

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

1 December 2022 – 15.00 to 16.00

Attendees:

Members

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

Other

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

1. Apologies

- Flood Programme Manager – Post currently vacant
- Performance Manager – Post currently vacant

2. Matters arising

The minutes of the last meeting (1 December @ 10.30-12.00) will be agreed by email before issuing to the website.

3. Orders for Consideration

a) **Jumples Crag, Mixenden**

TE1 described the site and explained that the proposed 3.5T environmental weight limit is being proposed to prevent large vehicles from using a length of narrow road which runs immediately adjacent to housing. The proposal includes an HGV diversionary route that would be signposted should the proposal proceed.

Informal consultation has been completed resulting in a request from the West Yorkshire Combined Authority to confirm if Buses could use the route. Whilst the road is not currently a bus route, the TROGB discussed that an exemption could be included in the Order if required.

There was also one response in support of the proposal

The TROGB members voted on the proposal and unanimously agreed to approve that the proposed TRO is required and suitable and can be progressed to Statutory Consultation.

Outcome

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

The TRO Governing Body:

- (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) Hays Lane, Mixenden

TE1 explained that planning conditions linked to the adjacent housing development include requirements for changes to the alignment of the junction of Hays Lane and Clough Lane. The development will also increase local traffic levels and therefore this proposal was required to prevent parking close to the junction, thus providing better visibility for vehicles using it.

This proposal was advertised and approved 2½ years ago. However, the realignment of the junction (to be constructed by the developer) needed to be completed before the TRO could be implemented and as it was not completed the TRO lapsed (it requires completion within 2 years of the advertisement of the proposal). Therefore, the scheme now needs to be commenced again.

The same scheme has been informally consulted again and one response was received relating to loss of parking near to the home of a disabled resident. It was confirmed that the proposed restrictions do not directly affect the existing disabled bay on Hays Lane, which is to be retained and that carers/visitors etc. would still have access to on-street parking close by.

The TROGB members voted on the proposal and unanimously agreed to approve that the proposed TRO is required and suitable and can be progressed to Statutory Consultation.

Outcome

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

The TRO Governing Body:

- (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.

c) Park Road, Sowerby Bridge

TE2 explained the proposals to replace existing parking restrictions on Park Road, Sowerby Bridge (adjacent to Christ Church CE Junior School) with School Keep Clear markings.

The Statutory consultation resulted in two objections which included the following issues: -

1. Displacement of parking – this was discussed, and it was considered that displacement would be minimal as the majority of the proposed length has parking restrictions already and so parking there should not occur now.
2. Speeding, i.e. removal of parked cars will encourage speeding – this was discussed and it was considered unlikely at busier times (i.e. school times). It was also noted that parked vehicles cannot be relied on as traffic calming features.
3. Affects disabled access – this was discussed, and it was concluded that alternative parking was available very close by and disabled bay markings would be investigated further to assist.

The TROGB reviewed the responses and agreed that the proposals are both required and suitable, therefore the objections were overruled, and the proposal can be implemented as advertised. Nb the Corporate Lead (Transportation) recused themselves from the voting due to involvement in the design stage.

Outcome

It was unanimously agreed that the objections 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 objections be overruled.

- (ii) That the objectors be informed

4. Any other business

a) Publication of minutes and consideration of roles

H&PS explained that the remit of the TROGB and its paperwork has been an evolving process since its creation and now with new members in place it would be a suitable time to review the remit and operation.

H&PS will review the documentation and share suggestions with attendees for discussion at future TROGB meetings.

5. Date of Next Meeting

To be arranged