

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

1 February 2023 – 14.30 to 16.00

Attendees:

Members (i.e. the Governing Body)

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Corporate Lead (Design & Asset Management)	CL(D&AM)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer	TE1
Traffic Engineer	TE2

1. Apologies

- Corporate Lead (Transportation)
- Flood Programme Manager – Post currently vacant
- Performance Manager – Post currently vacant

2. Matters arising

The minutes of the last meeting (1 December 2022 @ 15.00) have been agreed by the Traffic Regulation Order Governing Body (TROGB) by email and have been uploaded to the website ([here](#)).

3. Orders for Consideration

a) **Hays Lane, Mixenden**

Further to raising this at the meeting on 1 December 2022 (section 3b [here](#)) TE1 reported on the outcome of the statutory consultation.

The statutory consultation took place between 15 December 2022 and 12 January 2023. No objections were received during the statutory consultation period. The objection received during the informal consultation was reconsidered by the TROGB and it was again agreed that there is ample alternative parking close by.

It was agreed by the TROGB that alternative parking is available, the proposals are required and suitable, therefore the objection was overruled, and agreed that the proposal can be implemented as advertised.

Outcome

It was unanimously agreed that the objection be overruled, and the TRO should be implemented as advertised.

The TROGB:

- (i) Approves the making and implementation of the Order as proposed and holds that the objection be overruled.
- (ii) That the objector be informed

b) **Bradford Road and Towngate, Northowram**

Further to raising this at the meeting on 17 October 2022 (section 3c [here](#)) TE2 reported on the outcome of the statutory consultation.

The statutory consultation took place between 15 December 2022 and 12 January 2023 and covered two elements, the A6036 Bradford Road proposal and the Towngate proposal. It is worth noting that the zebra crossing indicated on the circulated drawings is not part of this consultation as it is outside of the scope of the TROGB. The zebra crossing has been advertised separately under Section 23 of the Road Traffic Regulation Act 1984 and responses will be reviewed independent of this meeting.

Objections were received to the proposals. Please note that the objections referring to Bradford Road could reasonably also apply to the Zebra crossing, so they will be considered as part of that review too.

Following a lengthy discussion, it was agreed by the TROGB that a decision would be deferred until the responses to the zebra crossing notice have been reviewed separately by the ADoSI as the outcome of that might affect the required TRO.

Outcome

It was unanimously agreed that a decision be deferred pending the outcome of the review of the zebra crossing objections.

c) St Malachy's School, Ovenden

In 2020 St Malachy's Catholic Primary School was part of an Experimental Traffic Regulation Order (ETRO) to create School Street to increase social distancing outside the school, improve the local environment and encourage other options for school travel (walking/cycling/scooters). The experiment was received well and was backed by the school. However, due to a change in the operational timing late in the procedure (the school no longer had an early finish on Fridays), the ETRO had to be varied late in the process and too late for the ETRO to be made permanent.

In order to make the experiment permanent, a new TRO needs to be made. Informal consultation has commenced again and TE2 reported that there have been no objections and propose to commence the statutory consultation.

It was agreed by the TROGB that the proposals have been shown to be successful previously, are required and suitable. Therefore, the TROGB unanimously agreed that the proposal can progress to statutory consultation.

Outcome

It was unanimously agreed that the proposals can proceed to statutory consultation.

The TROGB:

- (i) Approves the progression of this scheme including instruction to the Case Manager and the Head of Democratic and Partnership Services to draft the necessary documentation to progress the statutory consultation.

d) Lee Wood Road, Hebden Bridge

In September 2021, we were requested to provide parking restrictions to prevent vehicles parking close to a weakened retaining wall. Initially this was in the form of an Emergency Temporary Traffic Regulation Order, followed a few weeks later by a Temporary Traffic Regulation Order (TTRO). The TTRO is coming to an end (it has a maximum 18-month length) and as repairs to the wall are not planned, the restrictions need to be made permanent.

An informal consultation has been completed and TE2 reported that there have been no objections and propose to commence the statutory consultation.

It was agreed by the TROGB that the proposals have been shown to be successful previously, are required and suitable. Therefore, the TROGB unanimously agreed that the proposal can progress to statutory consultation.

Outcome

It was unanimously agreed that the proposals can proceed to statutory consultation.

