

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

9 November 2023 – 15.00 to 16.30

Attendees:

Voting Members

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Corporate Lead (Design & Asset Management)	CL(D&AM)
Corporate Lead (Transportation) [item 3c only]	CL(T)
Traffic Engineer [item 3a only]	TE1
Traffic Engineer [item 3b only]	TE2

**n.b. Voting members vary due to involvement in schemes being considered*

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Project Manager	PM
Assistant Project Manager	APM

1. Apologies

Corporate Lead (Green Space & Street Scene) was unavailable.

2. Matters arising

The minutes of the last meeting (5th October 2023 @ 10.30) have been agreed by email and have been uploaded to the website ([here](#)).

3. Orders for Consideration

a) Savile Park School – School Street closure

Further to discussions at the previous meeting (see above, item 3b), the analysis of the responses (see appendix A) was presented by TL(TE) and PM.

The TROGB discussed the responses at length, with the outcomes reported in appendix A below.

At the conclusion of the discussions the members of the TROGB (ADoSI, CL(D&AM) and TE1) voted and unanimously considered that the benefits of the scheme outweigh the negatives and agreed to make the experiment permanent. It was accepted that the effect of the restrictions may result in longer journey times for some residents. However, the positive outcomes from the scheme, particularly its reduction of the risk of harm to children and pedestrians, were considered to prevail over the detrimental impact of displacement of parking and inconvenience to drivers.

Outcome

It was unanimously agreed that the scheme should be made permanent.

The TROGB:

- (i) Approves the making and implementation of the Order as proposed.

b) Ash Green Lower School – TRO and School Street closure

PM and TE1 described the proposed scheme and the extents of the required TRO.

PM reported that various informal consultations has been carried out over the time the scheme has been developed and asked if the scheme could proceed to statutory consultation.

The TROGB (ADoSI, CL(D&AM) and TE2) discussed the request and unanimously agreed that the informal consultations to date are satisfactory on the basis that the usual consultees had already been approached and have provided feedback in the development of the scheme, and therefore were content to allow the scheme to proceed to statutory consultation.

Outcome

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

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.

c) Bradford Road, Northowram – TRO

Further to discussions at previous meetings, TE2 confirmed that the sections of proposed parking restrictions affecting Queens Mead and Oaklands Avenue have not received any objections during the statutory consultation period (and are not affected by the Public Inquiry) and it is therefore requested to proceed with making these elements of the order.

The TROGB (ADoSI, CL(D&AM) and CL(T)) discussed the request and unanimously agreed to proceed with the restrictions affecting Queens Mead and Oaklands Avenue

Outcome

It was unanimously agreed that the elements of the TRO affecting only Queens Mead and Oaklands Avenue should be implemented as advertised.

The TROGB:

- (i) Approves the making and implementation of these elements as proposed.

d) Parsonage Lane, Brighouse – TRO

TE2 reported that following approval to progress to statutory consultation (2 August 2023) the consultation has now been completed and there were no objections received.

As allowed by the TROGB agreed procedure, the scheme can proceed towards completion without further TROGB approval and so the action is just being reported.

4. Any other business

a) Attendees

TL(TE) noted that the Flood Programme Manager and the Performance Manager used to be regularly invited to these meeting, but asked whether this should be the case.

ADoSI considered that as one post has been vacant for a significant time and the other has only just been recruited, this was a time to reconsider.

TL(TE) commented that item 3.4 of the Governing Body Remit directs that “Decision-making must be carried out by officers with sufficient knowledge and experience in the name of the Chief Officer responsible for the service”. In this case it was agreed that the Flood Programme Manager and the Performance Manager were not required at future meetings.

5. Date of Next Meeting

11 December 2023, 15.00 to 16.30.

Appendix A

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
Objections to the ETRO (1 objector)		
1. It is not a School Street; it is a traffic calming measure by the back door.	1	<p>A school street closure with temporary closures at each end was initially discussed with the school (there was no consideration of a point closure at this time). The school was very keen to improve the arrangements outside of the school and improve safety.</p> <p>This evolved into the full time closure considering the data collected and the existing road safety issues which indicated that there were safety and environmental issues outside of school hours too; together with the challenge faced by the school in the practical management of the day-to-day operation of two temporary closures. After further consideration it was proposed that a fixed-point closure would assist the School Street closure, but also have the benefit of removing through traffic at all times too. This would reduce vehicle speeds, improve safety for drivers, cyclists and pedestrians and improve the environment of the area.</p> <p>The current experimental arrangement was consulted with residents, school staff and residents before it was put into place.</p>
2. A face-to-face meeting was promised	1	<p>Several letters were circulated with details and so meetings were not considered necessary (see comment 21 below).</p> <p>The scheme has been discussed at Ward Forums too.</p> <p>Calderdale staff and Local Councillors have undertaken door to door visits on several occasions to discuss the proposals and seek residents' views face to face.</p>
3. The junction of Moorfield Street and Eldroth Road is now a corner and not a junction. Regular "near misses" are observed.	1	<p>The lining on the road remains as it was before the experiment and indicates that this is still a give way junction. However, at times drivers have chosen to treat it as a bend and not obeyed the give way lines. The issue is one of driver behaviour rather than the scheme itself.</p>

