

Minutes of Traffic Regulation Order Governing Body Meeting

7th June 2023 – 14.00 to 15.30

Attendees:

Members

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Corporate Lead (Design & Asset Management)	CL(D&AM)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Corporate Lead (Transportation)	CL(T)

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer 1	TE1
Traffic Engineer 2	TE2
Programme Manager	PrM
Assistant Programme Manager	APrM
Project Manager	PM
Assistant Project Manager	APM

1. Apologies

Flood Programme Manager – Post currently vacant
Performance Manager – Post currently vacant

2. Matters arising

The minutes of the last meeting (15 May 2023 @ 09.30) are in the process of being completed and agreed.

3. Orders for Consideration

a) A629 Phase 2 – Halifax Town Centre

Following discussions at the last meeting, further work has been undertaken by the design team in reviewing the objections received for the proposed Traffic Regulation Order (TRO) and moving traffic orders – see Appendix 1.

The objections were discussed and responded to as indicated in Appendix 1. It was unanimously agreed by the Traffic Regulation Order Governing Body (TROGB) that objections W3-W10 had been effectively resolved by design changes and W11a/W11b should be overruled as other reasonable drop off places are available.

It was unanimously agreed by the TROGB that the proposals can proceed to statutory consultation.

Agreed Outcome

The TROGB:

- (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) Mayroyd/Crow Nest bridge

Following the Council's structural survey of Crow Nest highway bridge (also known as Mayroyd Bridge) it was deemed that it is not safe to carry vehicles.

The bridge is not owned by the Council and following searches the owner remains uncontactable.

To protect the public the Council prevented vehicles from using the bridge (including concrete barriers at each end) initially with an Emergency Temporary Traffic Regulation Order (ETTRO), followed by a Temporary Traffic Regulation Order (TTRO).

It is not appropriate to repeat the TTRO, so it is now proposed to close the bridge permanently by means of a Traffic Regulation Order until a time that an owner can be contacted, and repairs undertaken. On 22 February 2023 the TROGB agreed by email to progress the scheme to statutory consultation to avoid any unnecessary delay in waiting for the next meeting.

The statutory consultation has been completed and objections have been received. The objections can be split into three parts: -

- 1) Does the Council have the power to close the route?

Answer – The H&PS confirmed that the Council has the powers to close the road to vehicular traffic to protect the safety of the public under the Road Traffic Regulation Act 1984.

- 2) The Council should compel the owner to repair the bridge.

Answer – This work will continue, but it is expected to be a long slow process. In the meantime, the route needs to be closed to vehicular traffic to protect the public. Should the bridge be repaired, the TRO can be removed in the future.

- 3) The Bridge is the only alternative route to Hebble End area and needs to be retained.

Answer - Whilst the secondary access would be beneficial to Hebble End residents, the safety of users is paramount and the TTRO has been in place for 2 years without incident. Alternative routes are available into the area in the event of emergency, albeit longer than the existing route.

It was unanimously agreed by the TROGB that the TRO is required to protect the safety of the public and therefore the objections be overruled for the above reasons 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

c) Bradford Road/Towngate, Northowram

TE2 updated the TROGB on the current situation.

The objections to the proposed parking and loading restrictions on Bradford Road and Towngate remain. As the objections relate to loading restrictions proposed to be within the limits of Regulation 9(3)(a) of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 an inquiry is triggered.

The TROGB unanimously agreed that that the proposals will need to be subject to a formal inquiry and should be progressed

Agreed Outcome

The TRO Governing Body:

- (i) An inquiry is to be arranged
- (ii) Agrees to seek Counsel's advice

4. Any other business

a) Wyke Old lane, Brighouse

At the TROGB meeting on 13 April 2023, it was decided this scheme could progress to statutory consultation. This consultation has now been completed and no objections were received and therefore the scheme has progressed to implementation in accordance with the approved procedure.

5. Date of Next Meeting

To be held on 2 August 2023, 15.00 to 16.30

Appendix A

Ref	Street	Objection	Response/Action Taken	Remaining Risk/Issue
W3	Wards End	We turn left to access our car park on Wards End and have done so for years. We have never encountered queuing traffic to turn left. Why the need or change. Also the junction details a cycle waiting area that obstructs our access. Can you also confirm that Wards End is for 2 way traffic so we get drive in and out, up and down Wards End. Thank you.	<p>The junction is being improved for all road users. Wards End will be open for two-way traffic.</p> <p>Access to the car park will be available for vehicles travelling from the New Road/Horton Street junction and turning left into the car park and traveling from the direction of Fountain Street and turning right into the car park.</p> <p>The cycle waiting area has been located to minimise traffic signal timings and not impede the parking bays on Wards End. It has now been adjusted slightly westwards to improve access to the car park.</p>	<p>Response sent as noted and no further response from customer.</p> <p>It is believed that this has been resolved and no issue remains.</p>
W4	Commercial Street	You need to turn the access onto Huddersfield Road as a left turn only and right turning traffic always cause problems.	Traffic travelling westbound on Wards End will only be able to travel straight-ahead at the junction with Commercial Street.	<p>No further response from customer.</p> <p>It is believed that this has been resolved and no issue remains.</p>
W5	Bull Green	You've detailed Cow Green as one way only to Barum Top. This will not work or is it an error?	Cow Green will remain as two lanes both north and southbound. The symbol on Traffweb was referring to a 'straight-ahead' restriction at the proposed traffic signals southbound at the junction of Cow Green with George Street - in effect prohibiting a 'U' turn onto Cow	<p>No further response from customer.</p> <p>It is believed that this has been resolved and no issue remains.</p>

