

# MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

2 November 2022 – 16.00 to 17.45

## Attendees:

### **Members**

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Corporate Lead (Design & Asset Management)	CL(DAM)
Traffic Engineer	TE1

### **Other**

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Transport Policy and Strategy Manager	TP&SM
Project Manager (Strategic Infrastructure)	PM(SI)
Traffic Engineer	TE2
Project Manager (Strategic Infrastructure)	PM(SI)2

## 1. Apologies

- Corporate Lead (Transportation) – recused themselves due to involvement in the scheme design.
- Corporate Lead (Green Space & Street Scene) – recused themselves as they had submitted an objection to the design.
- Flood Programme Manager – Post currently vacant
- Performance Manager – Post currently vacant

## 2. Matters arising

As this was the first meeting attended by the new ADoSI, CL(DAM) and H&PS gave a description of the background and structure of the Traffic Regulation Order Governing Body (TROGB). H&PS recommended to review the terms of reference to clarify the procedure and report to the next planned TROGB meeting.

The minutes of the last meeting (17 October 2022) will be agreed by email before issuing to the website.

## 3. Orders for Consideration

### a) **Sowerby Bridge CIP, Luddendenfoot to King Cross TRO**

The scheme extends from the western extremes of Sowerby Bridge (Luddendenfoot) to King Cross and includes parking restrictions and mandatory cycle lanes.

#### 1. **Junction of A58 and Gratrix Lane, Sowerby Bridge**

TP&SM, TE2 and PM(SI) described the proposed scheme to introduce No Waiting at Any Time (NWAAT) restrictions around the junction to protect sightlines for vehicles approaching the junction and introduce time restricted parking to increase turnover of parking spaces (currently possible to park all day). The proposed scheme has completed the Statutory Consultation process and several objections have been received.

- a) Objections against the proposed NWAAT restrictions – the TROGB discussed the proposals and the objections. They considered that although this may remove an

existing parking space, the proposed double yellow lines are required for safety reasons and assists with the free flow of traffic along the A58, members unanimously agreed that these objections be overruled.

- b) Objections were also received against the proposed time restrictions for the parking bay. The proposed 30-minute limit is considered too short for customers using the adjacent businesses, one of which is a beauty salon. The design team have considered further and propose proceeding with a 2-hour limited waiting period, a balance of the needs of both sides. The members unanimously agreed this change as satisfying the objections received.

### **Outcome**

It was unanimously agreed that

- the objections in a) be overruled as the restrictions are required for safety reasons.
- the objections in b) be accepted and the operating times be extended to 2 hours.

The TROGB:

- (i) Approves the making and implementation of this part of the Order as discussed and holds that the objection a) be overruled and objection b) be accepted and amended as noted.
- (ii) That the objectors be informed.

## **2. Junction of A646 and Cooperfields, Luddendenfoot**

TP&SM, TE2 and PM(SI) described the proposed scheme to introduce NWAAT restrictions around the junction to protect sightlines for vehicles approaching the junction and exiting the narrow side road. The proposed scheme has completed the Statutory Consultation process and several objections have been received.

Objections were received regarding the extents of the proposed NWAAT restrictions as many of the adjacent properties do not have off road parking. Nb some of the residents have protected characteristics under the Equality Act 2010 and the TROGB should have due regard to the impact the proposals may have on them.

The proposed plans are based on protecting an acceptable clear visibility from Cooperfields to see traffic on Burnley Road. The design team have reviewed the proposal and although parking numbers are quite high, existing accident records suggest that the proposal double yellow lines could be reduced by 13 metres to minimise the effect on the residents without compromising the safety of the sightlines at the junction (see drawing 72/1259/02 Rev B below). The members unanimously agreed this change as part addressing the objections received.

### **Outcome**

It was unanimously agreed that the objections in be accepted in part and the extent be amended as indicated in drawing 72/1259/02 Rev B.

The TROGB:

- (iii) Approves the making and implementation of this part of the Order as shown on the revised proposal (drawing 72/1259/02 Rev B) and holds that the objections be accepted in part.
- (iv) That the objectors be informed.

## **3. A58 and A6142 (between their two junctions), Sowerby Bridge**

TP&SM, TE2 and PM(SI) described the proposed scheme to introduce mandatory cycle lanes and NWAAT restrictions on the north-east bound side of the A58 and A6142 between their two junctions. Whilst the existing cycle usage may not currently

be high, the proposed scheme is intended to create safe routes to encourage more cycle usage and hence reduce overall vehicular traffic. The proposed scheme has completed the Statutory Consultation process and numerous objections have been received.

Objections were received about the extent of the proposals and the resulting loss of on street parking for residents along with additional difficulties in having to cross busy roads if they must park on the opposite side of the road to their properties. The TROGB discussed the objections, and it was agreed that the design team investigate potential changes and return to the TROGB with revised proposals as soon as can be arranged.

A further objection was received regarding the effect of the proposal on access to the Council's maintenance depot at Crow Wood Park. Following discussions about providing some additional signage within the site, that objection had been retracted prior to the meeting.

#### **Outcome**

It was unanimously agreed that the objections could not be fully considered in the remaining time allotted for the meeting. The design team are to review the proposals and return to TROGB as soon as possible for further review.

