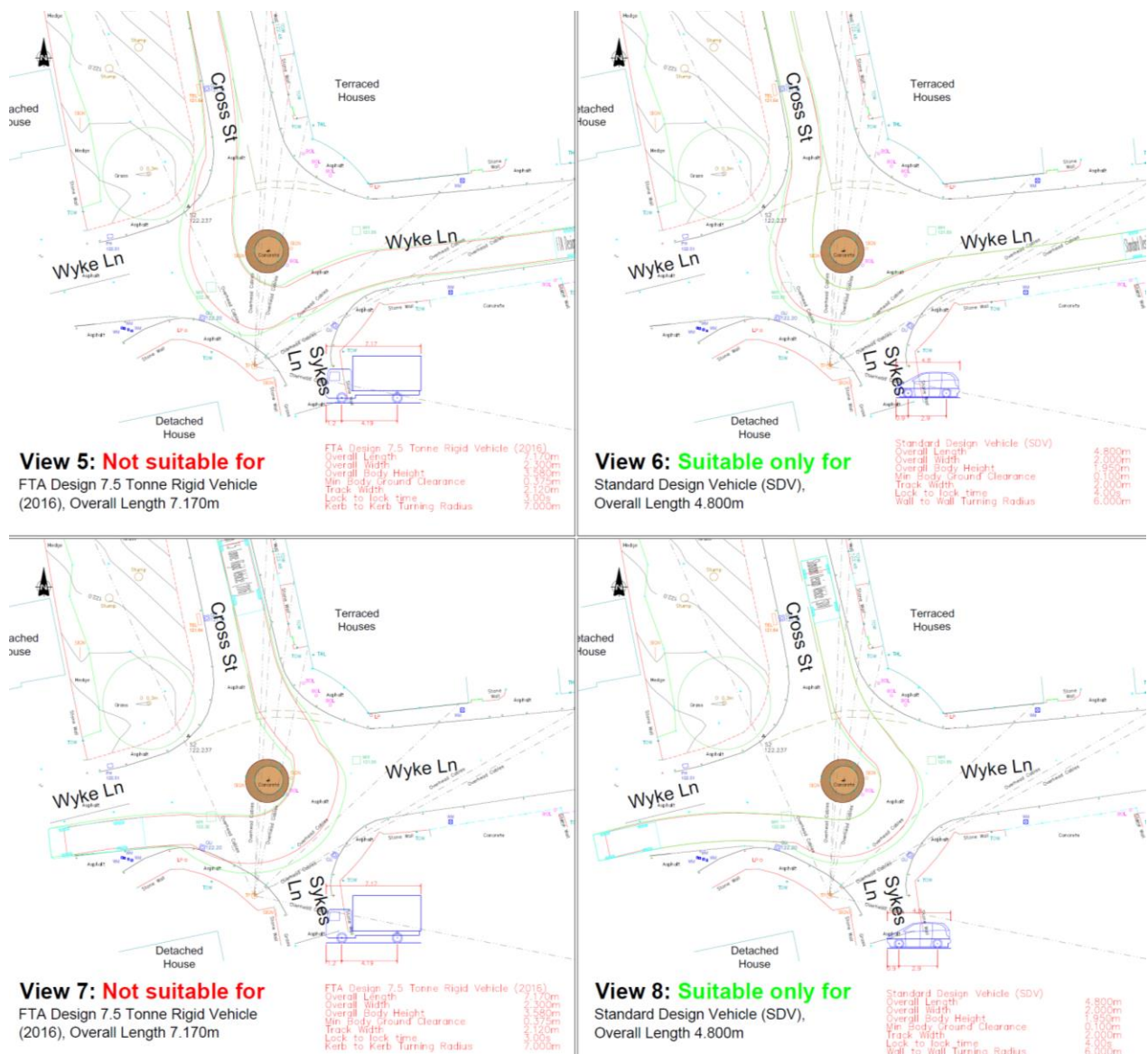


Figure 4: Oakenshaw Cross in original location with different type vehicles tracking and different vehicles movements direction

Historic England have also advised that changing the existing setting could harm to the Oakenshaw Cross. So additional traffic calming and additional signing at the location of the Oakenshaw monument will cause harm.

Summary and Conclusions:

Reinstating the Oakenshaw Monument at original location presents (an avoidable) highway safety concern. Further measures (closures or narrowing) would:

- Significantly impact local highway network
- Disrupt households and businesses
- Fail to guarantee HGV exclusion
- Public safety and property damage.

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The Highway Authority has no objection to the implementation of the existing priority junction at the intersection of Wyke Lane and Cross Street, subject to the relocation of the cross (as per Figure 5: Wyke Lane/Cross Street proposed junction)



Figure 5: Wyke Lane/Cross Street proposed junction subject to the relocation of the cross