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
		As an aside, although it is not part of the experiment and may follow later, a proposed permanent closure point circulated recently will make changes to the layout of the junction if it is delivered in the future.
4. The closure not being supervised	1	On occasion the closures may be unsupervised (e.g., because of staff shortages) and will occasionally rely on good driver behaviour to work safely. Legally the school street closure does not need the temporary barriers to be in place, just the adjacent signage and so the Police can enforce it without the barriers/school staff being present.
5. The closure has created inappropriate parking	1	It is acknowledged that parking around all schools is problematic. Indeed, the primary reason for introducing the School Street is to move the previous parking issues away from the school entrance, where the risk to school children was highest. For clarity, the parking issue is caused by the presence of the school rather than the presence of the School Street experiment. Typically, without full time enforcement, many parents across Calderdale are observed to ignore parking restrictions considering it to be short term parking, and should enforcement appear they can just drive off. This is almost impossible to prevent in any situation.
6. Do without the closure point and replace with CCTV enforcement (observed in London)	1	At the current time, the Council does not have powers to enforce moving traffic offences like these. Until recently, only London Authorities had the powers to enforce by CCTV. We are now able to apply for these powers, the Council is investigating this for the future.
7. Because of the concrete blocks, the closure operates when the school is closed.	1	Firstly, school term dates vary every year, because of this it is not practical to include such varying dates in a legal order but also is impractical to effectively sign the closure (simply using wording such as “except school holidays” would not be clear to drivers without knowing the actual school closure dates). It would be very confusing to drivers as they would not know whether the restrictions are in place or not, and as so it would undermine the restriction during school times and make it more difficult to enforce the closures.

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
		As a result of the issues above, even if we were able to use temporary barriers at each end, the legal closure for the School Street would still have to operate during holidays too. Although the school is not open during holidays, the benefits of the closure can still be enjoyed by residents and other road users (cyclists and pedestrians) in terms of improvements to the environment.
8. Concerns about access for Emergency services.	1	The Emergency Services were consulted before the closure point was introduced and did not make any comments. They have since been reminded again that the closure point is in place and that services should be diverted. We have received no objections or mention of other issues from Emergency Services.
<p><i>Note that the June 2023 consultation was only intended to invite comments about options for a permanent closure should the Experimental Traffic Regulation Order be made permanent. It was not specifically undertaken to generate support or objections to the ETRO itself, but as part of the process several responses were directed at the experiment.</i></p>		
<p>In Support (a total of 25 individual responses)</p>		
9. Giving support for the closure to remain permanently, but without reasons.	14	
10. Only responding to design	10	Although not directly part of the current experiment, it is interpreted that by supporting options 1 and 2 (different versions of permanent closure points) the respondents support the experimental scheme.
11. Safety Improvements <ul style="list-style-type: none"> • It is safer for Children. 	8	This reflects the reasons for trialling the School Street and the point closure.

MINUTES OF TRO GOVERNING BODY MEETING – 9 November 2023 – 15.00 to 16.30

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
<ul style="list-style-type: none"> • No more chaotic scenes, • No cars parked on footway outside of school/housing (n.b. some doors open directly onto the footway), • No arguments over parking, • No parking across driveways, • No threats of violence, • Rat run now gone, and • No boy racers outside of school times. 		
12. Better environment - Less pollution and noise	4	This reflects the reasons for trialling the School Street and the point closure.
13. The closure was reported as a key part of the reason to move there	1	No comment
In objection (a total of 20 individual responses)		
14. Option 3 selected (i.e., do not support the closure, but no reasons given)	13	Clearly, it is difficult to respond if no reasons are given, but it is likely that the selection of option 3 is for responses similar to those listed below.

