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**Service Director – Legal, Governance and
Commissioning**

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Tuesday 11 November 2025

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 19 November 2025**.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read "S Lawton".

Samantha Lawton

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Cabinet Committee - Local Issues members are:-

Member

Councillor Graham Turner (Chair)

Councillor Nosheen Dad

Councillor Tyler Hawkins

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

This is where councillors who are attending as substitutes will say for who they are attending.

2: Minutes of Previous Meeting

1 - 6

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 11th June 2025 and the 10th September 2025.

3: Declaration of Interests

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

4: Admission of the Public

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Committee.

5: Deputations/Petitions

The Committee will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the

Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

6: Public Question Time

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

7: Member Question Time

To receive questions from Councillors.

8: Proposed Traffic Calming, Scar Lane, Golcar

9 - 20

The Committee will consider an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Scar Lane, Golcar

Contact:
Will Kellett, Senior Engineer

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

WEDNESDAY 11TH JUNE 2025

Present: Councillor Tyler Hawkins
Councillor Nosheen Dad

Apologies: Councillor Graham Turner

In attendance Elizabeth Cusick, Operational Manager
Karen North, Principal Technical Officer
Armin Alisic, Project Officer
Ilyas Ramjan, Strategic Partnership Lead
Jason Jones, Principal Engineer
Diana Brown, Landscape Architect Team Leader

1 Membership of the Committee

Apologies were received from Councillor Graham Turner. It was agreed that Councillor Nosheen Dad be appointed to Chair the meeting.

2 Minutes of Previous Meeting

That the Minutes of the meetings held on 22nd January, 19 February and 15th April be approved as a correct record.

3 Declaration of Interests

No interests were declared.

4 Admission of the Public

It was noted that all agenda items would be considered in public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Public Question Time

No questions were asked.

7 Member Question Time (Oral Questions)

No questions were asked

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

The Committee considered the objections received to the proposed Traffic Regulation Orders associated with A638 Dewsbury – Cleckheaton Transforming Cities Fund (TCF) scheme.

The report was presented by Armin Alisic, Project Officer and Jason Jones, Principal Engineer who gave an overview of the consultation and design process . It was advised that the routes affected by the TRO proposals (as set out in the report) formed part of the A638 corridor, a key strategic route extending from Oakenshaw to Dewsbury via Cleckheaton and Heckmondwike. The scheme was part of the wider Transforming Cities Fund (TCF) programme and aimed to support a shift towards sustainable transport by prioritising bus services and improving active travel infrastructure along strategic corridors.

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 September 2024. Public engagement events included all relevant Ward Councillors.

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 February 2025 to 13 March 2025. During that time 141 objections were received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from, Jean Tottie , Michael Brown, Mohammed Said, Lindsey Sutherland, Katie Dingle, Rosie Watson and Martin Prestley,

Under the provision of Council Procedure Rule 36(1), Cabinet received representations from Councillors Andrew Pinnock and Councillor Lawson.

Officers responded to the representations made and the Committee noted that the recommended Options were 1a, 2a and 3a as set out in the report.

The Committee thanked all those who attended for providing their views and comments but highlighted it was important to note that the Committee was considering the advertised TRO's only and could not overturn decisions already made relating to concerns around construction , disruption and biodiversity. Issues relating to increased congestion as a result of introducing the bus lane were acknowledged but the Committee did not feel that the bus lane would exacerbate this. The importance of considering future bus provision not just the existing infrastructure was also highlighted. Having considered all the information presented verbally and in writing, the Committee agreed that;

RESOLVED: That the objections to the proposed Traffic Regulation Orders associated with A638 Dewsbury - Cleckheaton Transforming Cities Fund (TCF) scheme be overruled and that the TRO's be made and implemented as advertised. at the objections to the proposed.

Contact Officer: Jodie Harris

KIRKLEES COUNCIL
CABINET COMMITTEE - LOCAL ISSUES

WEDNESDAY 10TH SEPTEMBER 2025

Present: Councillor Graham Turner
Councillor Nosheen Dad

Apologies: N/a

In attendance Muhammad Qadri, Project Manager
Phil Waddington, Group Engineer
Gail Bentley, Senior Technical Officer
Matthew Barret, Principal Lawyer

- 16. Membership of the Committee**
No apologies were received.
- 17. Minutes of Previous Meeting**
That the Minutes of the meeting held on 23rd July 2025 be approved.
- 18. Declaration of Interests**
No interests were declared.
- 19. Admission of the Public**
It was noted that all agenda items would be considered in public session.
- 20. Deputations/Petitions**
No deputations or petitions were received.
- 21. Public Question Time**
No questions were asked.
- 22. Member Question Time (Oral Questions)**
No questions were asked

23. TRO No 1 2025 Lockwood Road Huddersfield Proposed Banned Turning Movements, Lockwood Bar

The Committee considered the objections received to the proposed Traffic Regulation Order (TRO) No 1 2025, Lockwood Road, Huddersfield which included banning turning movements between Lockwood Road and Bridge Street, except for buses and cycles.

