

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

19th July 2023 – 12.00 to 12.30

Attendees:

Members

Corporate Lead (Design & Asset Management) (stand in Chair)	CL(D&AM)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Traffic Engineer 1	TE1

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer 2	TE2

1. Apologies

Assistant Director of Strategic Infrastructure (Chair) – On leave
Corporate Lead (Transportation) - Unavailable
Flood Programme Manager – Post currently vacant
Performance Manager – Post currently vacant

2. Matters arising

The minutes of the last two meetings (15 May 2023 and 7 July 2023) are in the process of being completed and agreed.

3. Orders for Consideration

a) Hebden Bridge CIP, Market Street parking

This proposal is part of the ongoing CIP works and was informally consulted as part of the scheme in February 2022.

The proposal is to remove 2 limited waiting parking bays on the A646 Market Street (a total of 6 spaces), as parking in them can cause congestion (particularly larger vehicles) leading to delays for motorists and to buses along this key corridor. The stop/start effect of the parking also leads to additional pollution. The congestion can also cause traffic to back up over the zebra crossings adding a hazard to pedestrians crossing there.

At informal consultation stage there were 3 responses to the consultation which were taken to TROGB on 3 March 2022 (see [minutes](#), item 3c), TROGB gave the authority to proceed to statutory consultation. However due to ongoing/proposed EA works in the area this element was put on hold along with some other proposals in the town centre.

There is now a resurfacing scheme being carried out over an extensive length of the A646, which includes this area and if was considered that this element should be progressed so that the new TRO lining could be put down, preventing the need to burn off markings at a later date.

The statutory consultation took place between 15 June and 6 July 2023.

Given the length of time since the original informal consultation, the 3 responders were emailed to inform them that the proposals were being advertised, with links to the proposal documents.

Only 1 of the 3 responders replied at this stage and no other comments/objections were received. For completeness all 3 comments were reconsidered (see appendix A below)

It was unanimously agreed by the TROGB members that the TRO is required to maintain traffic flow, reduce pollution and to protect the public and therefore the outstanding objection be overruled, and the TRO should be implemented as advertised.

Agreed Outcome

The TROGB:

- (i) Approves the making and implementation of the Order as proposed and holds that the objections be overruled.
- (ii) That the objectors be informed

4. Any other business

a) Central Street, Hebden Bridge

The existing TRO covering Hilton Street, Central Street and Salem Street has been in place since 2008. Over a period of years, the road surface (setts) meant that the lining was constantly needing replacement and over time they disappeared entirely, meaning that the restrictions could not be enforced.

Following the floods in 2015 the three roads were resurfaced in tarmac, meaning the restrictions can now be effectively marked. As noted before, the ongoing resurfacing works on Market Street would again give an efficient opportunity to have the lines replaced.

As the TRO is already in place, there are no legal procedures required in completing this work. However, it is proposed to inform Councillors of the plan and request their views, before communicating the proposal to affected residents/businesses.

This was agreed by the TROGB.

5. Date of Next Meeting

To be held on 2 August 2023, 15.00 to 16.30

Appendix A

Ref	Objection	Response/Action Taken	Remaining Issue
1	<p>Crown St work seems a good idea however Market St will have a negative effect on both businesses and residents in my opinion.</p> <p>1. The traffic flow will be faster, even though there is a 20 mile limit it is not adhered to and only the fact that traffic has to stop to pass the parked vehicles makes the vehicles slow down making it safer.</p> <p>2. No mention of providing alternative parking.</p> <p>3. How can businesses load/unload during opening hours? Deliveries are being made all through the day following the delivery companies itinerary. This includes large items which cannot be carried far.</p> <p>Customers are being driven out of our towns with excessive parking charges and businesses are on their knees. If you go forward with these plans then I foresee many shops on Market St will close.</p> <p>More consideration needs to be made to the businesses needs rather than the drivers. I conclude that I would be opposed to the proposals for Market St.</p> <p>Please look again and consider spending money on positive changes.</p>	<p>The existing off peak loading restrictions are not being changed, so deliveries and disabled driver parking will continue to be allowed. Indeed, the changes should remove other parking and therefore there should arguably be more availability for these users.</p>	<p>The objection was retracted by the objector.</p>
2	<p>The removal of the limited waiting bays on Market St to be replaced with waiting and loading restrictions are however utterly ridiculous!</p> <p>I use them often but hate to do so as they always block traffic, the two on the South side and the five on the North are the main reason traffic gets stuck and buses and trucks</p>	<p>Whilst initially this appeared to be an objection, the objector went on to propose an alternative which was identical to what was actually proposed.</p>	<p>This suggests that there was a misunderstanding from the objector and therefore this was not considered to be a formal objection.</p>

