

Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### CABINET COMMITTEE - LOCAL ISSUES

**TUESDAY 15<sup>TH</sup> APRIL 2025**

Present: Councillor Graham Turner (Chair)  
Councillor Munir Ahmed

Apologies: Councillor Crook

In attendance Dean Barker, Principal Road Safety Engineer  
Karen North, Principal Technical Officer  
Will Acornley, Head of Operational Services.  
Robert Hardcastle, Principal Engineer  
Phil Waddington

- 1 Membership of the Committee**  
Apologies were received from Councillor Crook
- 2 Minutes of Previous Meeting**  
That the Minutes of the meetings held on 22<sup>nd</sup> January and 19 February be considered at the next meeting of the Committee for approval.
- 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  
No questions were asked
- 8 Proposed Casualty Prevention Scheme on Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown (associated with the North Huddersfield Trust School Expansion)**

The Committee will consider the objections received to the advertised traffic calming scheme for Woodhouse Hill, Central Avenue and Woodhouse Hall Road, Fartown.

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The report was presented by Dean Barker, Principal Road Safety Engineer who advised that the scheme was proposed to improve road safety, reduce the risk to pedestrian safety and support the expansion of North Huddersfield Trust School through;

- Reducing conflicting traffic and turning movements in a location that was at its busiest when vulnerable road user numbers are at their highest – on arrival and departure from school.
- Reducing the speeds of vehicles, thus reducing the road safety risk.
- Proposed waiting restrictions, to reduce congestion and current access issues experienced during the morning and afternoon peaks and reduce the opportunity for inappropriate and often dangerous parking practices.

Consultation with residents was undertaken in October 2024, with 260 letters posted out to affected properties in the area, including a link to an electronic version of the plan and letter on the Kirklees Council website, with open access to all. The Kirklees Council Highways Act 1980 (Section 90 A-F) Woodhouse Hill and Woodhouse Hall Road (For the road humps on Woodhouse Hill and Woodhouse Hall Road) were advertised between 31st January 2025 and 28th February 2025, inclusive, and Plan HS-25-66886-TRO showing the orders as advertised was included ( Appendix B).

As a result of the formal objection that was received Officers reviewed the need for loading and unloading restrictions on parts of the scheme and proposed to remove this element of the proposed order.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from Franc Chamberlain and Lucy Smith.

In response, Dean Baker agreed that during school changeover times the area was problematic and that in the short term there may be some migration of vehicles and that this may be monitored going forward but the scheme will aim to prevent people parking their vehicles for extended periods of time. In responses to concerns around safety, it was advised that the keep clear lines were proposed to enable enforcement. In relation to supporting Mode Shift, Karen North, Principal Technical Officer advised that the school was working with Kirklees road safety team to promote Mode Shift initiatives and encourage the behaviour change of parents.

The Committee acknowledged the concerns raised but noted that congestion outside schools at peak times was a national issue, and that it was essential to protect children from risk by making the environment outside of the school as safe as possible. The Council was committed to West Yorkshires Vision 0 and given the number of injuries outside the school it was clear that intervention needed to be taken in this area. It was also noted that if the scheme be implemented that enforcement visits could be scheduled on an ad-hoc basis to monitor and reinforce good driver behaviour.

The Committee noted all information presented verbally and in writing and felt that on balance that the need to support pedestrian safety and reduce risk to children travelling to and from school outweighed the concerns and it was agreed that;

**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 advertised.

## **9 Objection report – Traffic Regulation No 2 Order 2024**

The Committee considered a report seeking approval for the making of the Kirklees Council (Traffic Regulation) (No 2) Order 2024, as advertised (with motorcycle permits) which was presented by Will Acornley, Head of Operational Services.

It was explained that the routes affected by the TRO proposal (Appendix 1 – TRO plans) were a mix of rural highways, byways open to all traffic and bridleways and were subject to increased vehicular use by pleasure drivers, and 4 x 4 vehicles. This was considered to be a nuisance and cause danger to other legitimate byway users. This use had also caused direct damage to the routes, and subsequent secondary damage to the surrounding landscape such as blocked streams, damaged walls, etc. To avoid the risk of further significant damage to the routes, approximately £300k had been spent, over 3 years, on repair work, to counteract the damage caused by 4 wheeled vehicles. The permit scheme proposed to be implemented allowed for safer use of the routes by some motorised vehicles (landowners/business owners and motorcyclists with a permit), ensuring that some users still had a legitimate opportunity to use the routes, whilst limiting others who were causing substantial damage to the environment.

The proposals were formally advertised from 18 September 2025 to 16 October 2024 and during that time 14 objections were received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received representations from Patricia Stubbs representing the Peak District Green Lanes Alliance, Dainel Redman, Diana Mallison, Andy Wilson and Graham Thewlis. Written representations from Will Atha were also delivered via the Chair of the Committee.

Will Acornley responded to the representations advising that;

- There was no further consultation as the decisions and amendments made through the original consultation process were visible on the council website for a number of weeks, and all were invited to attend the Committee meeting.
- The aims of the proposal were to reduce damage to the routes while balancing the needs of all users and preserve routes for those who behaved correctly and use them in the right way.
- Introducing the scheme would allow for some control and enforcement. The parking teams would monitor the Whitelist and any public feedback, and any users of the routes could report behaviour not in line with the scheme or the code of conduct to the Council.

The Committee aimed noted the need to balance reducing damage to routes and tackling antisocial behaviour while preserving access for responsible users. They further acknowledged antisocial behaviour as a national issue and plans to work

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with the Police to address it locally. The Committee appreciated objectors' input and thanked them for their attendance noting the long-standing nature of the issue and officers' efforts to propose a fair solution. They also highlighted scope to monitor and review the scheme after 12 months to assess its effectiveness.

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

**RESOLVED:** The objections to the proposed (Traffic Regulation) (No 2) Order 2024 be overruled and that the TRO be made and implemented as advertised with agreement to review in 12 months.

### 10 **Objection report – proposed traffic calming, Lea Lane, Netherton**

The Committee considered an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Lea Lane, Honley / Netherton presented by Robert Hardcastle, Principal Engineer.

The Committee were advised that a Commissioning Team within Children's Services raised concerns around the safety for pedestrians and vehicles entering/exiting and travelling to and from Magdale House. The proposed traffic calming scheme was designed to improve road safety for all residents and road users travelling along the road and provide a more resilient road network in this location. The two traffic calming features added in response to the informal consultation to the original two features provided value for money over the initial smaller scheme.

A notice of proposals for the implementation of the traffic calming was advertised from 6 January 2025 to 3 February 2025. During the formal advertisement period 1 objection was received.

Under the provision of Council Procedure Rule 37, the Cabinet Committee – Local Issues received a representation from Gary Andrews. Robert Hardcastle responded to the representations advising that funding would be provided by Children's Services as the client. In terms of following best practice, LT07 traffic calming guidance had been followed. The DfE had also released a number of studies around the use of speed cushions showing these to be the most impactful whilst having the least noise pollution.

Having considered all the information presented verbally and in writing, the Committee felt there was a lack of evidence to justify the implementation of the scheme, and that this would need to be demonstrated following further discussion with Children's Services in order for the Objection to be overruled.

**RESOLVED** - That the objection be upheld, and the proposals be abandoned.