

MINUTES OF TRO GOVERNING BODY MEETING

6 January 2022

Attendees:

Assistant Director of Strategic Infrastructure	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Corporate Lead (Transportation)	CL(T)
Flood Programme Manager	FPM
Transport Policy and Strategy Manager	TP&SM
Team Leader (Traffic Engineering)	TL(TE)
Graduate Engineer	GE

1. Apologies

Corporate Lead (Design & Asset Management)	CL(D&AM)
Performance Manager	PM

2. Matters arising

None, the minutes of the last meeting were agreed before this meeting (by email).

3. Orders for Consideration

a) Hollins Mill Lane TRO, Sowerby Bridge

* n.b. CL(T) declared an interest in this element and did not take part in the voting or the discussion over the objections.

This proposal was previously presented to the GB on 4 November 2021

As further background, the 85 percentile vehicle speeds on Hollins Lane were recorded at 29.5mph before the point closure was introduced (2018) and were recorded at 24mph afterwards (2020), indicating that the closure has had a positive effect. It was also noted that the closure has allowed Route 66 and Route 68 to have increased connectivity to the town.

TL(TE) reported on the breakdown of the comments received in support and in objection (see Appendix 1 below) following the formal consultation period. 52 comments were received (32 in favour of the closure becoming permanent and 20 against). There followed a discussion on the merits of the objections and consideration of the responses required.

After discussion, the Governing Body unanimously agreed that on balance the merits of the scheme outweighed the objections and approved the introduction of the proposal based on the published Statement of Reasons.

Outcome

It was unanimously agreed that the objections were on balance outweighed by the benefits and should be overruled and the TRO should be implemented as advertised.

The TRO Governing Body:

- (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) Church Lane TRO, Hebden Bridge

GE briefly described the scheme (previously presented to the GB on 15 July 2021) and reported the breakdown of the comments received in support and in objection following the formal consultation period.

There followed a discussion on the merits of the objections and considered the responses required. It was agreed that the received objections merit further consideration and the proposal should be reconsidered, including whether the extent of parking and operating times can be investigated further.

Outcome

It was unanimously agreed that a decision on the scheme should be deferred awaiting further consideration.

c) Park Road TRO, Elland

GE explained the scheme (previously presented to the GB on 4 November 2021). Due to concerns around parking of vehicles close to the low bridge on Park Road, Elland it was proposed that the existing parking restrictions on the south side of the road should be matched on the northern side.

The Informal consultation has been completed and received 3 responses in support and no objections. It was requested that the scheme be allowed to progress to formal consultation.

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.

d) General

There were two further schemes on the agenda, but due to time constraints these were not discussed or voted on and were deferred to a future meeting.

4. Any other business

None

5. Date of Next Meeting

To be arranged – 3 March 2022 currently proposed.

Appendix 1

Summary of comments received	Number of mentions in responses	Proposed responses to comments received
In Support		
<p>1. Antisocial driving/Speeding The current closure has reduced irresponsible and anti-social driving (speeding, driving on the footway, road rage) and improved road safety for all users</p>	26	The Temporary Traffic Regulation Order was introduced on 22 July 2020 to create the current closure. This removed through traffic and has benefited some of the issues suffered
<p>2. Improved Safety/More pedestrians The current closure has brought about an improved and safer walking/cycling access to and from the tow path to Sowerby Bridge town centre, the railway station, leisure centre</p>	24	As above
<p>3. Less Congestion Since introduction of the current closure there has been no congestion in the area</p>	16	As above
<p>4. Improved Interaction There has been improved interaction with neighbours and passing pedestrians</p>	7	As above
<p>5. Air Quality The current closure has brought about improved air quality in the vicinity of the closure</p>	6	As above
<p>6. Rubbish/Litter There has been less incidents of rubbish and litter being discarded from passing vehicles</p>	3	As above

<p>7. Protects the Bridge This order further protects the weak bridge, it cannot be ignored like it is now</p>	3	As above
<p>8. HGV numbers There have been no incidents of HGVs/larger vehicles using Hollins Lane and Hollins Mill Lane</p>	2	As above
<p>9. Fly Tipping There has been less fly tipping on Hollins Mill Lane</p>	1	As above
In Objection		
<p>10. Will Displace Traffic The closure penalises residents of Hollins Lane and Rose Grove Lane as vehicles have been displaced onto these routes to access A646 Burnley Road.</p>	10	<p>It is accepted that some vehicles will be displaced onto Hollins Lane and Rose Grove Lane. However, it is expected that in the longer term this displacement will be minimal as motorists will opt to use more suitable routes such as Tuel Lane, rather than the narrow and parked up route of Hollins Lane and Rose Grove Lane.</p> <p>In October 2018 (before the closure point was introduced) the average vehicle speeds on Hollins Lane were recorded at 29.5mph. Following the closure, speeds on Hollins Lane were recorded at 24mph (July/August 2020, during easing of Covid restrictions which may have increased speeds), indicating that the closure has not had a negative effect on speeds. The average weekly traffic count in October 2018 was 5,847 vehicles per week. The average weekly traffic count reduced to 5,152 by July/August 2020, which suggests that usage has not increased.</p> <p>Increasing physical activity and reducing emissions is a priority for Calderdale MBC and central government. To achieve this, we have adopted a policy to prioritise active modes on residential streets creating 'active travel neighbourhoods' which will improve both actual road safety and also the perception of safety. The intention is that this will lead to a modal shift replacing short car journeys with walking and cycling.</p>
<p>11. Affects Access/HGVs</p>	8	<p>The road closure will impact access for residents and businesses particularly on Hollins Mill Lane. However, there are more suitable alternative routes available.</p>