The report was presented by Muhammad Qadri, Project Manager who advised the Committee that the proposed Traffic Regulation Order was critical to the successful delivery of the Lockwood Bar junction improvement scheme, which formed a key part of the wider Huddersfield Southern Corridor project.

It was noted that allowing vehicles, other than buses and cycles, to use the proposed junctions would reduce the effectiveness of the scheme, which aimed to reduce congestion and improve journey times between the south of Kirklees and Huddersfield Town Centre along the A616 corridor. The scheme also aimed to provide active travel facilities to support a longer-term vision of a more cycle-friendly Kirklees.

Several months after awarding the construction contract and before any changes to the junction could be constructed, the previously advertised Traffic Regulation Orders TROs expired.

The original TROs were re-advertised at the start of 2025, with no changes since they were first advertised in 2022, and no objections were received at that time. The new Traffic Regulation Orders for the whole scheme were advertised between the 5 March and 2 April 2025 and 4 objections were received.

The Committee were advised that the objections were concerning 5 key areas which were consultation, fairness, passenger impact, scheme effectiveness, and legal compliance. Officers acknowledged the concerns but maintained that statutory processes had been followed in line with legislation and exemptions were limited to avoid operational and enforcement issues.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues then received representations from Atif Mukhtar.

In the discussion to follow, the Committee confirmed that the consultation had been carried out correctly and that Hackney Carriages had been contacted with regards to the scheme as key stakeholders. The Committee also noted that the proposals were important to enable the successful delivery of the TRO and would improve the impact of the wider schemes around Huddersfield.

Having considered all the information presented to it verbally and in writing the committee agreed that:

Cabinet Committee - Local Issues – 10th September 2025

RESOLVED: That the objections to the proposed Traffic Regulation Order (TRO) No 1 2025 Lockwood Road, Huddersfield be overruled and that the Order be implemented as advertised

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KIRKLEES COUNCIL			
COUNCIL/CABINET/COMMITTEE MEETINGS ETC			
DECLARATION OF INTERESTS			
Name of Councillor			
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
- (b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



REPORT TITLE:

Meeting:	Cabinet Committee – Local issues
Date:	19th November 2025
Cabinet Member (if applicable)	Councillor Tyler Hawkins
Key Decision Eligible for Call In	Yes
<p>Purpose of Report: To consider an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Scar Lane, Golcar</p>	
<p>Recommendations</p> <ul style="list-style-type: none"> That the benefits of the scheme are deemed to outweigh the formal objection and as such the proposed traffic calming be approved and implemented as advertised without being considered at a local inquiry. <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> The traffic calming scheme of eight features is proposed along Scar Lane, between its junctions with Botham Hall Road and James Street, following an annual collision analysis to reduce speeds and improve road safety for all road users. The proposed traffic calming on this route is aimed at addressing a number of collisions resulting in serious injuries. Contributory factors suggest inappropriate speeding along Scar Lane and a pattern of rear end shunts. The scheme is designed to provide a more resilient road network in this location. It is proposed that the kerb-line at the junction of Scar Lane with James Street will also be changed to reduce road widths and slow vehicle speeds and improve visibility when exiting this junction. The objections to these proposals are not considered by Officers to outweigh the benefits. They have been and are being adequately aired as part of the Council’s normal processes and therefore a public inquiry is not recommended. 	
<p>Resource Implications:</p> <ul style="list-style-type: none"> The £80,000 design and implementation of the proposed traffic calming has been funded through the Approved Highways (Safer Roads) Capital plan from the City Region Sustainable Transport Settlement (CRSTS) 2025 – 2026 funding. The cost is justified on the basis that this scheme will have a positive first year rate of return by preventing further instances of personal injury collisions from occurring at this location. All fees and construction costs will be covered within the approved budgets. 	
<p>Date signed off by <u>Executive Director: David Shepherd</u></p>	09/10/2025
<p>Is it also signed off by the Service Director for Finance: <u>Kevin Mulvaney</u></p>	14/10/2025

Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer): Sam Lawton

10/10/2025

Electoral wards affected: Golcar

Ward Councillors consulted: Cllr Andrew Marchington, Cllr Angela Sewell & Cllr Graham Turner

Public or private: Public

Has General Data Protection Regulation been considered: Yes

1. Executive Summary

- This report relates to a casualty reduction scheme proposed principally to reduce a recorded number of injuries and collisions on Scar Lane and their severity.
- Scar Lane has a documented history of personal injury collisions (PICs) over a five-year period from 2019 to 2024. Ten of the collisions recorded along its length, resulted in twelve casualties, six of whom sustained serious injuries as a result of speeding traffic and rear end shunts. This suggested that vertical traffic calming measures in the form of speed cushions and tapered free-draining humps would be appropriate mitigation, in line with current guidance.
- The proposals underwent formal consultation with Local Ward Councillors and statutory bodies including other council departments and emergency services as is legally required. At that time Councillor Angela Sewell offered her support for the scheme. No other comments were received. The proposed layout used for public consultation has been included at Appendix A as Plan TF-14-200-278A.
- The proposals then underwent local public consultation in August 2025, during which 192 letters were distributed to adjacent affected properties and businesses. In response, four positive emails were received with one from a business owner who was unresponsive at that time. Officers responded reiterating the reasoning behind the scheme and addressing the issues raised, no further reply has been received. All consultees were advised of their right to formally object during the public advertisement of the proposals if they had any concerns, and how to do so.
- The scheme was formally advertised from 9th September 2025 to 30th September 2025 in line with the Road Hump Regulations 1999 and one objection was received.

2. Information required to take a decision

2.1 The design of the scheme proposed two sets of 2 cushions, two sets of 3 cushions and four free draining tapered road humps positioned along the length of Scar Lane between its junctions with Botham Hall Road and James Street. Features 1 to 8 as shown on plan TF.14.200.278A (**Appendix 1**).

2.2 It is believed that the introduction of traffic calming will help ensure that traffic speeds will be reduced on Scar Lane and result in a reduction in collisions and casualties, both in numbers and severity. It is also proposed to modify the kerb line at the junction of Scar Lane and James Street in order to narrow the road, further reducing vehicle speeds. This proposal will also allow the give-way line to be moved forward, thereby improving sightlines for vehicles exiting the junction.

2.3 The proposed vertical traffic calming, as per Appendix 1, is not only designed to address concerns regarding the safety of residents and road users on Scar Lane but also to reduce the speed of vehicles travelling in this location.

2.4 A notice of proposals for the implementation of the traffic calming was advertised. During the formal advertisement period 1 objection was received.

2.5 Objection – **(Appendix 2)**

An objection was received from a resident of Milnsbridge, who was not included in the public consultation due to their address not being in the vicinity of the proposed scheme.

The objection is on the grounds of Air Pollution. The objector suggests that accelerating after passing over “speed humps” will seriously increase levels of exhaust pollution.

In Response

During the last 5 years there have been 10 collisions along the length of Scar Lane being considered. These collisions resulted in 12 casualties, of which 6 suffered serious injury. Contributory factors suggest issues with inappropriate speeding along Scar Lane and the collision records show a pattern of rear end shunts, which also implies inappropriate speeding. As a result, the highway safety team has been developing a scheme to improve road user safety, and to reduce the number and severity of collisions and injuries.

Government publications document that reductions in speeds, collisions and injuries are achieved through the implementation of traffic calming measures. Since 2022 (after traffic volumes returned to those comparable with those pre-Covid) an annual reduction in collisions resulting in serious or fatal casualties has been seen across Kirklees, attributed to the introduction of casualty reduction engineering schemes, including traffic calming.

There are differing results in studies into the relationship between air quality and traffic calming. Some publications indicate that traffic calming can result in minor increased emissions per vehicle, but that it is very unlikely that it would result in poor local air quality. Any atmospheric pollutant concentrations associated with the types of traffic calming features proposed are almost certainly to be well below levels set out in the Air Quality Standards Regulations 2010. However, similar publications also indicate that the introduction of traffic calming can result in a reduction in emissions due to vehicles maintaining a reduced speed throughout the length of the scheme. The scheme proposed for Scar Lane has traffic calming features spaced that should encourage a reduced maintained speed.

