

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