

Public Document Pack



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

Samantha Lawton

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

Tel: 01484 221000

Please ask for: Jodie Harris

Email: jodie.harris@kirklees.gov.uk

Tuesday 10 February 2026

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 18 February 2026**.

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 Nosheen Dad

Councillor Tyler Hawkins

Councillor Graham Turner

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 - 4

To approve the Minutes of the meeting of the Cabinet Committee – Local Issues held on 19th November 2025

In relation to the Minutes of the meeting of the Cabinet Committee - Local Issues held on 15th April 2025:

It is recommended that the minutes of the meeting held on 15th April 2025 be amended, as shown below, to correct a drafting error:

‘Minute 8: 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.’

3: Declaration of Interests

5 - 6

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

7 - 24

The Committee will consider objections received for 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.

Contacts:

Kumar Kurusamy, Group Engineer
Armin Alisic, Project Manager

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

25 - 38

The Committee will consider 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.

Contact:
Nathan Taylor-Senior Engineer

This page is intentionally left blank

Public Document Pack Agenda Item 2

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 19th November 2025

Present: Councillor Graham Turner
Councillor Nosheen Dad

In attendance: Phil Waddington, Group Engineer
Gail Bentley, Senior Technical Officer
Karen North, Principal Technical Officer
Lucy Carter, Principal Engineer

Apologies: N/a

24 Membership of the Committee

No apologies were received.

25 Minutes of Previous Meeting

RESOLVED –

That the Minutes of the meeting held on 11th June 2025 and the 10th September 2025 be approved as a correct record.

26 Declaration of Interests

No interests were declared.

27 Admission of the Public

All agenda items were considered in public session.

28 Deputations/Petitions

No deputations or petitions were received.

29 Public Question Time

No public questions were received.

30 Member Question Time
No questions were asked

31 Proposed Traffic Calming, Scar Lane, Golcar

RESOLVED: That The objections to the traffic calming proposed under HighThe Committee considered one objection and comments received in relation to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Scar Lane, Golcar.

Lucy Carter, Principal Engineer presented the report and the Committee were advised that;

- Scar Lane had 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 then underwent local public consultation in August 2025, during which 192 letters were distributed to adjacent affected properties and businesses
- 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.
- The objection was from a resident who was not included in the public consultation due to their address not been in the vicinity of the proposed scheme.
- The objector suggested that accelerating after passing over “speed humps” will seriously increase levels of exhaust pollution.
- In response, officers acknowledged concerns around air pollution but highlighted that the benefits of reduced speeds, and therefore fewer collisions and injuries were 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, could be justified.

In the discussion to follow, the Committee highlighted that 12 casualties, of which 6 suffered serious injury, during the past 5 years was high, and that contributory factors suggested issues with inappropriate speeding along Scar Lane. On balance, the Committee felt that the benefits of the scheme in reducing the number and severity of collisions and injuries outweighed concerns raised in the objection. The Committee also noted it may be helpful to monitor the success of traffic calming should this be agreed going forwards.

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

Cabinet Committee - Local Issues - 19 November 2025

RESOLVED: The objections to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Scar Lane, Golcar be overruled and that the scheme be implemented as advertised.

ways Act 1980 – Section 90 A-F – Scar Lane, Golcar be overruled and that the scheme be implemented as advertised.

This page is intentionally left blank

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: To consider objections received for the proposed Traffic Regulation Amendment (No 14) Order 2025 - Various Roads in Batley and Dewsbury and Traffic Calming Order - Rouse Mill Lane, Batley

Meeting:	Cabinet Committee – Local issues
Date:	18 February 2026
Cabinet Member (if applicable)	Councillor Tyler Hawkins
Key Decision Eligible for Call In	Yes
<p>Purpose of Report –</p> <ol style="list-style-type: none"> 1. To consider objections received to the proposed cycle route on the A652 Bradford Road and the proposed timed no loading and unloading restriction during the hours of 7am-10am, and 4pm to 7pm as well as no waiting restriction 24/7 (full time) at A652 Bradford Road as part of Traffic Regulation Amendment (No 14) Order 2025 - Various Roads in Batley and Dewsbury. 2. To consider an objection to the traffic calming feature proposed on Rouse Mill Lane under Highways Act – Section 90 A-F. 	

Recommendations

1. That the benefits of the above schemes are deemed to outweigh the formal objections and as such the proposed parking restrictions and traffic calming be approved and implemented as advertised without being considered at a local inquiry.

Reasons for Recommendations

1. The proposed Traffic Regulation Order and Traffic Calming Order are essential for the successful delivery of the Dewsbury–Batley–Chidswell Transforming Cities Fund (TCF) - A652 Bradford Road Scheme, which is a key component of the wider Transforming Cities Fund initiative across Kirklees.
2. The scheme includes dedicated cycling and pedestrian infrastructure along the A652 Bradford Road, supporting safer, more direct routes between Dewsbury, Batley, and the Chidswell Strategic Housing Site. This infrastructure underpins regional growth plans and supports the Council's wider objectives on climate change, air quality, and improved public health outcomes.
3. These proposals align with the scheme's objectives, enabling cyclists to fully benefit from the infrastructure investment made by the West Yorkshire Combined Authority (WYCA) and encouraging a modal shift towards cycling over private car usage across all age groups.
4. Without the restrictions, the scheme's objectives would be compromised, creating safety concerns for cyclists and undermining the TCF investment. The proposed TROs ensure safe traffic movements or the scheme won't achieve its intended outcomes and that we risk not delivering the scheme resulting in the funding being returned to WYCA.
5. The objections to the proposals are not considered by Officers to outweigh the benefits. They have been and are being considered as part of the Council's normal processes and therefore a public inquiry is not recommended

Resource Implications:

1. The Dewsbury–Batley–Chidswell Transforming Cities Fund project is being funded through WYCA as part of the Transforming Cities Fund and forms part of the Council's approved Capital Plan.
2. All the statutory process are complete. The proposed TROs ensure safe traffic movements within the proposed scheme; not delivering the scheme would mean much needed additional WYCA grant funding will not be secured.

