

# MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

1 September 2022 – 15.30 to 16.30

## Attendees:

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Design & Asset Management)	CL(DAM)
Corporate Lead (Transportation)	CL(T)
Team Leader (Traffic Engineering)	TL(TE)
Graduate Engineer	GE

## 1. Apologies

Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Flood Programme Manager	FPM
Performance Manager	PM

## 2. Matters arising

- a) The minutes of the last meeting (18 August 2022) are being circulated within the Traffic Regulation Order Governing Body (TROGB) and will be agreed by email before issuing to the website.

## 3. Orders for Consideration

### a) **Brighthouse Road, Hipperholme TRO/SLO**

The proposed scheme has just completed the statutory consultation and two objections were received.

One of the objectors noted that after they had informed us of an error in the Notices, we had corrected the Notices posted on site and the website but not the version advertised in the paper. H&PS confirmed that this indeed should have been changed too and as a result we need to re-advertise the scheme.

#### **Outcome**

It was unanimously agreed that the scheme be re-advertised as soon as possible to ensure that the procedure is correct.

### b) **Brighthouse Accelerator ETRO**

TL(TE) outlined the history of the scheme and reported on the breakdown of the comments received both in support and in objection (see Appendix 1 below).

Following the formal consultation period, 33 responses were received (17 in favour of the Order becoming permanent and 16 against).

In addition to the responses, we received a petition of 4006 signatures, against the proposal. The Council's [petition scheme](#) (section 4) states that the Council cannot accept a petition that "refers to a matter which is already the subject of legal proceedings". As this is in response to a legal consultation (for the ETRO), the Council rules cannot accept this as a formal petition. However, the petition will continue to be considered as an objection to the ETRO.

There followed a discussion on the merits of the objections and consideration of the proposed responses.

It was worth noting that most responses were received in the very early stages of the experiment, the majority before the parklets were installed and therefore it is likely many comments were received based on fears rather than fact.

H&PS asked whether there was any quantitative information (survey data) to support the suggested success of the scheme. TL(TE) agreed to chase this up and report back to the TROGB by email to conclude.

After discussion the TROGB were, subject to satisfactory survey results, minded to agree that whilst there were a high number of negative responses, on balance the merits of the scheme outweighed the merits of the objections and the TROGB were therefore minded to approve the introduction of the proposal based on the published Statement of Reasons.

**Outcome**

It was unanimously agreed that the survey data be made available to the TROGB to consider the decision further.

**4. Any other business**

**a) Park Road, Sowerby Bridge TRO**

TL(TE) reported that this scheme has been informally consulted and there were no objections received.

The TROGB agreed that the proposal is considered acceptable and can be progressed to statutory consultation.

**Outcome**

It was unanimously agreed that the proposal 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.

**b) Halifax Town Centre TRO**

TL(TE) reported that this scheme was due to complete the informal consultation the following day (2 September 2022). In order to avoid delaying the statutory consultation (the next meeting is not until 5 October) the TROGB agreed that as long as no objections were received, the scheme could progress to statutory consultation.

**Outcome**

It was unanimously agreed that should no objections be received by the close, the proposal can proceed to statutory consultation.

**5. Date of Next Meeting**

The next meeting is due to be held on 5 October 2022, 15.00 to 16.00.

**6. Addendum (8 September 2022)**

**a) Brighthouse Accelerator ETRO**

Following the discussions at the meeting, investigations by TL(TE) confirmed that no survey data was available.

As a result, ADoSI approached the Chairs of the Town Board and members of the Brighthouse BID Steering Group to seek their views on the success of the experiment. Their responses indicated that the parklets were indeed well used and based on this it was suggested that the experiment could be considered a success?

The attendees of the TROGB were informed of this information and as these responses seem to confirm the success of the scheme it was unanimously agreed that the objections be overruled and the TROs be implemented.

**Outcome**

It was unanimously agreed that the objections be overruled and the TROs should be implemented as advertised.

The TROGB:

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

**b) Halifax Town Centre TRO**

It was confirmed that no objections were received at the close of the informal consultation and so the decision above

**Outcome**

It was unanimously agreed that the proposal 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.

