

MINUTES OF TRO GOVERNING BODY MEETING

7 July 2022 – 15.00 to 16.00

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)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Transport Policy and Strategy Manager	TP&SM
Project Manager (Strategic Infrastructure)	PM(SI)
Assistant Project Manager	APM
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer	TE
Graduate Engineer	GE

1. Apologies

Flood Programme Manager	FPM
Performance Manager	PM

2. Matters arising

None, the minutes of the last meeting (22 June 2022) are being circulated and will be agreed by email.

3. Orders for Consideration

a) **Corridor Improvement Programme (CIP) - Hebden Bridge (additional minor schemes Church Lane, Hebden Bridge + Brearley Bends, Mytholmroyd + Davey Lane, Blackshaw Head)**

GE and TE described the proposal. The schemes have been informally consulted, including the directly affected residents: -

1. **Church Lane, Hebden Bridge**

No responses were received, so the Governing Body agreed that these proposals are considered acceptable and can be progressed to statutory consultation.

2. **Brearley Bends, Mytholmroyd**

No responses were received, so the Governing Body agreed that these proposals are considered acceptable and can be progressed to statutory consultation.

3. **Davey Lane, Blackshaw Head**

Two responses requesting the restrictions be extended to include the entrance into the new housing. This was considered it had merit and this has now been added to the proposal.

A further response requesting that the restrictions to the west of Davey Lane be reduced to 5m in length has been rejected in the design as this would be less than the minimum distance provided in the Highway code.

The TRO Governing Body agreed that the proposals are considered acceptable 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) CIP – Bull Green to King Cross

TP&SM, TE and PM(SI) described the proposals that have recently been to statutory consultation.

1. King Cross ([Plan 1 of 2](#))

The intention is to provide space on the highway to provide cycling facilities on the northern side of King Cross Road.

There have been responses from businesses on the south side of the road, believing that loss of parking directly outside of the businesses will affect their viability. In response, there remains parking on the opposite side of the road and further scope for deliveries/collections to be undertaken from the western end of Haugh Shaw Road west (directly behind the buildings).

The TRO Governing Body agreed that the benefits outweighed the negatives and therefore the objections were overruled and the proposal can be implemented as advertised.

2. King Cross ([Plan 2 of 2](#))

Currently the affected length has unrestricted parking. The proposal is to limit parking on a short stretch to 2 hours maximum to allow more turnover of parking spaces to benefit patrons of the local businesses.

There has been a response from an adjacent business that they require longer term parking in this area to allow their delivery vehicle to operate. In response to this there are a number of unrestricted parking areas remaining directly opposite the proposal and therefore it is considered appropriate to proceed with the proposal. It was considered that a turnover of parking would actually assist deliveries. The proposed 2 hour provision was also considered reasonable for the needs of most customers visiting these businesses.

The TRO Governing Body agreed that the proposals are suitable, therefore the objection was overruled and the proposal can be implemented as advertised.

3. A58/Hyde Park ([Plan 1 of 2](#) and [Plan 2 of 2](#))

The proposal is to add “No Waiting at Any Time” restrictions to provide space and visibility for cycle facilities in a busy stretch of road.

There have been responses from adjacent residential properties (mostly from the opposite side to the proposal as they use this area for parking), including submission of a residents’ petition to local Ward Councillors. The length of road in front of their properties currently has parking restrictions and therefore there

is limited parking available to them at peak times (this has visually been confirmed with 7-8 vehicles observed recently).

It was also noted that there are reports that an informal agreement was made in the past by the Council to allow these affected residents to park on the south side of King Cross Street. This was considered as mitigation for loss of parking in front of these properties when a bus lane was introduced (now removed, but parking restrictions remain to maximise capacity at the adjacent signalised junction).

The proposed scheme changes the current situation, removing much of the existing hatched area in the carriageway (this area currently allows safe overtaking of parked cars). Without the proposed restrictions, parked vehicles would restrict traffic in the one westbound lane and cause direct conflict between opposing traffic flows; this is not safe or acceptable. Alternative TRO arrangements have been investigated and there are no workable alternatives that provide a safe arrangement.

The A58 is part of the Key Road Network and as such its main role is to allow traffic to flow without impediment as far as possible, therefore it is generally policy to remove any on street parking. Whilst the loss of this parking may negatively affect the affected residents, there is considered a larger gain to the larger public of road users.

A potential alternative design of the cycle lane was discussed, which might increase the highway available for parking. Due to timescales constraints, financial issues (budgets are set and with inflation running high there is already pressure on budgets – there is no opportunity to increase budgets) and design resources it was agreed that this was not a feasible option.

The TRO Governing Body agreed that the benefits outweighed the negatives and therefore the objections were overruled and the proposal can be implemented as advertised.

4. Free School Lane ([plan](#))

Responses have been received regarding difficulty of exiting from Spring Edge onto Skircoat Moor Road.

In response there are many opportunities to use alternative (and more suitable) routes to connect with Skircoat Moor Road i.e., Savile Park Road via the signalised junctions. The changes to the arrangement will bring significant benefits of improved traffic flow and parking in the area (reducing pressure on the two adjacent schools and improving facilities for the adjacent Skircoat Moor). In addition, the proposal removes the opportunity for drivers to shortcut the existing mini roundabout, which holds up traffic flow on Skircoat Moor Road.

The TRO Governing Body agreed that the benefits outweighed the negatives and therefore the objections were overruled and the proposal can be implemented as advertised.

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

c) CIP – King Cross to Bolton Brow

TP&SM and PM(SI) described the proposals.

The TRO Governing Body approved the scheme to progress to Statutory consultation. The scheme is being prepared to be advertised but during the process it has become apparent that Councillor Wilkinson has publicly stated that he is against the scheme and the team wished that the Governing Body be aware.

The TRO Governing Body agreed that they remain supportive of the proposal in principle but the statutory consultation will be deferred until after the proposed Parking Strategy is presented to cabinet in the coming weeks.

Outcome

It was unanimously agreed to defer statutory consultation until after the Parking Strategy is presented to the Cabinet.

d) CIP – King Cross Centre

TP&SM and PM(SI) noted that requests have been made to make King Cross Road a pedestrianised area in the shopping area. It was noted that this was in direct opposition to many of the responses received during previous consultations and was also noted that this is outside of the scope of the CIP project.

CL(T) noted that this could be considered in other future programmes.

Outcome

The discussion was noted, but no action.

e) A629 - Old Lane, Halifax

Previous discussions regarding the proposals for this were briefly considered. ADoSI to investigate views on the proposed experimental request.

Outcome

The discussion was noted, but no action at this time.

4. Any other business

a) Trinity Street, Halifax - Create Disabled Parking bays

ADoSI and TL(TE) noted a request has been received for a short stretch of parking bays (4 number) on Trinity Street, Halifax be temporarily redesignated as disabled parking bays as a result of the proposed changes to Trinity Buildings.

The TRO Governing Body concluded that this was acceptable and the most suitable route would be to treat this as a Temporary Traffic Regulation Order and any more long-term treatment could be considered following review of the change in operation

Outcome

The discussion was noted, but no further TRO Governing Body involvement required.

N.b. following this meeting, H&PS clarified that a TTRO could not be used for this purpose and therefore a TRO would be progressed. This will be presented at a future TRO Governing Body meeting.

5. **Date of Next Meeting**

The next meeting is due to be held on 18 August 2022, 15.00 to 16.00