<p>Date signed off by <u>Executive Director</u> & name</p> <p>Is it also signed off by the Service Director for Finance?</p> <p>Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?</p>	<p>David Shepherd : 05/12/2025</p> <p>Kevin Mulvaney : 04/12/2025</p> <p>Samantha Lawton : 17/12/2025</p>
---	--

Electoral wards affected: Dewsbury East and Batley East

Ward councillors consulted: Dewsbury East - Cllr Eric Firth, Cllr Paul Moore, Cllr Cathy Scott
Batley East - Cllr Aziz Daji, Cllr Adam Zaman, Cllr Habiban Zaman.

Public or private: Public

Has General Data Protection Regulation been considered? Yes

1. Executive Summary

- 1.1 The Bradford Road (Dewsbury–Batley–Chidswell) scheme forms a key element of the West Yorkshire Combined Authority’s Transforming Cities Fund (TCF) programme, designed to improve sustainable transport connectivity, reduce congestion, and promote active travel. The proposed Traffic Regulation Orders are essential for the successful delivery of the Dewsbury–Batley–Chidswell Transforming Cities Fund (TCF) - A652 Bradford Road Scheme.
- 1.2 The proposals include introducing a designated cycle track and a timed no loading and unloading restriction during the hours of 7am-10am, and 4pm to 7pm as well as no waiting restriction 24/7 (full time) at A652 Bradford Road, with a full width raised traffic calming feature (Plateau) on Rouse Mill Lane. The proposals can be found in Appendix 1. Removing the restrictions along the route would compromise its directness and could create safety risks, as cyclists may be forced to deviate onto the carriageway, undermining the scheme’s objectives, purpose, cyclists’ safety and increasing the potential for accidents.
- 1.3 The proposals to introduce a full width raised traffic calming feature on Rouse Mill Lane is designed to reduce vehicle speeds approaching the nearby roundabout at the junction of Alexandra Road, Mill Lane and Grange Road where a straight alignment may otherwise encourage high speeds unsafe for the crossing pedestrians and cyclists. The proposal can be found in Appendix 2.
- 1.4 The design and inclusion of the traffic calming feature on Rouse Mill Lane also incorporates a level uncontrolled crossing that facilitates safe and convenient passage for non-motorised users, such as pedestrians and cyclists, enhancing connectivity and accessibility across the corridor.
- 1.5 The proposed plateau will introduce vertical deflection to reduce vehicle speeds on approach to the roundabout. This is particularly important given the straight alignment between the approach and the most likely exit route (Rouse Mill Lane), which could otherwise encourage higher speeds. The plateau serves to reinforce traffic calming and improve safety for all users. The design also incorporates a level crossing point that facilitates safe and convenient

passage for non-motorised users, such as pedestrians and cyclists, enhancing connectivity and accessibility across the corridor.

1.6 Based on feedback from residents and local businesses during the informal consultation stage, the original proposal for a 24-hour loading ban at Bradford Road was revised. An amendment was introduced, restricting loading and unloading only at peak hours to allow loading and unloading outside peak hours.

1.7 The proposals are fully funded through the Transforming Cities Fund and within the Council's Capital Plan. The TRO proposal ensures safe traffic movements or the scheme won't achieve its intended outcomes and risk not delivering the scheme with construction funding returned to WYCA.

2. Information required to take a decision

2.1 Scheme and TRO Background

2.1.1 The corridor is a strategically important route linking Dewsbury town centre with Batley train station. The scheme is designed to promote sustainable travel, reduce congestion, and support economic growth by providing high-quality walking and cycling facilities alongside improved public transport reliability.

2.1.2 To deliver these improvements, a Traffic Regulation Order (TRO) was advertised to introduce a designated segregated cycle lane along with a peak-time loading restriction along key sections of A652 Bradford Road, specifically between 7:00am–10:00am and 4:00pm–7:00pm as well as no waiting restriction 24/7 (full time). These restrictions are intended to ensure the proposed segregated cycle lanes remains unobstructed during the busiest travel periods, improving safety and enabling cyclists of all ages to use the route with confidence & safety.

2.1.3 As part of the Dewsbury–Batley–Chidswell corridor improvements, a raised kerb to kerb plateau is proposed on Rouse Mill Lane through the Traffic Regulation Order process. This measure is a critical traffic calming intervention designed to support the safe operation of the wider scheme.

2.1.4 Rouse Mill Lane forms a key arm of a busy mini-roundabout and serves as the main exit route for vehicles travelling from Rouse Mill Lane towards B6128 Grange Road. The approach to this roundabout is relatively straight, which encourages higher vehicle speeds, increasing risk to the crossing non-motorised users. The introduction of a plateau acts as a vertical deflection feature designed to reduce high approach speeds, unsafe for the crossing pedestrians and cyclists and thus enhancing safety at this critical junction.

2.1.5 In addition to calming traffic, the plateau facilitates level pedestrian and cycle uncontrolled crossings in line with inclusive mobility and active travel guidance. This ensures safer and more accessible movement for vulnerable users, including those using mobility aids, parents with pushchairs, and cyclists crossing from the side road.

2.1.6 The scheme and TRO proposals have been developed in line with the Council's transport policies, West Yorkshire's wider sustainable transport strategy, and the conditions of TCF funding.

2.1.7 The proposals were formally advertised between 4 September 2025 and 2 October 2025, during which time two objections and a petition were received. One objection along with a petition opposing the proposed cycle lane and the timed No Loading/No Unloading on Bradford Road at peak times and no waiting restriction 24/7 (full time) from a local business owner along with a petition on behalf of a number of other local businesses in the area as well as a second one from a local resident who raised concerns regarding the proposed traffic calming feature on Rouse Mill Lane. The full objections can be found in Appendix 3 and have been redacted, while the petition, also redacted can be found in Appendix 4.

2.2 TRO Objections

2.2.1 **Objection 1.** - The objector stated that they wanted to formally make a number of objections to the proposed cycle route these included the following points:

- a) We can't dictate to suppliers, when they drop off products as we do not have a set time - they can come any time between 8:30 & 6:00.
- b) We currently have 10 main suppliers dropping off products to us and we have 15 drops a week. We have 10 staff members that work here and rely on the business, we need on street parking for our customers as there is no alternative parking elsewhere. We would lose a great deal of business and face possible closure if parking was not allowed.
- c) The petition also sent in by the objector included a number of other signatures and concerns from other businesses including
 - i. The belief that the proposed cycle route on A652 Bradford Road will negatively impact local businesses, as its design removes customer parking.
 - ii. That the proposed timed 'No Loading/No Unloading' restriction on Bradford Road will disrupt deliveries, as delivery vehicles cannot always guarantee specific times. Businesses therefore require unrestricted access throughout the day.