## Appendix 1

Summary of comments received (In themes)	Number of mentions in responses	Responses to comments received
<b>In Support</b>		
<b>1. Welcome seating areas</b> Need places to stop, sit and eat product purchased	7	No response required
<b>2. Positive change</b> Positive change, Useful for people of all ages	4	No response required
<b>3. Looks good</b> Looks nice/good addition	4	No response required
<b>4. Stimulates growth</b> Research shows that more walking and cycling measures stimulate economic growth so by encouraging people to dwell longer, or by simply creating a nicer place for people to perch, will have great benefits.	3	No response required
<b>5. Reduce Traffic</b> Reduce number of cars in the town centre	2	No response required
<b>6. Quality</b> Good quality seating	2	No response required

Summary of comments received (In themes)	Number of mentions in responses	Responses to comments received
<p><b>7. Parking availability</b></p> <p>there are often lots of free parking spaces in the centre of Brighouse so reducing the number via this scheme should not change availability</p>	1	No response required
<p><b>In Objection</b></p>		
<p><b>8. Petition</b></p> <p><i>"On the 22<sup>nd</sup> of March 2021 Calderdale Council are starting to replace 17 parking spaces in Bethel Street car park and 8 on Commercial Street with "footway extensions and parklets" with little to no consultation of local business'.</i></p> <p><i>We the undersigned - Strongly object to the Brighouse Accelerator Scheme Experimental Traffic Regulation Order (ETRO) due to the severe impact this will have on many local businesses."</i></p>	4006	<p>The Council's <a href="#">petition scheme</a> (section 4) states that the Council cannot accept a petition that "refers to a matter which is already the subject of legal proceedings". As this is in response to a legal consultation (the Experimental Traffic Regulation Order (ETRO)), the Council rules cannot accept this as a formal petition. However, the petition will continue to be considered as an objection to the ETRO.</p> <p>Surveys indicate that there were excess spaces in the Brighouse Town Centre area and therefore there should be minimal effect in available parking.</p> <p>In addition, further spaces were created at the western end of Commercial Street to minimise any effects as part of the scheme.</p> <p>The Vision Masterplan for Brighouse resulted in public requests for more greenery and seating spaces in the town centre.</p> <p>The timescale on the Brighouse Accelerator Scheme budget meant that there was limited time to complete any formal consultations before the scheme was put in place. However, the ETRO used gave the opportunity for interested parties to see the scheme in place before commenting, with the consultation continuing for 6 months (from March to September 2020).</p>
<p><b>9. Loss of parking</b></p> <ul style="list-style-type: none"> <li>Loss of parking spaces, effect on businesses.</li> </ul>	12	Surveys indicate that there were excess spaces in the Brighouse Town Centre area and therefore the scheme should be minimal effect in available parking.

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<ul style="list-style-type: none"> <li>• It was hard enough before, but worse now.</li> <li>• More likely to go elsewhere.</li> <li>• More difficult for disabled visitors.</li> <li>• Shop takings reported down</li> <li>• Shops struggle for loading</li> <li>• Daisy Rd car park partially closed</li> </ul>		<p>In addition, further spaces were created at the western end of Commercial Street to minimise any effects as part of the scheme.</p> <p>Progressing further changes to the Town centre via the Town Deal programme includes a more conventional consultation than was previously practical (due to the reduced timescale of the Brighthouse Accelerator Scheme). Concept plans have been shown to the public at the consultation event held at Brighthouse market on Saturday 21/05/22. Additional consultation will follow as the plans develop.</p>
<p><b>10. Functionality/behaviour</b></p> <ul style="list-style-type: none"> <li>• Benches in Brighthouse fine in the summer but useless in the winter.</li> <li>• Creating attraction for anti-social behaviour (drinking).</li> <li>• Not being used enough</li> </ul>	7	<p>The seating and benches have been introduced to be useful to existing pedestrians around the Town. They also create a more attractive area that encourages more people into the town to spend more time there, revitalising the Town Centre.</p>
<p><b>11. Aesthetics</b></p> <ul style="list-style-type: none"> <li>• location of parklet, the vistas are a lot to be desired, fumes</li> <li>• looks temporary</li> <li>• Canalside Parklet in wrong place</li> </ul>	6	<p>In a scheme such as this, the locations are always a compromise. The scheme looked at various sites around the town and the selected locations were deemed the best combination in terms of access to shopping/amenities and the lowest impact on parking</p> <p>Progressing further changes to the Town centre via the Town Deal programme includes a more conventional consultation than was previously practical (due to the reduced timescale of the Brighthouse Accelerator Scheme). Concept plans have been shown to the public at the consultation event held at Brighthouse market on Saturday 21/05/22. Additional consultation will follow as the plans develop.</p>
<p><b>12. Funds</b></p>	4	<p>The funding is directly from the Ministry of Housing, Communities &amp; Local Government and is specific for this work (under the theme of “urban regeneration,</p>

