

MINUTES OF TRO GOVERNING BODY MEETING

18 February 2022

Attendees:

Assistant Director of Strategic Infrastructure	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Design & Asset Management)	CL(DAM)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Corporate Lead (Transportation)	CL(T)
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

1. Apologies

Flood Programme Manager	FPM
Performance Manager	PM

2. Matters arising

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

3. Orders for Consideration

This meeting was arranged as a special meeting to discuss the outcome of the initial round of informal consultation undertaken for the A646 Corridor Improvement Scheme (CIP).

Responses had been collated and the following discussions were around the proposed areas that had generated objection comments. The schemes were presented by PM(SI) supported by TE, objections and alterations were discussed as below:

a) Todmorden (advertised 7 January 2022 to 31 January 2022)

The proposals as informally advertised were received well, and it was agreed by the Governing Body that the proposals as advertised without objection could be progressed to Formal Consultation without further discussion. The following element received objections and were discussed as follows: -

Junction of Burnley Road and Pitt Street

An objection had been received over the length of no waiting at any time (NWAAT) restrictions, as it was felt excessive and would adversely affect access to adjacent properties, particularly those with disabilities.

Discussions centred over whether the NWAAT was needed and whether it needed to be the long as proposed. It was agreed that protection was being provided in the key (eastern direction) and that the restrictions in the western direction could safely be reduced to reduce the impact on the residents.

The Governing Body unanimously agreed that the proposed change is acceptable and the revised proposal can be progressed to formal consultation

Outcome

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

The TRO Governing Body:

- (i) Approves the change to the proposal affecting the junction with Pitt Street, and
- (ii) 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) Luddenden Foot (advertised 10 January 2022 to 31 January 2022)

The proposals as informally advertised were again received well, and it was agreed by the Governing Body that the proposals as advertised without objection could be progressed to Formal Consultation without further discussion. The following element received objections and were discussed as follows: -

Junction of Burnley Road and Cooperfields

Objections had been received over the length of the proposed NWAAT restrictions, as it was thought it would adversely affect access to adjacent properties who do not have off street parking.

Discussions centred over whether the NWAAT was required and whether it needed to be the length proposed. It was concluded that the proposed protection was needed due to the speed of traffic on the road and the location of the junction on the inside of the bend which makes visibility poor for entering Burnley Road. In addition, it was felt that the NWAAT restrictions added further space opposite the location of the adjacent bus stop to reduce obstructions to traffic flow, an aim of the CIP scheme.

The Governing Body unanimously agreed that the proposal as advertised be progressed to formal consultation

Outcome

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

The TRO Governing Body:

- (iii) 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.

c) Mytholmroyd (advertised 10 January 2022 to 31 January 2022)

The proposals as informally advertised were again received well, and it was agreed by the Governing Body that the proposals as advertised without objection could be progressed to Formal Consultation without further discussion.

Outcome

It was unanimously agreed that this part of 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) King Cross Road (advertised 18 January 2022 to 8 February 2022)

The proposals as informally advertised were again received well, and it was agreed by the Governing Body that the proposals as advertised without objection could be progressed to

Formal Consultation without further discussion. The following elements received objections and were discussed as follows: -

Junction of King Cross Road with Norfolk Place

Objections had been received over the length of the proposed NWAAT restrictions, as it was thought it would adversely affect access parking.

The crossing design is based on LTN 1/20 and so the lengths of the proposed restrictions are realistically fixed if the proposed cycle lane is to remain. It was noted that the area covered is already covered by lengths of H bar parking (indicating parking should not take place) and that there are considerable parking facilities adjacent.

It was concluded that as the cycle lane is a key element of the CIP and supported by Councillors, the proposed restriction should therefore remain.

The Governing Body unanimously agreed that the proposal as advertised be progressed to formal consultation

Outcome

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

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 formal consultation.

Limited Waiting on King Cross Road (adjacent to Trafalgar Street)

An objection was received that long term parking was required for deliveries to adjacent shops (there are currently no restrictions). The location was discussed and it was considered that the proposals provide sufficient loading space and may indeed actually increase loading opportunities by creating more parking turnover.

The Governing Body unanimously agreed that the proposal as advertised be progressed to formal consultation

Outcome

It was unanimously agreed that this part of 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.

e) Skircoat Moor Road (advertised 10 January 2022 to 31 January 2022)

The proposals as informally advertised were generally received well. The following elements received objections and were discussed as follows: -

There were concerns that there was no right turn facility from Skircoat Moor Road into Spring Edge. It was confirmed that a turn pocket had been considered, but due to potentially poor forward visibility from queuing vehicles and the risk of blocking flows it was rejected on safety and traffic flow grounds.

Discussions suggested closing off the western end of the proposed parking area to stop through flow and there was a discussion on whether the walking routes into the adjacent school could be improved as part of the scheme. It was agreed that it would be investigated whether these could be included before the next stage of consultation.

The Governing Body unanimously agreed that the proposal (as advertised and including any discussed changes) be progressed to formal consultation

Outcome

It was unanimously agreed that this part of 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.

4. Any other business

a) Old Lane Cycle Route

Proposals to introduce a cycle route along Old Lane, Halifax were discussed. This would be an experiment to see what the effect would be on traffic flow and access to existing properties and businesses. ADoSI and TP&SM to have further conversation on the specifics of this prior to progressing further (but Governing Body were generally supportive in principle).

b) A58, Rishworth

A TRO for A672/Oldham Road (in vicinity of shops/businesses on the bend where the highway crosses River Ryburn) is scheduled for Governing Body on 3rd March 2022 but was discussed briefly now given strength of public opinion received to date in opposition to proposals. The TRO would add double yellow lines to aid enforcement of existing parking restrictions in this area (public understanding of this has not been helped by the fact the existing central white line marking has completely faded and needs to be replaced). The Project Team are discussing concerns raised with local councillors and likely a revised proposal will be presented at upcoming Governing Body.

c) Parkfield Drive, Sowerby Bridge

There was a discussion over the proposed NWAAT restrictions in the ongoing CIP consultation. A response had been received that the affected road is unadopted (and possibly private) and therefore the road should not be used/protected. However, after discussion it was considered whilst only limited use might be required, there may still be a need to provide safe access/egress for emergency vehicles.

d) Mytholm Steeps, Hebden Bridge

TL(TE) reported that the design had been reviewed following the last meeting and it was not considered feasible to change the design in a way that would satisfy the objectors. It was agreed to discuss the options with Councillors for their view.

e) School Streets

TL(TE) reported that early designs are ongoing for School Street closures at Savile Park Primary School and Heptonstall Junior and Infant School.

f) Trooper Lane

TL(TE) reported that the consultation regarding the proposed NWAAT restrictions were not being received positively by the affected residents. It is proposed to revisit the data behind the request for this and review the need for, or extent of, the proposal. Recent responses suggest that the issue may have improved in recent times and whilst it is to be confirmed, it was agreed by the Governing Body to pause the proposal if the data is confirmed.

g) Minor TROs – Virtual Permits and cashless Payments

H&PS reported that this minor TRO change (administrative changes only) has been completed and signed.

h) Missing TRO for Heptonstall

Omitted due to consultant error. Transportation & Highways team to produce drawing (in interests of time/cost and avoiding programme delay) and take to informal consultation at next opportunity.

5. Date of Next Meeting

The next meeting is due to be held on 3 March 2022