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	<p>pump fumes straight into shops while they idle. They were supposed to be removed entirely. The idea is to improve traffic flow and reduce emissions - this does neither.</p> <p>Let's be honest people pay no attention to the signs they simply park where there is a bay regardless of signage or limitations. I myself have parked all day in the limited 1 hour bays many many times and never had a ticket so making them waiting bays or loading bays will make no difference whatsoever, people will still park there for prolonged periods of time. Even if parking is limited to waiting times of 20 mins it still means stationary traffic in Market St. Any parking/waiting there at all negates the plans to improve flow of traffic and reduce emissions.</p> <p>I am aware I am effectively shooting myself in the foot by saying this as it means I will have less places to park for my business - but changing the use of these bays achieves nothing - they need to be removed entirely and double yellow lines placed. As much as it would be harder to park the right thing to do is remove them entirely. Don't try an appease people just do it.</p> <p>Even with double yellow lines, vans like mine as well as all the daily delivery drivers will still park to unload on the main road, as they always do and almost never in the marked bays anyway, wardens are reasonable for 5 mins to allow this type of commercial unloading, but normal motorists won't park if there aren't any bays.</p>		
3	<p>1. These changes will mean we have to close our shop and will cause closures of some if not most of the other shops on Market Street.</p>	<p>1. The existing off peak loading restrictions are not being changed, so deliveries will continue to be allowed. Indeed, the changes should remove other parking and therefore there</p>	<p>It is proposed that this objection should be overruled by the TROGB</p>

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	<p>We would have to move our business as a result of this proposal which will remove a substantial amount of footfall. It is therefore likely that other businesses will close on Market Street which will become less appealing for shoppers and potentially decline in a spiral of closures.</p> <p>We receive 3 pallet deliveries a week. These are scheduled before shop opening hours as there is no alternate access for delivery vans to the rear of the building and it would be dangerous and obstructive for us to try and load stock through a busy shop. Furthermore, it would cause an obstruction on the pavement if we were to be unloading pallets during busy shopping hours.</p> <p>We also receive 6 fruit and veg deliveries a week and several other one-off deliveries each month.</p> <p>We proactively reduce the impact of our deliveries. We have bread delivered on bicycles daily and we try to keep our deliveries outside of opening hours to help promote an appealing shopping environment on Market Street.</p> <p>It is almost never possible for delivery vans and trucks to use the parking bays as they are almost always full.</p> <p>The "No Loading 08:00-9:30am and 04:00-06:00" proposal, if enacted, would prevent us from receiving deliveries and force us to close our shop.</p> <p>Many of our customers use the parking bays during the day to travel to our shop. We are in competition with the Co-op which has a car park across the road. Our customers are not generally customers of the Co-op and so cannot use their car park.</p> <p>Revoking the "1 hour no return within 2 hours" parking bays will significantly reduce our customer numbers. We are a</p>	<p>should arguably be more availability for these users.</p> <p>2. there are alternative parking facilities close by. In addition, these two bays are the only two bays on the corridor through Hebden Bridge, the majority of shops on Market Street do not have this facility and still manage to trade.</p>	

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	<p>marginal business and this would also cause us to have to close our shop.</p> <p>2. The proposed changes do not benefit traffic flow.</p> <p>There is ample room for two cars to pass each other when cars or vans are parked in the bays, when our deliveries occur and when other shops nearby have deliveries. While a truck or bus passing parked vehicles can cause oncoming traffic to wait this does not significantly affect flow. The same thing happens whenever a bus pulls up at any of the stops on Market Street and this also is not a problem. You can verify this simply by driving along Market Street.</p> <p>The only time that traffic backs up on the A646 through Hebden Bridge is when there are roadworks or accidents. This proposal does nothing in this regard and will not benefit traffic flow.</p> <p>In summary this proposal, if enacted, will cause us to close our shop and will cause other shops to close, risking the familiar spiral of shop closures seen sadly too often. The proposal would not benefit traffic flow in Hebden Bridge. There is no good reason to implement this proposal and many reasons not to. Please change your plans in this regard.</p>	<p>3. Parking in either of the bays restricts the available width of the highway. In particular, when larger vehicles are passing (and there are high levels on this route) it can be very difficult for two lanes of vehicles to get past. This regularly results in congestion, slowing traffic and increasing pollution.</p> <p>Deliveries will be retained at off peak times, but as they are more transient (like buses) the impact is minimised.</p>	