2.2.1.1 In response to objection 1.

- a) The proposals align with the scheme's objectives, enabling cyclists to fully benefit from the infrastructure investment made by the West Yorkshire Combined Authority and encouraging a shift towards cycling over private car usage across all age groups.
- b) Removing these restrictions along the route would compromise its directness and could create safety risks, as parked vehicles or loading / unloading facilities at peak times on A652 Bradford Road will force cyclists to deviate onto the carriageway, undermining the scheme's objectives, purpose, cyclists' safety and increasing the potential for accidents.
- c) It is worth noting that the main objector concerned, benefits from off-street parking directly in front of their business premises within their private boundary, which remains unaffected by the proposed Traffic Regulation Order. This arrangement ensures that both deliveries and customer parking can continue without restriction.

2.2.2 Objection 2 - The second objection detailed in Appendix 3 from a local resident raises several concerns for the proposed traffic calming feature (plateau) near the Alexandra Road / Rouse Mill Lane roundabout as follows:

- a) There is always traffic on that road in both directions and you're lucky if you can get up to 20 mph.
- b) That accidents occur on that road at the junction from Soothill Lane to Rouse Mill Lane and not further up the road.
- c) It's a waste of money, put bumps on Soothill Lane towards the top of hill by the traffic lights / working men's club as people always speed up that hill.

2.2.2.1 In response to objection 2.

- a) Removing these restrictions along the route would compromise its directness and could create safety risks, as cyclists may be forced to deviate onto the carriageway, undermining the scheme's objectives, purpose, cyclists' safety and increasing the potential for accidents.
- b) The observed driver behaviour and road geometry along Rouse Mill Lane, particularly the straight approach to the roundabout, creates conditions where actual speeds may exceed desirable limits. The proposed plateau is intended to achieve the following:
 - i. Reduce approach speeds to the roundabout, thereby improving safety at a multi-user (pedestrians, cyclists, vulnerable users and vehicles) uncontrolled crossing conflict location.
 - ii. Support safe pedestrian and cycle crossings across the side road in accordance with national active travel guidance (e.g., LTN 1/20).
 - iii. Ensure accessibility for vulnerable users by providing a level crossing surface in line with inclusive mobility standards.
 - iv. Regarding the concern about the accident cluster at Soothill Lane / Rouse Mill Lane, this location falls outside the scheme scope and extents of this TCF-funded scheme. The concerns of the objector have been passed to the Casualty Reduction Team to investigate as part of their regular work.
 - v. The proposed plateau has been designed to Kirklees standards details, for traffic calming. It is a cost-effective safety measure that complements the wider corridor improvements and responds to both engineering analysis and inclusive design principles.

2.3 Consideration of objections

- 2.3.1. The Council is under a duty to consider objections before proceeding with the proposals but also has a discretion as to whether to hold a public inquiry before doing so. The Council must decide in that respect before proceeding with the proposals.
- 2.3.2. 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 public inquiry and recommends that a decision on the proposals should be made without holding an inquiry.

3. Implications for the Council

3.1.1 Aligns with the Council's eight shared outcomes including "Sustainable Economy" as it seeks to improve journey times which will unlock growth and development and deliver public realm improvements and Active Travel Enhancements.

3.1.2 Align with the Council's four partnership strategies scheme:

- a) The Environment Strategy to encourage active travel and green infrastructure.
- b) The Health and Wellbeing Strategy for the same reasons as above.

3.2 Financial Implications

3.2.1 If the objections are upheld, then the scheme won't achieve its intended outcomes and that we risk not delivering the scheme and that grant funding is returned to WYCA.

3.3 Legal Implications

3.3.1 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.

3.3.2 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.

3.3.3 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.

3.3.4 This scheme has been consulted on and advertised, as legally required by:

- a) The Road Traffic Regulation Act 1984.

- b) The Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (1996 Regulations).

3.3.5 Under the Road Traffic Regulation Act 1984 the Council has to have regard to

- a) the desirability of securing and maintaining reasonable access to premises.
- b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
- c) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).
- d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e) Any other matters appearing to the local authority to be relevant.

3.3.6 The Traffic Regulation Orders have been progressed in accordance with the statutory requirements of the Road Traffic Regulation Act 1984 and the 1996 Regulations. Formal consultation has been undertaken, and objections have been duly considered as part of this report.

3.3.7 Under Regulation 9(1) of the 1996 Regulations, the Council must consider whether to hold a public inquiry before approving and making the order objected to. As none of the objections were made on the grounds of restrictions to loading and unloading at times listed under Regulation 9(3)(a) of the 1996 Regulations, there is no obligation to hold a public inquiry (Reg 9(3) of the 1996 Regulations) but it is still for the Council to exercise its discretion in this respect, all of which, where relevant, are considered in the report above and below.

3.4 Climate Change and Air Quality

3.4.1 Under the Road Traffic Regulation Act 1984 the Council has to have regard to, amongst other things: the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy):

3.4.2 Kirklees Air Quality Strategy and Action Plan 2019 commit to improvements to congested junctions and supporting / encouraging active travel and modal shift on journeys to school.

3.4.3 The proposed TROs support the Council's commitments to addressing the climate emergency by enabling a modal shift towards more sustainable modes of transport. The introduction of loading bans during peak hours is expected to improve the flow of cyclists in a safe and convenient way.

3.4.4 By prioritising low-emission travel options, the scheme contributes to improved local air quality and reduced carbon emissions along the A652. These measures form part of the

wider strategy to promote clean growth and support Kirklees Council's environmental objectives.