#### **4. Any other business**

The agenda item was not discussed as there was insufficient time before the close of the meeting, this will be raised at the next meeting.

#### **5. Date of Next Meeting**

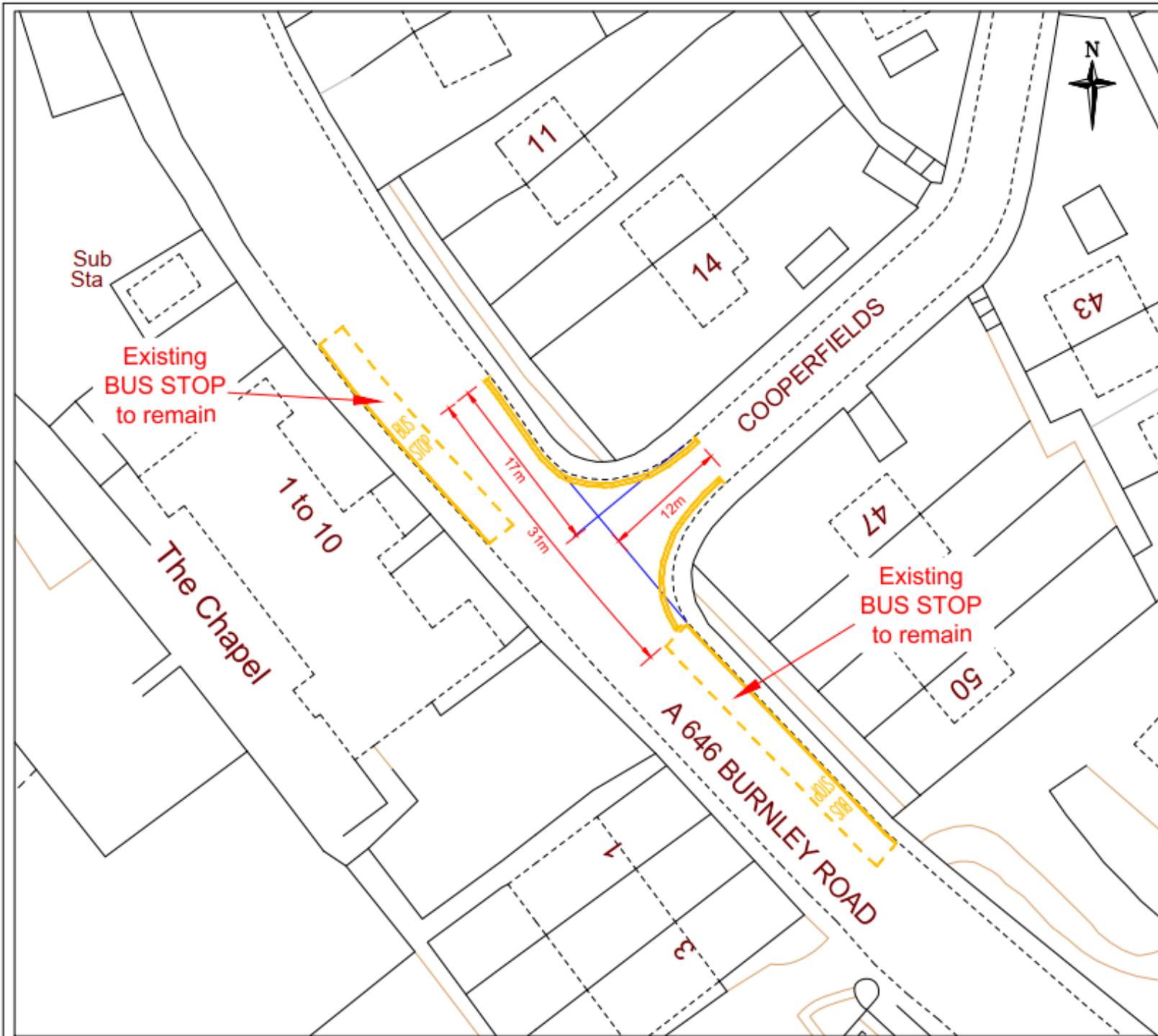
The next planned meeting is due to be held on 1 December 2022, 15.00 to 16.00.

A further special meeting is planned to be held on 15 November 2022, 09.00 to 10.00 to conclude item 3.3.

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**KEY**

 Proposed No Waiting At Any Time restrictions (Double yellow lines)



B	1122	Amended following GB meeting	TZ	SS	PS
A	202	Amended following consultation	TZ	MS	PS
REV.	DATE	REASON	STATUS	DATE	BY
<b>PROJECT TITLE</b>					
CIP - TRO's Cooperfields, Luddenden Foot					
<b>DRAWING TITLE</b>					
Proposed Waiting Restrictions					
			STRONG LEAD Assistant Director Strategic Infrastructure Team Lead MRS JILL MAY 2022		
<b>SYMBOL PROJECT NUMBER</b>			<b>DRAWING STATUS</b>		
MBS1A C			CONSULTATION		
<b>DESCRIPTION</b>	<b>DATE</b>	<b>DATE</b>	<b>DATE</b>	<b>DATE</b>	<b>DATE</b>
	A4	TZ			Dec 21
<b>SCALE</b>	<b>DRAWING NUMBER</b>	<b>REVISION</b>			
1:500	72/1259/02	B			