

MINUTES OF TRO GOVERNING BODY MEETING

4 November 2021

Attendees:

Assistant Director of Strategic Infrastructure	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Design & Asset Management)	CL(D&AM)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Corporate Lead Transportation	CL(T)
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer (for item 3a only)	TE

1. Apologies

Flood Programme Manager	FPM
Performance Manager	PM

2. Matters arising

None.

3. Orders for Consideration

a) Hollins Mill Lane, Sowerby Bridge – Point closure

TE described the scheme.

A point closure was introduced on Hollins Mill Lane using a Temporary Traffic Regulation Order (TTRO) during the COVID 19 pandemic to create space for social distancing and responding to an increased demand for walking and cycling. In order to achieve the object quickly, it was considered that a TTRO would be the most efficient way forward.

The TTRO has a maximum length of 18 months and so will expire on 22 January 2022, it is therefore proposed to make the closure permanent with a TRO.

The Governing Body agreed that the scheme could progress to formal consultation.

Outcome

It was unanimously agreed that the scheme can progress to formal consultation

The TRO Governing Body:

- (i) Approves the instruction to the Case Manager and the Head of Democratic and Partnership Services to draft the necessary documentation to progress the formal consultation.

b) A672 Oldham Road, Rishworth - SLO

H&PS and TL(TE) described the scheme which was previously presented on 15 July 2021.

The purpose of the scheme is to: -

- a) Change the existing speed limit from the existing National Speed Limit to a more appropriate 50mph on the section of Oldham Road from Booth Wood to the Borough boundary with Oldham.
- b) Resolve ambiguities between possible interpretations of the actual speed limit (the dual carriageway section) and differing beliefs/signing/lining.

The proposal has been formally consulted. One objection has been received, in short: -

- a) Their belief that the dual carriageway section currently has a 30mph speed limit due to the presence of street lighting. This means the scheme proposal plan is therefore incorrect.
- b) The proposal to make the whole length 50mph would therefore mean an increase in speed limit
- c) Their belief that the speed records are taken from the wrong place and so are misleading

Whilst it was the only objection, it set out its arguments comprehensively and in such detail that the TL(TE) and H&PS considered that it warranted a report summarising the issues for the GB in advance of the meeting.

The proposals and the objection were discussed at length and the ambiguity between interpretations of the existing speed limit were considered. It was agreed that: -

- a) Further work is needed to confirm the proposed speed limit to be introduced is appropriate before being reconsidered by the Governing Body.
- b) The proposal be readvertised clarifying the current speed limits including the length considered to be ambiguous.

Outcome

It was unanimously agreed that the scheme should be deferred awaiting further information.

c) Lee Bottom Road, Hebden Bridge – TRO

TL(TE) explained the scheme

Due to concerns around parking of vehicles close to a weakened retaining wall an Emergency Temporary TRO was introduced on 16 September 2021 to prevent vehicles from parking too close. This was followed by a Temporary TRO which commenced 28 October 2021 and is due to expire on 28 April 2023.

As there are no plans to rebuild the wall, a permanent parking management solution will be needed, so a TRO is planned to replace the Temporary TRO before it expires.

Outcome

It was unanimously agreed that the scheme can progress to design, and the informal consultation be progressed when suitable.

4. Any other business

a) Park Road, Elland – TRO

TL(TE) explained the scheme.

Due to concerns around parking of vehicles close to the low bridge on Park Road, Elland it has been proposed that the existing parking restrictions on the south side of the road should be extended to include the northern side to ensure large vehicles can approach the low bridge safely.

Outcome

It was unanimously agreed that the scheme can progress to design, and the informal consultation be progressed.

5. Date of Next Meeting

To be arranged