3.5 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

3.5.1 None.

4. Consultation

The Dewsbury–Batley–Chidswell (DBC) Transforming Cities Fund (TCF) scheme underwent a multi-stage consultation process to ensure public and stakeholder feedback was incorporated into the development of the project. These are as follows:

- 4.1 Phase 1 Public Consultation (First stage). Early concept designs proposals public consultation & online Q&A webinars were held between 5 Oct. - 2 Nov. 2021. The aim was to gather views / feedback on proposals to improve walking, cycling, and bus facilities along the A652 Bradford Road corridor. Respondents generally supported improvements to pedestrian and cyclist safety but raised concerns about traffic speeds and the potential impacts on congestion. Suggestions were made for clearer road layouts, signage, and better integration with surrounding neighbourhoods. This feedback informed the development of the Preliminary Design
- 4.2 Phase 2 Public Consultation (Second stage) - was held between 22nd Sep. - 27th Oct. 2022. This stage presented the refined proposals developed during the Preliminary Design phase. Feedback in this round focused on access to local businesses, parking availability, and potential traffic displacement to surrounding residential streets. While many supported the improved active travel infrastructure, some concerns remained about specific layout features and how they might affect deliveries and residents.
- 4.3 Phase 3 Public Consultation (Third stage) was held between 05th Sep. - 03rd Oct. 2023 and shared the refined designs for A652 Bradford Road, that considered and included feedback from residents and WYCA from the phase 2 consultation. The stakeholders were asked for final comments before progressing with detailed designs.
- 4.4 TRO Consultation - Letter stage – was held between 24th June – 18th July 2025. In total approx.1100 letters were distributed to the effected frontages of the scheme. Most of the feedback recognised the benefits of the scheme in supporting sustainable travel, public health, and environmental goals. However, in total 8 objections were received out of total 1100 letters that were distributed. These objections were for Traffic Regulation Orders (TROs) such as proposed full time waiting/loading restrictions on Bradford Road, parking restriction and loading bay at Victoria Road.

The feedback was included and designs amended, wherever possible, the restriction on loading was relaxed to now only for peak hours and the loading bay at Victoria Road was also removed from the scheme.

4.5 TRO Consultation was held between 4th Sep – 2nd Oct 2025.

5. Engagement

The overall scheme was subject to several public engagement events as stated above during its concept and design stages over the past 4 years as detailed in paragraph 4.

5.1 Public engagement included all relevant local ward councillors, statutory bodies and premises directly affected by the proposals as is legally required.

6. Options

6.1 Options considered

6.1.1 The proposal as advertised has been taken into consideration the feedback received the consultation process. The changes made to TRO include reducing restrictions period and location. Officer recommends the option as advertised and shown in the Appendices.

6.2 Reasons for recommended option

6.2.1 The officer recommends this proposal as it best ensure in achieving the objectives of the scheme in a safe manner. This option enables cyclists to benefit fully from the investment with dedicated cycle infrastructure, while still permitting loading activity along the corridor outside of peak hours.

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

7. Next steps and timelines

7.1.1 If the recommended option is approved, and the benefits of the scheme as advertised are judged to outweigh the objections, a delivery programme will be developed in coordination with the appointed contractor to complete the works.

7.1.2 If the Committee determine that either of or both objections outweigh the anticipated benefits of the TRO proposals, then the scheme will be unable to progress due to the following

- a) It will not be safe for traffic movements and will not achieve its intended outcomes.
- b) Will not achieve the benefits stated in the economical appraisal within FBC (Full business case). Thus, risking WYCA funding.

8. Contact officer

Kumar Kurusamy, Group Engineer, Kumaravel.Kurusamy@kirklees.gov.uk
Armin Alisic, Project Manager, Armin.Alisic@kirklees.gov.uk

9. Background Papers and History of Decisions

None

10. Appendices

- Appendix 1- TRO Plan - Bradford Road (A652).
- Appendix 2 - TRO Plan – Alexandra Road.
- Appendix 3 - Full Objections (redacted).

11. Service Director responsible

Tony Galloway
Service Director Highways and Streetscene
Tony.Galloway@kirklees.gov.uk

This page is intentionally left blank



NOTES

1. Drawing to be printed in colour.
2. All measurements shown are in metres, unless stated otherwise.
3. This drawing shall be read in conjunction with all related documentation and standard details.

KEY:

- Existing road markings
- Proposed road markings
- Proposed Double Yellow Road Markings
- Proposed Double Yellow Road Markings with blips#
- Cycle lane kerbs

D0101/08 POST TRO CONSULTATION

REF. DATE REVISIONS



Streetscene and Housing Service
 Highways and Operation Division
 Flint Street, Fartown
 Huddersfield HD1 6LG

