

MINUTES OF TRO GOVERNING BODY MEETING

9 September 2021

Attendees:

Assistant Director of Strategic Infrastructure	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Green Space & Street Scene)	CLGS&SS
Corporate Lead Transportation	CLT
Flood Programme Manager	FPM
Engineer	E

1. Apologies

Corporate Lead (Design & Asset Management)
Performance Manager

2. Matters arising

None, the previous minutes were accepted as a correct record by email prior to the meeting.

3. Orders for Consideration

a) Trooper Lane, Siddal – parking restrictions

ADoSI described the scheme.

There have been a number of complaints over recent years about the effect of indiscriminate parking on Trooper Lane near to Bennet Street. The parking there has created problems for passing traffic which includes preventing access for refuse and gritting vehicles, in addition pavement parking has restricted pedestrian access too. Parking restrictions to control parking and maintain access for larger vehicles are therefore required.

Discussions centred on the best way to progress parking restrictions. As the implications for the surrounding road network are uncertain it was agreed that an Experimental Traffic Regulation Order (ETRO) would be most appropriate. Should changes be needed to the restrictions the ETRO will allow the Council to react more quickly if circumstances require the measures to be modified or removed.

Whilst consultation with residents is not specifically required before the introduction of an ETRO, it was agreed that residents should be notified of the proposal during the formal consultation process.

Outcome

It was unanimously agreed that the scheme to introduce parking restrictions can progress to design and an ETRO be progressed.

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 proposed ETRO.**

b) Haworth Old Road - Clearway

ADoSI described the scheme.

Again, there have been a number of complaints over recent years about the effect of indiscriminate parking on Haworth Old Road along the whole length due to visitors to the local beauty spot, Lumb Falls. The road is very narrow and parking there has created problems for through traffic and access for local residents.

Due to the rural area and the narrowness of the road it has been considered that no parking at any time restrictions would be visually intrusive in this environment. Discussions have indicated that a clearway restriction could be utilised as this does not require extensive lining. There have been concerns that as clearway restrictions only cover the carriageway (not verges) that this may leave areas that parking might still continue. However, it is considered that the verges are sufficiently narrow that the clearway would still prevent obstructive parking.

CLT commented that recent safety work has been completed on the A6033 and that the effects of this proposal need to be considered to minimise parking being diverted to other unsuitable areas.

As the implications for the surrounding road network are again uncertain it was agreed that an Experimental Traffic Regulation Order (ETRO) would be most appropriate. Should changes be needed to the restrictions the ETRO will allow the Council to react more quickly if circumstances require the measures to be modified or removed.

Again, whilst consultation with residents is not specifically required before the introduction of an ETRO, it was agreed that residents should be notified of the proposal during the formal consultation process.

Outcome

It was unanimously agreed that the Clearway scheme can progress to design and the ETRO be progressed.

The TRO Governing Body:

- (ii) **Approves the instruction to the Case Manager and the Head of Democratic and Partnership Services to draft the necessary documentation to progress the proposed ETRO.**

4. Any other business

c) Bowling Green Primary school – ETRO

E reported that in September 2020 during the Covid 19 lockdowns, the council introduced a footway widening in front of the school to provide additional social distancing space. The widening of the footway had required to close one lane of the adjacent road and reverse traffic flow in the remaining lane, this needed an ETRO.

The Head of Bowling Green Primary School has now confirmed that the footway widening is no longer needed. The scheme was discussed by the Governing Body and it was agreed that as part of the ongoing experiment, the barriers could be removed without the need to formally remove the ETRO n.b. the ETRO expires 16 April 2022.

Outcome

It was unanimously agreed that the barriers can be removed as part of the ongoing experiment.

The TRO Governing Body:

- (i) **Approves the removal of the barriers, with the ETRO remaining in place.**