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<ul style="list-style-type: none"> <li>Not sensible use of Council funds/resources.</li> <li>Money should be used on potholes etc.</li> </ul>		<p>planning and land use - enhanced townscape that is more attractive and more accessible to residents, businesses and visitors”) so it cannot be used to support other service areas.</p>
<p><b>13. Consultation</b></p> <ul style="list-style-type: none"> <li>The works were not consulted with residents and businesses before implementation</li> </ul>	3	<p>This was originally consulted on as part of the Vision Masterplan for Brighouse resulted in public requests for more greenery and seating spaces.</p> <p>The timescale on the Brighouse Accelerator Scheme budget meant that there was limited time to complete any formal consultations before the scheme was put in place. However, the ETRO approach gave the opportunity for interested parties to see the scheme in place before commenting, with the consultation continuing for 6 months (from March to September 2020).</p>
<p><b>14. Planters</b></p> <ul style="list-style-type: none"> <li>Why not planting trees instead of planters (attract rubbish),</li> <li>planting is a bit grim</li> </ul>	3	<p>There are too many services (gas/electricity) etc. within the existing footways to allow planting trees in the footways. The planters are the best alternative available in this case.</p> <p>The planters are portable, so particularly during the experimental phase they could be moved should they need to be.</p> <p>The planting is designed for the aesthetic benefits but also suitable for planting in containers.</p>
<p><b>15. Accessibility</b></p> <ul style="list-style-type: none"> <li>Slip trip hazards from the play area (size and colour)</li> </ul>	2	<p>The play areas have been carefully designed to limit hazards. The use of not slip materials with chamfered edges provides an area for younger children to interact and enjoy.</p>
<p><b>16. Safety</b></p> <ul style="list-style-type: none"> <li>Introduction of further parking at the western end of Commercial</li> </ul>	1	<p>The new parking spaces on Commercial Street were previously used as "unofficial" parking by drivers holding disabled badges for some time before the changes</p>

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Street reduced visibility/created blind spots		without any difficulties. The location was assessed as part of the design and it was not considered to be any risk.
<p><b>17. Negative changes</b></p> <ul style="list-style-type: none"> <li>People like Brighouse and the parking arrangements and shops at present Why spoil something that works for some green agenda</li> </ul>	1	<p>We know that people like Brighouse, the intention of this work though is to extend that feeling to more local people and visitors, by providing enhanced spaces to improve the look and feel of the town by adding greenery and seating.</p> <p>Improving the look, feel and size of the footway with areas for seating, encourages social interaction and an amenity for use as a meeting point. By providing a healthier environment for pedestrians to dwell, creates a positive economic impact to the town centre as visitors are more likely to stay for longer.</p>
<p><b>18. Car Usage</b></p> <ul style="list-style-type: none"> <li>Car use is not going to disappear just by reducing the number of parking spaces or raising charges but users of the town centre will.</li> </ul>		<p>Whilst the scheme has reduced the town centre parking a little, surveys indicate that there were excess spaces in the Brighouse Town Centre area and therefore the changes have minimal effect in available parking.</p> <p>In addition, further spaces were created at the western end of Commercial Street to minimise any effects as part of the scheme.</p> <p>By providing seating areas in more pleasant areas, it is more likely that people will take the opportunity to walk more rather than repeatedly just parking outside the shop they want.</p>
<p><b>19. Already decline of town</b></p> <ul style="list-style-type: none"> <li>The Local Authority would be better focusing its efforts on trying to reduce the decline in the range and quality of shops in the Brighouse town centre, improving the pavements and the general built environment.</li> </ul>	1	<p>The parklets, seating and planting have been introduced to provide footway areas with more capacity and create a more attractive area to encourage more people into the area to spend more time in the town revitalising the Town Centre.</p>

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<p><b>20. narrowed footway</b></p> <ul style="list-style-type: none"> <li>obstructs the footways</li> </ul>	1	<p>The parklets extend the existing footways to enable us to use the available areas better. It has allowed further greenery to make the area more appealing, but also has allowed business to use areas of footway to create outdoor (covid friendly) places</p>
<p><b>21. Not thought out</b></p> <ul style="list-style-type: none"> <li>ad-hoc approach</li> </ul>	1	<p>This is a experimental scheme and part of future work, assessing the benefits of this approach before being permanently implemented and extended to future schemes</p> <p>The Vision Masterplan for Brighouse resulted in public requests for more greenery and seating spaces such as these.</p> <p>Progressing further changes to the Town centre via the Town Deal programme includes a more conventional consultation than was previously practical (due to the reduced timescale of the Brighouse Accelerator Scheme). Concept plans have been shown to the public at the consultation event held at Brighouse market on Saturday 21/05/22. Additional consultation will follow as the plans develop.</p>
<p><b>22. Bad planning</b></p> <ul style="list-style-type: none"> <li>Parklets too big for just seating, but too small for creating extra space</li> </ul>	1	<p>As in dealing with any established area, there will always be compromises. In this case we needed to retain full access for pedestrians/cars and deliveries which limited the space available.</p> <p>Whilst the parklets are larger than the seating areas, they also allow us to provide additional footway space allowing introduction of planters and greenery.</p>
<p><b>23. Parking issues</b></p> <ul style="list-style-type: none"> <li>Canalside parklet needs DYLS to stop parking there</li> </ul>	1	<p>This area has been monitored and the signage has been adjusted to make the existing arrangements clearer</p>