The TROGB:

- (ii) Approves the progression of this scheme including instruction to the Case Manager and the Head of Democratic and Partnership Services to draft the necessary documentation to progress the statutory consultation.

e) Barkisland Junctions and Gateways (CRSTS scheme)

After complaints of speeding and obstructive parking, discussions between Councillors and the Transportation Team led to a design brief for this site. This required the investigation of improvements to signing, addition of no waiting at any time restrictions to protect the junctions of Stainland Road/Saddleworth Road and Saddleworth Road/Scammonden Road in Barkisland village, and revisions to speed limits and implementation of speed buffers along Saddleworth Road on the approaches to Barkisland.

An informal consultation for the TRO and the Speed Limit Order (SLO) has taken place and TE2 reported that there have been no objections. There was a request to reduce the length of the restrictions at the junction of Stainland Road/Saddleworth Road (Stainland Road leg) and it was considered that this request is acceptable. It is therefore proposed to commence the statutory consultation with these revised extents.

TE1 asked if speed surveys have been undertaken for the site. TE1 responded that transportation's records will be checked before statutory consultation is commenced.

It was agreed by the TROGB that the proposals have been shown to be required and suitable. Therefore, the TROGB unanimously agreed that the proposal can progress to statutory consultation.

Outcome

It was unanimously agreed that the proposals can proceed to statutory consultation.

The TROGB:

- (iii) Approves the progression of this scheme including instruction to the Case Manager and the Head of Democratic and Partnership Services to draft the necessary documentation to progress the statutory consultation.

f) Shibden Hall Road ETRO

With the increasing popularity of Shibden Hall, there has been a growth in the parking around the site including vehicles parking along the stretch of Shibden Hall Road that is already restricted with double white lines. As the double white lines are only enforceable by the Police, it was not possible to enforce as often as required.

Whilst it is normally considered unnecessary to have both double white lines and No Waiting at Any Time restrictions, it was considered that this could be experimented to see if it would be better understood by drivers and widen the enforcement possibilities (as they can be enforced by the Council's CEOs).

The scheme was created using an ETRO and the 6-month consultation period has now been completed without any objections and has had support from Cllrs Dainton and Caffrey.

Community Safety, West Yorkshire Police and Parking have reported a reduction in offences and support the suggestion to make the Order permanent.

Whilst the ETRO can operate for up to 18 months in total, it seems that the scheme is working well and therefore it is proposed to make it as a permanent Order now.

It was agreed by the TROGB that the proposals have been shown to be required and suitable. Therefore, the TROGB unanimously agreed that the proposal can be made permanent.

Outcome

It was unanimously agreed that the scheme should be made permanent.

The TROGB:

- (iv) Approves the making and implementation of the Order as proposed.

g) Beech Hill School ETRO

The site was discussed in early 2020 as a scheme to create additional social distancing spaces during Covid. The school was interested from the start but did not respond when we wanted to make the formal orders and so they were not included.

Despite this, the school continued to operate an unofficial but similar scheme for some time. In May 2022 we started an ETRO to make this arrangement formal and the 6 month consultation period has now been completed without any objections.

Whilst the ETRO can operate for up to 18 months in total, it seems that the scheme is well received and therefore it is proposed to make it as a permanent Order now.

It was agreed by the TROGB that the proposals have been shown to be required and suitable. Therefore, the TROGB unanimously agreed that the proposal can be made permanent.

Outcome

It was unanimously agreed that the scheme should be made permanent.

The TROGB:

- (v) Approves the making and implementation of the Order as proposed.

4. Any other business

a) Jumps HGV Ban

Further to discussing this scheme at the meeting on 1 December 2022 (section 3a [here](#)) TE1 reported that the statutory consultation has now been completed and no objections have been received. As the procedure does not require schemes to return to TROGB if no objections have been received, work has commenced on making this order.

b) Wainstalls School ETRO

For the information of the TROGB, following lengthy discussions with the school and the local community, a further proposal is to be consulted on with the intention of progressing with an ETRO.

c) Halifax Town Centre (Phase 2 of the A629 scheme)

For the information of the TROGB, the Major Projects Team will be commencing an informal consultation on the proposed changes shortly. The outcome will be reported to a future TROGB Meeting.

d) Huddersfield Road (Phase 1b of the A629 scheme)

For the information of the TROGB, TE1 reported that the informal consultation will be commencing shortly on this scheme. TE1 will circulate the proposed restrictions and speed limits as soon as the design is complete.

5. Date of Next Meeting

The next meeting is planned for 5 April 2023 between 14.00 and 15.30.