SECTION Highway Design

DRAWN	CHECKED	
QU	DB	
SCALE	PROJECT NO.	DATE
1:500@A3	25-65531	21/05/25

PROJECT
 Transforming Cities Fund
 Dewsbury-Batley-Chidswell STC

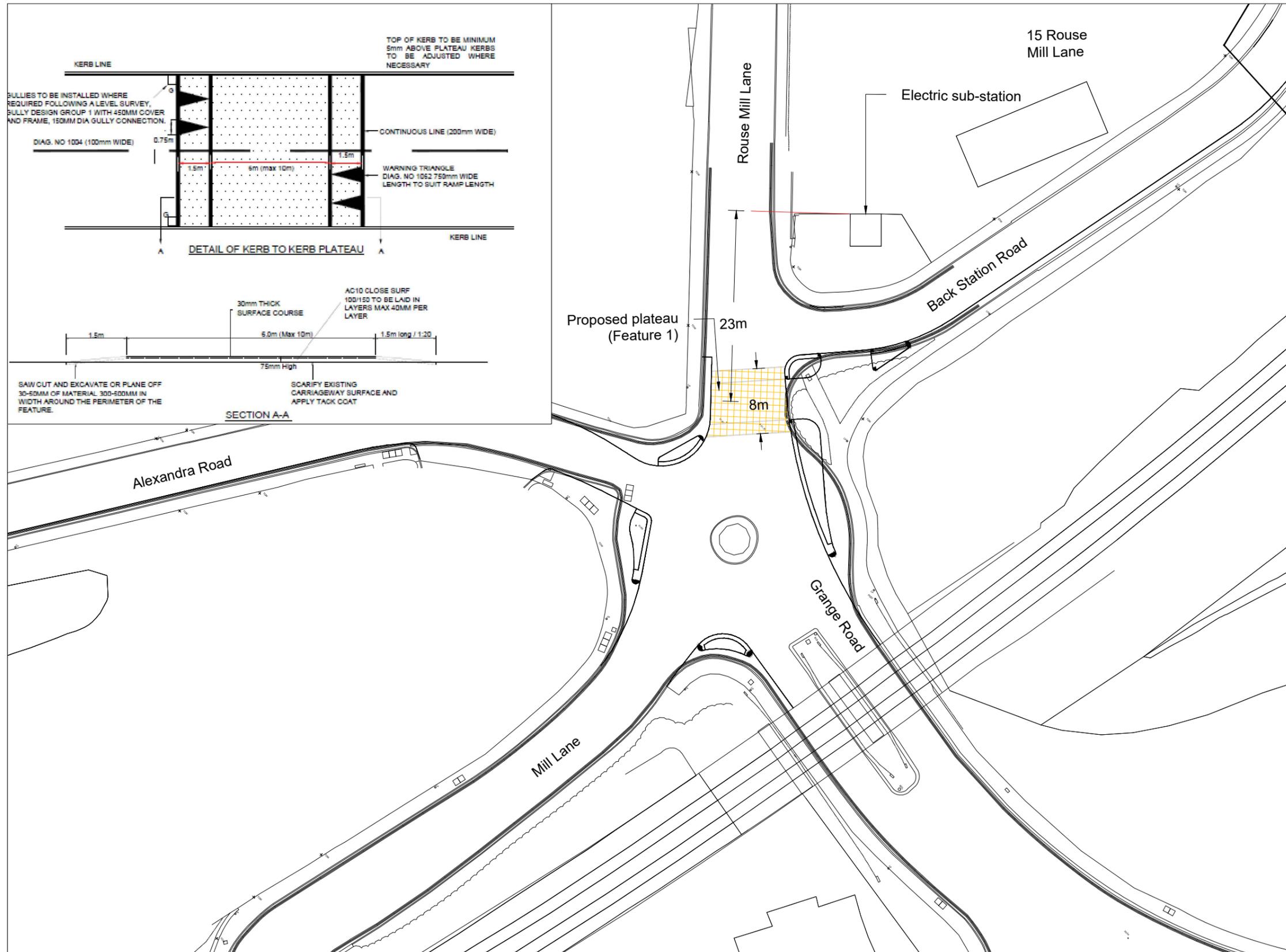
TITLE
 Traffic Regulation Order Plan
 Bradford Road (A652)
 Static Restrictions

DRAWING No. HD-25-65536-BDRD-TRO-005

CAD No.

Based upon the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

This page is intentionally left blank



NOTES

1. Drawing to be printed in colour.
2. All measurements shown are in metres, unless stated otherwise.
3. This drawing shall be read in conjunction with all related documentation and standard details.

KEY:

Proposed Speed Plateau

REF.	DATE	REVISIONS



Streetscene and Housing Service
 Highways and Operation Division
 Flint Street, Fartown
 Huddersfield HD1 6LG

SECTION Highway Design

DRAWN	QU	CHECKED	DB
-------	----	---------	----

SCALE	PROJECT NO.	DATE
1:500@A3	25-65531	21/05/25

PROJECT
 Transforming Cities Fund
 Dewsbury-Batley-Chidswell STC

TITLE
 Traffic Regulation Order Plan
 Alexandra Road
 Road Humps

DRAWING No.
 HD-25-65531-ALRD-JCT-001

CAD No.

Based upon the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Kirklees Metropolitan Council, Licence Number: 100019241.
 Date:

This page is intentionally left blank

Appendix 3 – Full Objection to proposed loading & parking restrictions(redacted).

Further to our conversation last week, we would like to formally make a number of objections to the proposed cycle route.

These are: We can't dictate to suppliers, when they drop off products as we do not have a set time - they can come any time between 8:30 & 6:00.

We currently have 10 main suppliers dropping off products to us and we have 15 drops a week. We have 10 staff members that work here and rely on the business, we need on street parking for our customers as there is no alternative parking elsewhere. We would lose a great deal of business and face possible closure if parking was not allowed.

Please acknowledge receipt of this email.

Kind Regards,

Email 2 from Objector

Please find our objection to the following work, along with the rationale behind the reasoning, as the plans in their current form, will close the business down.

We have a number of signatures from local businesses based on Bradford Road, who also believe their businesses will also be severely affected, even possible closure if the plans, in their current form are implemented.

Therefore, please find the petition signed by bosses at over 13 businesses on the street who are very upset with the plans.

If a raised kerb is put in front of our business, it would be virtually impossible to move doors in and out of the premises safely, as at present, customers can park adjacent to the entrance and safely place doors in vans. We need this to remain as it is, so customers can park safely.

Also, in terms of deliveries, we would need deliveries from between 8:30 - 6:00 to park outside as they are at present.

We have 10 suppliers at present, who drop off products and we have over 15 drops a week, we CANNOT dictate to the suppliers when they can drop off products as they work on a rota system, this would kill our business.

We have 10 members of staff, all of whom rely on the business. We need on street parking, as it is, this is due to no alternative parking elsewhere. Please understand that these buildings are very old, and were not built with parking in mind.

We would lose business or be forced to close, along with the car dealership next door, XXXXXX, who need the space to move and park cars. It's impossible to do it with the proposed restrictions.

Despite our objection, we are willing to work with the council to come up with an alternative that suits all parties as we are not awkward people.

In fact, our social responsibility programme benefits many young people in the area, including the schools within The Batley Multi Academy Trust, whom we work with to give students experience and projects to work on.

We also work with The Forget Me Not Hospice, raising vital funds for the hospice to continue operating...

Please find the links below for more information. F.Y.I Information, I have copied our local Councillors, Aziz Daji, Masood Ahmed and MP Mohamed Iqbal into this e-mail.

Kind Regards,

Objection to the proposed introduction of a full width raised traffic calming feature (plateau) on Rouse Mill Lane.

Hi,

I have been living in the area around that road for 20+ years which i use daily. I OBJECT to this for the reasons below

1. There is always traffic on that road in both directions and you're lucky if you can get up to 20 mph.
2. The accidents occur on that road at the junction from soothill lane to rouse mill Lane and not further up the road.
3. Its a waste of money, put bumps on soothill lane towards the top of hill by the traffic lights / working mens club as people always speed up that hill.