Given the above information it is vital for local authorities to adopt a balanced approach to the implementation of traffic calming, whereby the huge benefits of reduced speeds, and therefore fewer collisions and injuries, are weighed against any possible minor negative impact on air quality. Given the collision and injury history along Scar Lane, the introduction of traffic calming along this length to increase the safety of all road users, can be justified.

2.6 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.

Given that the hearing and determination of objections in Kirklees is done in a public forum, that being Cabinet Committee Local Issues, where the objector can make representations, Officers are confident that the objection is 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 using cost benefit analysis. Implementing vertical traffic calming features in the locations identified are designed to improve road safety and allow traffic to travel through this section of the network at a slower average speed by providing a consistent and balanced scheme. The proposed scheme would support the Council Plan 1st April 2025 – 31st March 2026 in the following Priorities and Shared Outcomes:

Thriving People and Communities - Clean, safe and healthy places.

The introduction of the proposed traffic calming measures will reduce vehicle speeds and likely result in a reduction in collisions and casualties, both in numbers and severity.

Well – People in Kirklees are as well as possible for as long as possible.

The introduction of the proposed traffic calming measures will reduce vehicle speeds and likely result in a reduction in collisions and casualties, both in numbers and severity.

Independent - People in Kirklees live independently and have control over their lives.

The introduction of the proposed traffic calming measures will improve road safety locally, for all road users. Pedestrians will feel safer when using Scar Lane as vehicle speeds will be reduced.

Safe and Cohesive – People in Kirklees live in cohesive communities, feel safe and are protected from harm.

The introduction of the proposed scheme will positively improve the concern of speeding vehicles in this area by encouraging slower speeds through the area. This will result in people feeling safer and being protected from harm. Several residents provided positive feedback on this road safety scheme. Providing the proposed features would ensure the shared concern and goals of the community are met and actioned upon.

3.2 Financial Implications - Funding has been secured for this scheme. £80,000 - Approved Highways (Safer Roads) Capital plan CRST 2025 – 2026 funding.

There is a current cost that includes producing a feasible scheme, consulting and advertising the relevant Traffic Regulation Order and subsequent correspondence with residents. This current total expenditure against this scheme is currently £11,043.15. If the objections are upheld, the scheme would need to be abandoned, and the financial commitment already made 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 under Regulation 3 of the Highways (Road Hump) Regulations 1999. The Council is under a duty to consider any objections (Section 90 (4)) and this report sets out the objection 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

The Council recognises the significance of air pollution and remains committed to implementing measures that improve air quality across the district. An approved Air Quality Strategy and Air Quality Action Plan are in place with an aim to reduce emissions and/or pollutant concentrations where they are identified. In addition, the Council conducts an annual review through the publication of its Air Quality Annual Report, which outlines priority areas and proposes potential solutions to address air quality concerns.

As this scheme aims to significantly reduce and maintain the speeds of vehicles using the affected section, reduce congestion in this area, and support active travel, this will likely also have a positive effect on Climate Change and Air Quality, and is in line with our current Strategy. Any increase in atmospheric pollutant concentrations generated through acceleration are almost certainly to be well below levels set out in the Air Quality Standards Regulations 2010.

3.5 Other

The proposals are aimed at controlling traffic flow and speeds to create a safer environment for all road users.

4 Consultation

The three local ward councillors and statutory bodies were consulted on the proposals, and no formal objections were raised at that time.

Residents were consulted prior to the scheme being advertised, resulting in overall positive feedback.

5 Engagement

Residents were provided with a letter and plan (Appendix 1) showing details of the initial proposals with four residents providing comments by email supporting the scheme. One response from a business owner was unsupportive of the scheme however once reiterating the reasoning behind the scheme and addressing the issues raised, no further response or comments have been received.

6 Options

(a). That the benefits of the scheme **are deemed to outweigh** the objection, and the proposals be implemented as advertised.

(b). That the benefits of the scheme **are deemed not to outweigh** the objection, and the proposals be abandoned.

Officer recommendation Option (a)

6.1 Reasons for recommended option

The proposed scheme with 8 features aims at introducing a robust scheme which will encourage drivers to drive consistently at a slower speed on Scar Lane. It will provide a Safer environment for the community and is broadly supported by residents.

This scheme also contributes to improving our current network and safety by providing a resilient network for future years as well as providing value for money. The proposed traffic calming on this route is aimed at addressing collisions resulting in serious injuries. The scheme is designed to improve road safety for all residents and road users travelling along the road.