Ref	Street	Objection	Response/Action Taken	Remaining Risk/Issue
			Green northbound through the proposed gap in the central reservation that will allow traffic to turn right from George Street.	
W7	Wards End	I have a business at wards end. You have a no loading area marked off. If I have heavy equipment I may need to put in a van how do you propose that is done. I look forward to you reply.	The proposed loading restriction is being provided to ensure unimpeded traffic flows close to the junction and for cyclists' safety in the area prior to the start of the cycle lane. Upon further design review, a loading bay is to be provided at the western end of the proposed parking area at Wards End.	A loading bay will be provided on Ward's End (as suggested by the business owner at W8). We believe this response resolves the issue.
W8	Wards End	Business owner at wards end. How do I receive deliveries if there is nowhere for the drivers to stop? If the car park spaces are full which more often than not, I won't be able to receive deliveries if the driver sent allowed to stop Could the top parking bay be allocated to loading only so I can continue to run my business successfully	The proposed loading restriction is being provided to ensure unimpeded traffic flows close to the junction and for cyclists' safety in the area prior to the start of the cycle lane. Upon further design review, a loading bay is to be provided at the western end of the proposed parking area at Wards End.	As W7.
W10	Portland Place	Don't understand the rationale for No Left Turn.	The left turn ban has been introduced due to large vehicles currently finding this turn difficult. There is often damage to the kerbs and guardrail.	No further response from customer. It is believed that this has been resolved and no issue remains.

Ref	Street	Objection	Response/Action Taken	Remaining Risk/Issue
W11a	Trinity Road	<p>Why will Trinity Road be restricted to cycles only? This seems unnecessary. I live on the South side of Halifax at Manor Heath. This is a very useful place to be dropped off in Halifax without adding to the traffic within the town centre itself. A driver can drop off and then head back via Harrison Road. It makes sense to allow suitable drop off areas on the major roads in, and not introduce unnecessary restrictions. We really need to accept that some people DO need to use a car sometimes.</p>	<p>Making Trinity Road a cycle/pedestrian only route is part of improving walking and cycling facilities across Halifax and beyond. It is anticipated that this will link into future cycling routes from southwest Halifax.</p>	<p>This customer has responded – see W11b below.</p>
W11b	Trinity Road	<p>Thank you for your response.</p> <p>I can only further respond by saying I believe it was the council who previously decided to narrow Trinity Road, and thus have in fact caused any difficulties. As for cycle routes - are we self-identifying as York or Amsterdam rather than a Pennine town?</p> <p>As this is a consultation, are mine and other people's comments on this and other aspects of the A629 phase 2 project fed into a decision making process based on feedback? Or are we considered to have been consulted, case closed?</p> <p>You'll have guessed I'm very cynical about the way in which money is being</p>	<p>There aren't any difficulties/issues with Trinity Road itself that the Council is addressing. It is simply that the road provides a good link at Wards End between the town centre and the south-west of Halifax for cyclists.</p> <p>One of the main aims of the scheme is to improve facilities for pedestrians and cyclists. Cycling is a more sustainable form of transport and is increasing in popularity. While it may not suit everyone or all types of journeys, it is appropriate to provide the infrastructure to encourage people to use cycles more often and make it easier and safer for them to do so.</p> <p>Your comments and those of others are absolutely being considered in the</p>	<p>No further response from the customer at time of writing.</p> <p>The Governing Body agreed to overrule this objection as there are numerous alternative locations for a drop off point.</p>

Ref	Street	Objection	Response/Action Taken	Remaining Risk/Issue
		<p>spent around Calderdale at the moment, but nevertheless thank you for taking the time to respond.</p>	<p>decision-making process and some have resulted in changes being made. The consultation allows the Council to gather comments at a stage early enough to make a change if needed rather than finding out later when it may be more difficult to alter things.</p> <p>Unfortunately, in terms of Trinity Road, it is more beneficial to a greater number of people to use Trinity Road as a cycle route rather than a dropping off location for some. There are other places nearby that could be used for dropping off. You will know which routes/locations would be better for you personally. I can only apologise for any inconvenience this may cause.</p> <p>I trust that this answers your queries but please get back to us if you need any further information.</p>	