Thanks,



REPORT TITLE: Objections to Amendment No 21 2025 Proposed No Waiting At Any Time, Moor Lane/Delph Lane/Netherton Moor Road, Netherton, Huddersfield

Meeting:	Cabinet Committee – Local Issues
Date:	18 February 2026
Cabinet Member (if applicable)	Cllr Tyler Hawkins
Key Decision Eligible for Call In	Yes
<p>Purpose of Report:</p> <p>To consider 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. This is a part of the Casualty reduction scheme programme of works.</p>	
<p>Recommendations</p> <p>That the:</p> <ol style="list-style-type: none"> 1. That the benefits of the above schemes is deemed to outweigh the formal objections and as such the proposed parking restrictions 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 proposed Traffic Regulation Order (TRO) is critical to the successful delivery of the junction improvement works planned at Moor Lane/Delph Lane/Netherton Moor Road which is a part of the Casualty reduction scheme programme of works 2025/2026. • The proposed TRO/junction improvement works is aimed at addressing a number of collisions resulting in serious injuries. Contributory factors suggest poor intervisibility and a pattern for collisions and overshoots. • Allowing a limited number of residents to continue to park in the immediate vicinity of the junction, instead of clearing the desired length, would reduce the effectiveness of the scheme aimed at improving visibility at the junction and reducing congestion/improving the junction’s operation/pedestrian safety. • Without the restrictions, the scheme’s objectives would be compromised, and the proposed safety benefits lost. • The objections to the proposals are not considered by Officers to outweigh the benefits. They have been and are considered as part of the Council’s normal processes and therefore a public inquiry is not recommended. 	
Resource Implications:	

- The £48,000 design and implementation of the proposed junction improvement works is being 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.
- If these proposed waiting restrictions are not introduced, it's likely that the indiscriminate parking/waiting that currently takes place around the junction, particular at school drop off and pick up times would continue and the visibility improvements and congestion benefits, plus the opportunity to improve pedestrian safety in this vicinity would also be lost.

Date signed off by <u>Executive Director</u> & name	David Shepherd : 23 January 2026
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney : 23 January 2026
Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?	Samantha Lawton : 30.01.2026

Electoral wards affected: Crosland Moor and Netherton

Ward councillors consulted:

- **Crosland Moor and Netherton Ward councillors** - Cllr Alex Vickers; Cllr Imran Safdar; Cllr Jo Lawson

Public or private: Public

Has GDPR been considered? Yes

1. Executive Summary

1.1 This project is funded through the Approved Highways (Safer Roads) Capital plan from the City Region Sustainable Transport Settlement (CRSTS) 2025 – 2026 funding.

1.2 The proposed scheme will improve visibility, pedestrian safety and the operation of the junction. The scheme will also provide active travel facilities to support the longer-term vision zero.

1.3 This report relates to a casualty reduction scheme proposed principally to reduce a recorded number of injuries and collisions at the junction of Moor Lane/Delph Lane/Netherton Moor Road and their severity.

1.4 This junction has a documented history of personal injury collisions (PICs) over a five-year period from 2019 to 2024. Four of the collisions recorded at this junction, resulted in five casualties, one of whom sustained serious injuries as a result of poor visibility when exiting at the junction. The suggested kerb-line realignment and TRO would be appropriate mitigation. Double yellow lines (DYL) are proposed on both sides of

Netherton Moor Road (NMR) at this location designed to prevent pedestrians crossing between parked cars and protect the intervisibility at the new proposed pedestrian crossing points developed as part of the scheme on both Netherton Road and Netherton Moor Lane.

- 1.5 The proposals underwent consultation with Local Ward Councillors and statutory bodies including other council departments and emergency services as is legally required.
- 1.6 The proposed layout used for public consultation has been included at Appendix 1 as Plan TF-08-200-286.
- 1.7 The proposals then underwent local public consultation in July 2025, during which letters were distributed to adjacent affected properties and the school. In response an on-site meeting was also held with the School Head Teacher of whom was supportive at that time.
- 1.8 Officers responded reiterating the reasoning behind the scheme and addressing the issues raised. 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.
- 1.9 The scheme was formally advertised from 26th November 2025 to 24th December 2025 and three objections were received.

Information required to take a decision

2. Scheme and TRO Background

- 2.1 The scheme proposes the realignment of the kerb line at the north-west corner of the junction (along Moor Lane/Delph Lane) to improve inter-visibility for drivers travelling on Delph Lane to safely exit/cross the junction. The proposal will also improve pedestrian facilities by widening the footway and narrowing the carriageway.
 - 2.1.1 As part of these proposals, it is proposed to introduce double yellow lines (DYL) along all four arms of the junction of Moor Lane/Delph Lane/Netherton Moor Road as shown on TF-08-200-286 in Appendix 1. These proposals are designed to prevent parking and help maintain visibility at all times.
 - 2.1.2 It is believed that the introduction of double yellow lines here in order to remove parking will help improve sightlines and the operation of the junction and ensure that the junction is safer and will result in a reduction in collisions and casualties, both in numbers and severity.
 - 2.1.3 The proposed 43 metres of DYLs on Netherton Moor Road are designed not only to address concerns regarding the visibility at the junction but also to remove the indiscriminate parking that takes place at school drop off and pick up times which cause inefficiency and safety problems at the junction.

Residents / parents / staff park beyond the junction here at all times so the extended restrictions are designed to alleviate these concerns and improve pedestrian safety whilst protecting the intervisibility at the new pedestrian crossing points on Netherton Moor Road

TRO Objections

All three objections were made by local residents, and their full objections can be found in Appendix 2.

The objections cover 2 key areas and can be summarised as follows along with the officer response:

Objection 1 –

An objection was received from a resident of Netherton, who was included in the original public consultation due to their address being in the vicinity of the proposed scheme.

The objection is on the grounds that the proposed double yellow lines (kerb realignment) would result in the loss of on street parking for them (on Moor Lane). The objector suggests that we reduce the length to allow for them to continue to park outside their property.

