

**REPORT TITLE:**

<b>Meeting:</b>	<b>Cabinet Committee – Local issues</b>
<b>Date:</b>	<b>19<sup>th</sup> November 2025</b>
<b>Cabinet Member (if applicable)</b>	<b>Councillor Tyler Hawkins</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes</b>
<b>Purpose of Report:</b> To consider an objection and comments received to the traffic calming proposed under Highways Act 1980 – Section 90 A-F – Scar Lane, Golcar	
<b>Recommendations</b> <ul style="list-style-type: none"> <li>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.</li> </ul> <b>Reasons for Recommendations</b> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>The scheme is designed to provide a more resilient road network in this location.</li> <li>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.</li> <li>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.</li> </ul>	
<b>Resource Implications:</b> <ul style="list-style-type: none"> <li>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.</li> <li>All fees and construction costs will be covered within the approved budgets.</li> </ul>	
<b>Date signed off by <u>Executive Director:</u>  <u>David Shepherd</u></b>	<b>09/10/2025</b>
<b>Is it also signed off by the Service Director for Finance: <u>Kevin Mulvaney</u></b>	<b>14/10/2025</b>

**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 9<sup>th</sup> September 2025 to 30<sup>th</sup> 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 been 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 1<sup>st</sup> April 2025 – 31<sup>st</sup> 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:

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## 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**