The kerb-line at the junction of Scar Lane with James Street will also be amended to reduce road widths and slow vehicle speeds and improve visibility when exiting this junction.

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

7 Next steps and timelines

Cabinet Committee Local Issues to consider the objection raised during the formal advertising period for the installation of the proposed traffic calming scheme and reach a decision on whether the Traffic Regulation Order is to be implemented as advertised.

If Cabinet Committee Local Issues chooses to approve the recommendations notwithstanding the objection received, the scheme will be implemented as advertised.

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

8 Contact officer:

Will Kellett
Senior Engineer
(01484) 221000
Email: will.kellett@kirklees.gov.uk

9. Background Papers and History of Decisions

[Traffic calming \(Local Transport Note 1/07\)](#)

[TRL Report 307 - Traffic calming and vehicle emissions](#)

[TRL Report 482 - The impacts on traffic calming measures on vehicle exhaust emissions](#)

[Highways Act 1980](#)

[The Highways \(Road Humps\) Regulations 1999](#)[Kirklees Council Plan 2025/26](#)

[Kirklees Council Air Quality Strategy 2019](#)

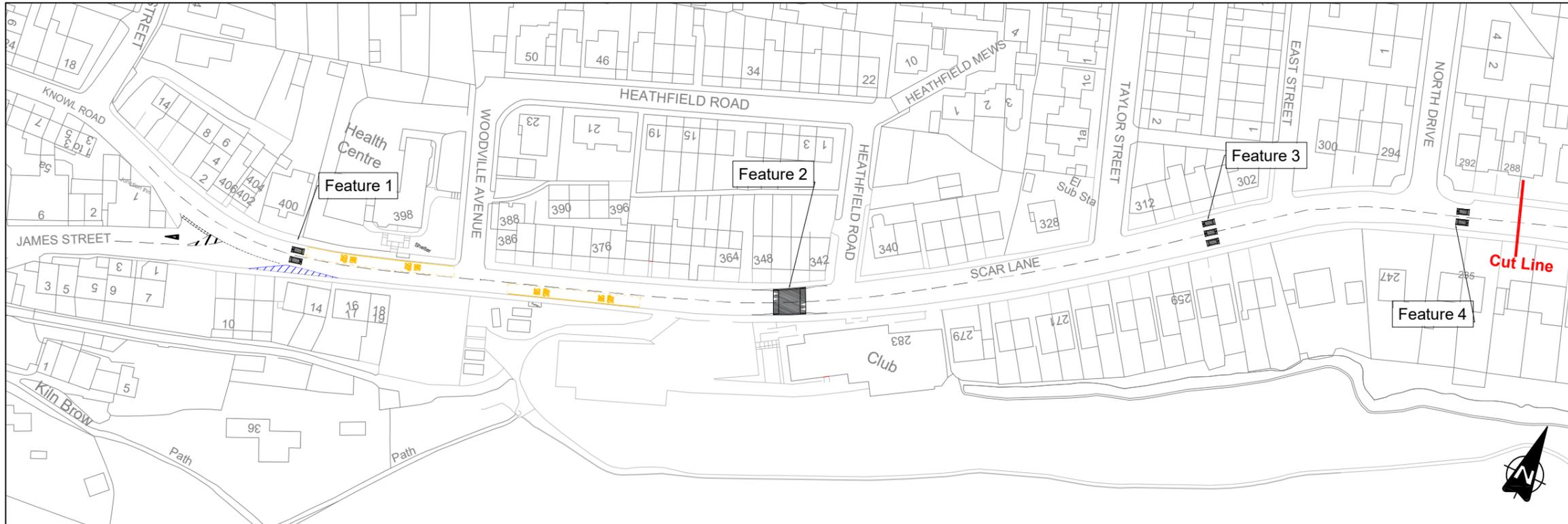
[Kirklees Air Quality Action Plan](#)

10 Appendices

Appendix 1 – Consultation Plan- TF.14.200.278A
Appendix 2 - Objection and comments received