In response

One of the 4 accidents has been as a result of poor visibility when existing Delph Lane. Site observations have also confirmed that there is a lack of good visibility at this junction due to parked vehicles right up the junction tangent points.

The proposed length of double yellow line markings (and kerb realignment) is required to achieve the necessary visibility splays of 2.4m x 45m as recommended in Manual for Streets at the junction when existing Delph Lane.

Objection 2 –

Another objection was received from a resident of Netherton, who was included in the original public consultation due to their address being in the vicinity of the proposed scheme.

The objection is on the grounds that the proposed double yellow lines would result in the loss of on street parking for them on Netherton Moor Road. The objector suggests that we reduce the length/completely remove it on the southeast point of the junction/opposite the school to allow for them to continue to park on the neighbouring street.

In response

The improvements are intended to tackle both the current congestion and the indiscriminate parking that takes place at school drop off and pick up times which currently raises safety issues for all users. Site observations and the photographic evidence received demonstrate these issues regularly occur resulting in safety issues, collisions and near misses for all users.

Additional double yellow lines (DYL) are proposed on Netherton Moor Road (NMR) to remove a length of parking that takes place by residents / parents / staff on both sides of NMR. There are concerns that pedestrian safety is being compromised by parked vehicles and the crossing of children in between. The proposed DYLs would remove this and also protect the intervisibility.

The proposed DYLs also support Highway Code (Rule 243) where it clearly states that drivers must not park within 10 metres (32 feet) of a junction, unless road signs specifically permit it

Objection 3 –

The final objection received is from a resident of Netherton, who was included in the public consultation due to their address being in the vicinity of the proposed scheme.

This objector is concerned about the overall effect of the restrictions. They believe that the proposals are detrimental to the local residents who will lose on-street parking.

They believe that the parking problem is mainly at school start and finish times and therefore the proposals affect locals far beyond this limited time period. The objector suggest we reconsider the proposals and arrange to discuss the issues with residents.

In response

As part of the current junction improvement works, the TRO proposals are designed to tackle the congestion and the indiscriminate parking that takes place both at school drop off and pick up times and various other times throughout the day presenting highway safety issues for all users. Site observation plus picture evidence has been received of these occurrences which has resulted in safety issues, collisions and near misses.

Additional double yellow lines (DYL) are proposed on Netherton Moor Road (NMR) to remove a length of parking that takes place by residents / parents / staff on both sides of NMR. There are concerns that pedestrian safety is being compromised by parked vehicles and the crossing of children in between. The proposed DYLs would remove this and also protect the intervisibility at the new pedestrian crossing points on this road.

3. Implications for the Council

3.1 Council Plan

The request for junction improvements works was made using the Council's approved processes, which ensure it was considered in a fair and balanced way using cost benefit analysis. Implementing double yellow lines in this location is designed to improve road safety and allow the junction to operate more efficiently and for traffic to travel through this section of the network safely 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 parking restrictions will 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 double yellow lines will remove indiscriminate parking around the junction 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 double yellow lines will improve road safety locally, for all road users. Pedestrians will feel safer when crossing around the junction of Moor Lane / Delph Lane / Netherton Moor Road as inter-visibility will be improved.

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 access and visibility issues in this area by removing obstructive parking at and on the junction and help pedestrians cross the adjacent roads using the designated crossing points. 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 scheme 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. £48,000 - 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 £11,000.

If the objections are upheld, the scheme to introduce the buildouts would be provided but the financial commitment to introduce DYLs would be lost.

3.3 Legal Implications

This scheme has been consulted on and advertised as legally required by:

- The Road Traffic Regulation Act 1984
- The Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (1996 Regulations) and

Under Section 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to

a) the desirability of securing and maintaining reasonable access to premises;

b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

d) any other matters appearing to the local authority to be relevant

Under Regulation 9(1) of the 1996 Regulations, the Council must consider whether to hold a public inquiry before approving and making the order objected to. As it is recommended to modify the draft order to reduce the restrictions on loading and unloading, if accepted, there is no obligation to hold a public inquiry (Reg 9(3) of the 1996 Regulations) but it is still for the

Council to exercise its discretion in this respect.

all of which, where relevant, are considered in the report above and below.

3.4 Climate Change and Air Quality

Under Section 122 of the Road Traffic Regulation Act 1984 the Council has to have regard to, amongst other things, the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy), which for Kirklees is the Kirklees Air Quality Strategy and Action Plan 2019 commit to improvements to congested junctions and supporting / encouraging active travel and modal shift on journeys to school.

As this scheme aims to significantly reduce obstructive parking at these junctions close to the school, reduce congestion in this area, and support active travel, this will have a positive effect on climate change and air quality and is in line with the Kirklees Air Quality Strategy.

3.5 Other (eg Risk, Integrated Impact Assessment or Human Resources)

Not applicable

4. Consultation

The three local ward councillors and statutory bodies were consulted on the proposals, and objections were raised at that time.

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

5. Engagement

The overall scheme was subject to an informal consultation and the formal public advertisement during its concept, design and public engagement stages as detailed in paragraph t 4.

Public engagement events included all relevant Ward Cllrs.

6. Options

6.1 Options considered

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

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

Officer recommendation Option (a)

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

6.2 Reasons for recommended option

The overall proposed scheme with the kerb realignment, double yellow lines and upgraded pedestrian crossing points aims to introduce a robust scheme which will provide a safer environment for the community and is broadly supported by local residents and the nearby school.

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

The kerb-lines at the junction will also be amended to improve visibility when exiting this junction.

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 double yellow lines 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 double yellow lines, as consulted and advertised on will be abandoned and the anticipated safety benefits and expenditure to date will be lost.

8. Contact officer

Nathan Taylor
Senior Engineer
(01484 221000)

9. Background Papers and History of Decisions

None

10. Appendices

- Appendix 1- Plan TF-08-200-286 used for consultation
- Appendix 2- Full Objections (redacted)

11. Service Director responsible

Tony Galloway

This page is intentionally left blank

Appendix 2 - Objections (Redacted)

Objection 1

I am writing in reference to your recent correspondence regarding the proposed buildout with double yellow lines outside my residence at ### Moor Lane.