<p>The closure will have an adverse effect on access for residents and businesses</p>		<p>Prior to the closure, access to Hollins Mill Lane from Rose Grove Lane was already limited by way of a 'prohibition of driving' order from A646 Burnley Road to Rose Grove so the closure should not impact on motorists travelling from the Luddendenfoot direction.</p> <p>This is a narrow road between residential areas, it is not considered as a suitable route for linking Sowerby Bridge and Burnley Road, other more suitable roads are available such as Tuel Lane.</p> <p>Further signage will be considered to ensure that closure point is defined as well as possible to ensure drivers are aware that the businesses on Hollins Mill Lane are unaffected.</p>
<p>12. Evidence of supporting objectives/alternative answers There is no evidence to support the objectives of the permanent closure</p>	7	<p>It is accepted that there are alternative pedestrian and cycle routes to Sowerby Bridge, but the closure will provide a more pedestrian and cycle friendly route to the town centre, train station, leisure centre etc.</p>
<p>13. Increases antisocial behaviour There has been an increase in anti-social behaviour (fly tippers, drug usage, graffiti etc)</p>	5	<p>Whilst this is possible, it is likely that the road has been used for this sort of behaviour for some time (graffiti is shown on google street view prior to the closure being introduced)</p> <p>This will of course be a matter of opinion, indeed an observed reduction in this behaviour (anti-social driving) has also been quoted in support of the proposal.</p>
<p>14. Evidence of success There is no evidence to show the temporary closure has been a success</p>	5	<p>Evidence to support that the closure has been a success has not been sought. The success has been taken from the number of comments of support received during and before the consultation period, particularly from residents of the area. This supports that the closure has generally having a positive effect.</p>
<p>15. Moves air quality issues The closure will result in poor air quality on other routes through Sowerby Bridge</p>	3	<p>The wider issue of air quality throughout Sowerby Bridge is an objective of the Corridor Improvement Programme for Sowerby Bridge which is currently progressing.</p>
<p>16. Increases travel times The closure has increased vehicular travel times (to the railway station leisure centre, schools, Ripponden etc)</p>	2	<p>The closure may increase travel times to the railway station, leisure centre etc but this should be minimal.</p> <p>The closure will provide a safer, more environmentally friendly route to these facilities for pedestrians and cyclists, so encouraging other modes of transport instead of cars.</p>

<p>17. Less attractive for solo pedestrians The closure and lack of passing traffic has made Hollins Mill Lane a less attractive route for solo pedestrians</p>	2	<p>Whilst removal of through traffic may make the road less overlooked, the road is well lit and by removing the traffic itself will make pedestrians safer from the highest risk there to date (vehicles).</p>
<p>18. Residents knew when buying Residents knew the situation before buying</p>	2	<p>Many of the residents have lived there for a significant time and the level of traffic using the road has changed significantly over the years. It is therefore not a valid objection.</p>
<p>19. Road will not be gritted Concern that the lack of turning facilities will prevent Hollins Mill Lane from being gritted</p>	1	<p>The weight restriction on the weak bridge already prevents gritter use in normal circumstances, so the closure has had no effect.</p>
<p>Other comments</p>		
<p>20. Traffic Calming option Suggestion to instal traffic calming measures as an alternative</p>	6	<p>The installation of traffic calming measure would prove expensive and would be of no benefit to pedestrian and cyclists.</p>
<p>21. One Way Suggestion that a one-way system on Hollins Lane would help traffic flow</p>	4	<p>A one-way system on Hollins Mill Lane is likely to increase vehicular speeds as once motorists know they will not meet traffic coming in the opposite direction, they drive faster.</p> <p>In addition a one-way, in either direction, would force all vehicles over the weak bridge and along Rose Grove Lane and/or Hollins Lane and therefore be a significant issue for affected businesses.</p>
<p>22. Limiting access Suggestion of limiting the type and class of vehicles that uses Hollins Mill Lane</p>	3	<p>To limit a road to certain types or class of vehicles requires a TRO to implement either an environmental weight restriction and/or an “access only” order. A weight restriction will not eliminate anti-social driving and would be no benefit in promoting Hollins Mill Lane as a more pedestrian and cycle friendly route.</p> <p>The effectiveness of an “access only” order is dependent on regular enforcement by the police, which in a time of reducing budgets, cannot be certain. In any event, it would not achieve the demonstrable benefits brought by a modal shift of the use of this road away from motor vehicles, as highlighted by the representations made in support of the proposal summarised above.</p>

<p>23. Overgrown vegetation Since the temporary closure the footpaths on Hollins Mill Lane have become overgrown.</p>	<p>3</p>	<p>This issue has been reported to Highways Maintenance.</p>
<p>24. Parking Control some parking bays could be marked out for the residents that live at the junction at the top of Hollins Mill Lane and Hollins Lane</p>	<p>3</p>	<p>This can be investigated as part of further work to consider a more aesthetically pleasing closure point (depending on available funds).</p>
<p>25. More attractive closure Would be a vast improvement to see the concrete Lego Bricks removed and replaced with a more aesthetically friendly alternative/benches?</p>	<p>2</p>	<p>As above, this can be investigated as part of further work to consider a more aesthetically pleasing closure point (depending on available funds)</p>