

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 18th February 2026

Present:

Councillor Nosheen Dad
Councillor Graham Turner

In attendance:

Karen North, Principal Technical Officer
Phillip Waddington, Group Engineer
Kumaravel Kurusamy, Group Engineer

Apologies: n/a

32 Membership of the Committee

No apologies were received.

33 Minutes of Previous Meeting

The Committee considered the Minutes of the meeting of the Cabinet Committee – Local Issues held on 19th November 2025.

The Committee considered a recommended amendment to the Minutes of the meeting of the Cabinet Committee - Local Issues held on 15th April 2025 to correct a drafting error.

RESOLVED:

1. That the Minutes of the previous meeting held on 19th November 2025 be approved as a correct record.
2. That Minute 8 of the Minutes of the meeting held on 15th April 2025 be amended, to correct a drafting error, as set out below:

‘RESOLVED - That the objections to the proposed Casualty Prevention Scheme on Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown (associated with the North Huddersfield Trust School Expansion) be overruled and that the scheme be implemented, as modified to remove the ‘No Loading at Any Time’ restrictions on Central Avenue’.

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34 Declaration of Interests

No interests were declared.

35 Admission of the Public

All agenda items were considered in public session.

36 Deputations/Petitions

No deputations or petitions were received.

37 Public Question Time

No Public questions were asked.

38 Member Question Time

No questions were asked

39 Objections to Traffic Regulation Amendment (No 14) Order 2025 Various Roads in Batley and Dewsbury and the Traffic Calming Order, Rouse Mill Lane, Batley

The Committee considered objections received to the proposed Traffic Regulation Order Traffic Regulation Amendment (No 14) Order 2025 - Various Roads in Batley and Dewsbury and Traffic Calming Order - Rouse Mill Lane, Batley.

The report was presented by Kumaravel Kurusamy, Group Engineer who advised the Committee that the Dewsbury–Batley corridor formed a strategically important route linking Dewsbury town centre with Batley train station, and that the scheme had been designed to promote sustainable travel, reduce congestion, and support economic growth by providing enhanced walking, cycling, and public transport facilities. To deliver these improvements, a Traffic Regulation Order had been advertised to introduce a designated segregated cycle lane, a peak-time loading restriction between 7:00am–10:00am and 4:00pm–7:00pm, and a full-time no-waiting restriction on A652 Bradford Road, ensuring the cycle route remained unobstructed and safe for all users. As part of the wider corridor works, a raised plateau on Rouse Mill Lane had also been proposed as a critical traffic-calming measure, addressing high vehicle speeds on the straight approach to the Alexandra Road roundabout and improving safety for pedestrians and cyclists.

The Committee noted that the proposed Orders had been formally advertised between 4 September 2025 and 2 October 2025, during which two objections and one petition had been received. One objection and petition related to the proposed segregated cycle route and the peak-time no loading/unloading restriction (7–10am and 4–7pm) and the 24/7 no-waiting restriction on A652 Bradford Road. A second objection related to the proposed full-width raised traffic-calming plateau on Rouse Mill Lane.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues then received representations from Mr Mohammed Bhana.

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In the discussion to follow, the Committee highlighted the officers' responses to the objections and noted the importance of encouraging active travel and in doing so it was essential that cycle lanes are unobstructed by parked vehicles. It was also noted that loading activity, along the corridor, outside of peak hours would still be permitted.

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

RESOLVED: The objections to the proposed Traffic Regulation Amendment (No 14) Order 2025 be overruled and that the scheme be implemented as advertised.

40 **Objections to Amendment No 21 2025 Proposed No Waiting At Any Time, Moor Lane/Delph Lane/Netherton Moor Road, Netherton, Huddersfield**

The Committee considered the objections received to the proposed waiting restrictions at the junction of Moor Lane/Delph Lane/Netherton Moor Road, Netherton as part of Traffic Regulation Order AMD No 21 2025.

Philip Waddington, Group Engineer presented the report, and it was explained that The Committee noted that the scheme proposed improvements at the junction of Moor Lane, Delph Lane and Netherton Moor Road in Netherton as part of the 2025/26 Casualty Reduction Programme. The scheme involved kerb-line realignment, widening footways, narrowing the carriageway, and introducing double yellow lines on all four arms of the junction to improve visibility, pedestrian safety and junction operation by removing obstructive parking. The proposals supported ongoing efforts to reduce the number and severity of personal injury collisions recorded at the junction.

The Traffic Regulation Order was formally advertised from 26 November 2025 to 24 December 2025, during which three objections were received, all from local residents and primarily concerned the loss of on-street parking.

Officers responded that the proposed restrictions were essential to improve visibility and reduce collision risk, noting site observations and evidence showing that indiscriminate parking—particularly during school peak times—contributed to congestion, safety issues, and poor intervisibility. Officers confirmed that the length of double yellow lines was necessary to meet recommended visibility standards and that reducing the restriction would compromise the scheme's safety benefits. It was also noted that further comments have been sent by one objector via email reiterating some points raised in the objections. Members of the Committee confirmed this information had been considered prior to making a decision, and it was agreed that officers would respond to follow.

The Committee noted the officer responses, and in the discussion to follow, it was highlighted that the scheme formed part of the Council's wider progression towards Vision Zero, aimed at reducing collisions to zero, with the location recognised as particularly dangerous during school drop-off and pick-up periods; it was further noted that no objections had been received from Ward Members.

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

RESOLVED: The objections to the proposed Amendment No 21 2025 Proposed No Waiting At Any Time, Moor Lane/Delph Lane/Netherton Moor Road, Netherton, Huddersfield be overruled and that the scheme be implemented as advertised.