Having carefully reviewed the proposal, I must express my strong objection. The implementation of this scheme would directly impact my ability to park outside my own property, where no alternative designated parking is available. This would not only create inconvenience for me, but also displace the issue to surrounding streets, potentially affecting neighbouring residents and exacerbating local parking pressures.

Additionally, both of my parents are disabled and frequently visit my home. Due to their limited mobility, they rely on the proximity and accessibility of the parking directly outside the property. Removing this option would present a serious and ongoing barrier to their ability to visit safely and with dignity.

It is also worth noting the potential impact on the future value and desirability of the property. The loss of nearby parking would inevitably be a negative factor for any prospective buyer, especially in a residential area where off-street parking is already limited.

In light of these concerns, I respectfully urge you to reconsider the current proposal. An alternative solution could be to implement the buildout further along at No. 101, coupled with double yellow lines and a permit-holder-only scheme. This would more effectively address the core issue—vehicles parking inconsiderately at junctions during school term time—without penalising residents who depend on this space for essential day-to-day use.

I appreciate your attention to this matter and hope that a more balanced solution can be considered—one that protects pedestrian safety while also recognising the genuine needs of local residents.

Objection 2

I am forwarding to you my original reasons for objecting to the proposals the council wants to make to the above junction.

I was disappointed that council officials seem unwilling to meet residents to discuss ways to improve the area and seem to want to punish residents for the actions of those attending, working or collecting/leaving children who attend the school.

A majority of the congestion issues arise at the start and end of the school day allied to the number of school staff who wish to park as close to the school as possible.

if you where to attend out of school hours you would see that only a couple of residents or visitors to homes on Moor Lane are irregularly parked leaving plenty of room for a double buggy to easily pass through. This evening one car belonging to a neighbour is parked on

Netherton Moor Lane and not causing any adverse issues. The council seem to want to "kick this problem further down the surrounding roads".

Please reconsider the proposals and arrange a discussion with the residents who feel they are being discriminated against due to the action of others.

Objection 2 original local consultation response prior to advertising the proposals

I refer to your undated letter concerning proposed changes to the junction of Moor Lane/Delph Lane and Netherton Moor Lane: which was received upon discussion with my neighbours' days after they received your letter.

Whilst it is commendable that the council is looking to improve road safety, I cannot state that I am agreeable to your proposals which seem to overlook the rights of residents of 102/122 Moor Lane to enjoy a peaceful occupancy of their homes and be using the proverbial "sledgehammer to crack a nut."

Your plans need to be reconsidered to enable residents to have somewhere to park their vehicles so that they can support the Green Agenda as they have no driveways to facilitate the off-road charging of electric vehicles. Most of the cars parked on the roads belong to school staff or parents/carers.

Your plans as indicated will just move the issue further down the adjacent roads and not resolve the issue.

The bus stop lay by on Moor Lane is excessive in size for a facility that is almost redundant due to the lack of buses stopping there. It could be reduced and provide residents parking without hindering bus usage.

Have you considered making the area resident parking only which has been successful in Holmfirth, Lindley and Dalton in reducing casual parking. The road improvements at Honley Bridge and near to the high school appear to have included resident parking bays so they could be established on Moor Lane.

The narrowing of the road will not improve visibility. Currently many vehicles are parked in bus stops etc by parents/carers dropping off children at school.

Most of the vehicles parked during school hours belong to school staff; surely their employer could provide them with off road parking or fund parking for the residents. H.G.V's attending the nearby residential developments already drive over pavements when turning on/off Moor Lane.

Out of school hours visibility at the junction is not an issue: usually two residents' cars, and a Kirklees council van are parked away from the junction adjacent to the sub-station. At school events vehicles are parked everywhere.

HGV traffic going to and from the new housing being built close to Hinchcliffe's farm shop should be required to use Coppice Drive a wide modern road rather than negotiate the road passed the infant school.

I would suggest that this area could become a residents parking area. Residents could inform you of their car registration numbers to prevent the issue of parking charge notices and officials could issue Penalty Charge Notices to those who facilitate the congestion.

If the area is not regularly patrolled: school parents/carers already ignore the road markings by parking in the bus stop in front of garages/vehicle entrances.

I have seen plans submitted by my neighbours at ### Moor Lane which have my support.

Before the works progress why do not you arrange a site meeting with the residents.

I look forward to an amicable meeting.

Objection 3

Please find attached correspondence between your colleague, Nathan Taylor, and me, along with an image of the notice displayed at the corner of Netherton Moor Road. I have included this to evidence that I have been unable to establish whether Kirklees intends to proceed with the proposal to introduce double yellow lines along Netherton Moor Road.

As I have not received confirmation either way, I am working under the assumption that this proposal remains active, and I would like this email to be treated as a formal (though partial) objection to it.

During my telephone conversation with Nathan, he raised concerns regarding disorganised parking during school drop-off and pick-up times. I agree that this occurs; however, it is limited to approximately 20 minutes in the morning and 20 minutes in the afternoon, and only during term time. This equates to poor parking conditions for roughly 1.5% of the year. In contrast, the proposed double yellow lines would disadvantage residents, particularly those in the cottages at the corner of Netherton Moor Road and Moor Lane 100% of the time. I believe this to be a disproportionate response to the issue.

If the council remains committed to introducing double yellow lines, I would like to suggest an alternative approach. Applying double yellow lines to the four corners of the junction would ensure junction clearance and safe access. In addition, restricting parking only on the side of the road adjacent to the school would significantly reduce school-related parking, discourage parking on the school zig-zag markings, and allow safe entry and exit from Netherton Moor Road by preventing congestion caused by double-parked vehicles.

This approach would resolve the safety concerns while avoiding unnecessary disadvantage to residents. Unfortunately, the garage spaces in the surrounding area are owned by Kirklees and are already allocated to other residents, and the land directly opposite the school is also

owned by Kirklees. As such, the current proposal would remove our remaining parking options entirely.

I would welcome the opportunity to meet with you to discuss this in person, ideally once during school drop-off or pick-up times and once outside of term time, so you can see firsthand the contrast and how my suggested solution addresses the issue without unfairly impacting local residents.

To summarise, double yellow the four corners but please do not double yellow the side of the road opposite the school from the access of our private road to the garages because this is our only parking.