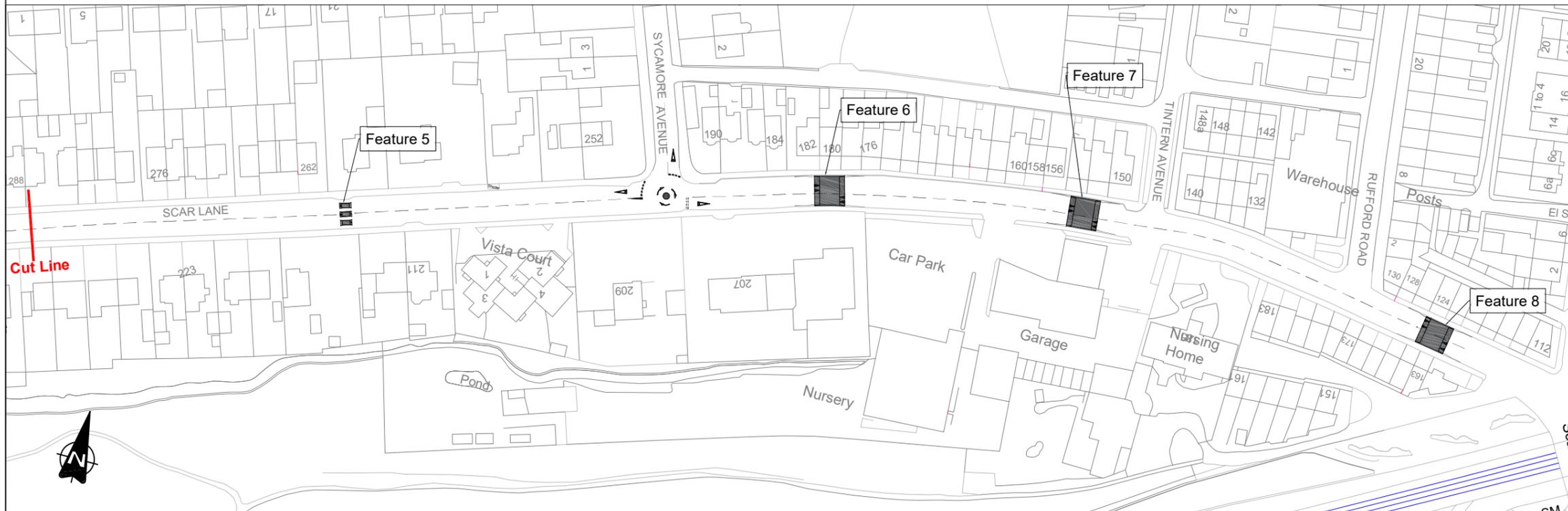
11 Service Director responsible: Tony Galloway

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Distances between centres of features:

- Feature 1 and 2 – 131m
- Feature 2 and 3 – 110m
- Feature 3 and 4 – 70m
- Feature 4 and 5 – 107m
- Feature 5 and 6 – 137m
- Feature 5 to R'bt – 88m
- Feature 6 and 7 – 71m
- Feature 7 and 8 – 107m



A	08/25	AMENDMENT OF FEATURE 1
REF. DATE		REVISIONS



Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

SECTION	HIGHWAYS SAFETY	
DRAWN	WK	CHECKED LC
SCALE	PROJECT NO.	DATE
NTS	25/67180	MAY 25

PROJECT
SCAR LANE, GOLCAR –
PROPOSED TRAFFIC CALMING

TITLE
GENERAL ARRANGEMENT

DRAWING No. TF-14-200-278A
CAD No.

- Feature 1 – 2 no. Speed Cushions and kerb build-out
- Feature 2 – Tapered Flat-top Plateau
- Feature 3 – 3 no. Speed Cushions
- Feature 4 – 2 no. Speed Cushions
- Feature 5 – 3 no. Speed Cushions
- Feature 6 – Tapered Flat-top Plateau
- Feature 7 – Tapered Flat-top Plateau
- Feature 8 – Tapered Flat-top Plateau

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Objection 1

From: [REDACTED]
Sent: 09 September 2025 13:48
To: TRO Objections <TRO.Objections@kirklees.gov.uk>
Subject: Traffic calming Scar Lane Golcar. DEV/HG/D126-237

[REDACTED]

[REDACTED]

Ref: DEV/HG/D126-237

I wish to register my objection to the above proposed traffic calming measures on the grounds of AIR POLLUTION.

We know the purpose of "Speed Humps" is to reduce traffic flow but it's when it comes to accelerating again after passing over them the problem arises.

Scar Lane has a reasonably steep incline and can be quite busy at times, the uphill traffic would be repeatedly required to accelerate much harder than if the road was level, seriously increasing the levels of exhaust pollution to those at present with all the well known and published health implications to both pedestrians - People do walk up Scar Lane and we are not all as fit as we used to be - and residents alike.

Yours

[REDACTED]

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