<p>Summary of comments received. (n.b. in themes)</p>	<p>No. of mentions in responses</p>	<p>Proposed Governing Body responses to comments received</p>
<p>15. Poor parking as a result</p> <ul style="list-style-type: none"> • around the closure/Eldroth Street • not able to park in front of own house, • letting children run across road, • cars parked too long 	<p style="text-align: center;">7</p>	<p>It is acknowledged that parking around schools is problematic. Indeed, the reason for introducing the School Street is to move the previous parking issues away from the school entrance, where the risk to school children was highest.</p> <p>Typically, without full time enforcement, many parents across Calderdale are observed to ignore parking restrictions considering it to be low risk short term parking and should enforcement be there they will just drive off. This is almost impossible to prevent in any situation.</p> <p>Although not part of the current experiment, it is noted that if the proposed permanent point closure progresses (recently consulted upon) it will move the closure a little closer to Eldroth Road, removing the turning head arrangement, and subsequently removing the area that has been part of the parking issue and extending the restrictions.</p> <p>Whilst it is routinely demanded by residents, I would note that there is no right to park on the highway in front of your property. The highway is primarily a route between places, and parking is only an added benefit.</p> <p>As the School Street commences some time before the school opens/closes there will always be some parents that are prepared to arrive early and wait. The school will be asked to remind parents to be considerate of adjacent residents and to park sensibly.</p>
<p>16. Concerns about access for Emergency services/refuse collection.</p>	<p style="text-align: center;">6</p>	<p>The Emergency Services were consulted before the closure point was introduced. They have since been reminded that the closure point is in place and that services should be diverted.</p> <p>The proposals were also discussed with the contractor undertaking waste collection, and the scheme was amended to suit their needs before it was implemented. They have not made any comments since the introduction.</p> <p>We have received no objections or mention of other issues from Emergency Services of Waste management.</p>

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
17. The diversion route: - <ul style="list-style-type: none"> • is unsuitable (Emscote Street South is too narrow because of parked cars) • Inconvenient (huge detour) 	5	Emscote Street South is a wide road with extensive scope for parking and is a more suitable route for through traffic. The diversion route is between 820m (if travelling towards King Cross) and 440m (towards Huddersfield Road), whilst the judgement of the length of the detour is subjective, we do not deem it excessive. Of course, pedestrians and cyclists have free access through the closure.
18. Temporary closures should be used at both ends, using removable plastic barriers instead of full-time concrete barriers.	3	The proposed closure was discussed at length with the school, who unfortunately were unable to provide sufficient staffing to facilitate both ends of a closure. Consideration was given to erecting raising bollards as an alternative, but it was considered that these would be impractical (a maintenance liability and could be an obstruction if stuck when raised) Data collected before the School Street commenced (see appendix B) confirmed that there were approximately 1000 vehicles a day using Moorfield Street (85+ vehicles an hour in each direction at the peak, and around 40 an hour in each direction during the day), a significant number for what is essentially a narrow residential road. As many of the initial observations/responses were relating to traffic issues outside of school times too, it was considered that a fixed point closure would remove through traffic at all times, improving safety for all and improving the environment of the area. In terms of improving safety for the school children and the street in general, a point closure at one end is the preferred option.
19. Signage needs to be improved	3	If the experiment is made permanent, the signage will be reviewed.
20. Nothing wrong before	2	The school, parents and residents have observed problematic behaviour (i.e., parking on footways, arguments over parking, blocking doorways etc). This would suggest that there were indeed problems there before.

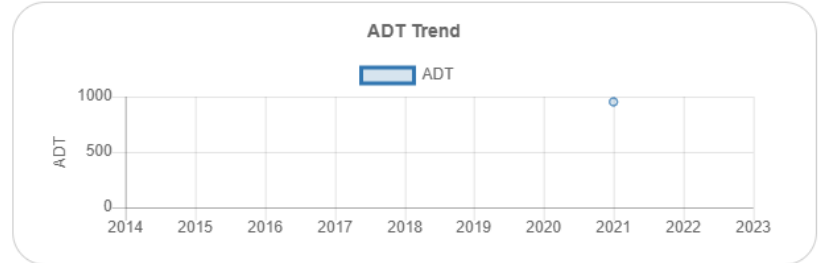
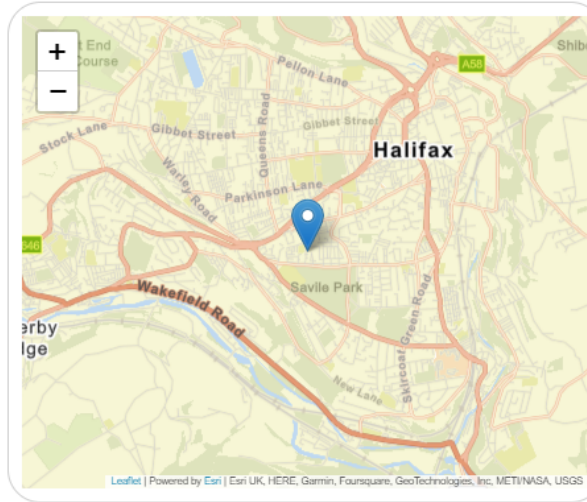
<p>Summary of comments received. (n.b. in themes)</p>	<p>No. of mentions in responses</p>	<p>Proposed Governing Body responses to comments received</p>
<p>21. Consultation,</p> <ul style="list-style-type: none"> • was told there would be a meeting. • inadequate consultation (not aware of the concrete blocks) 	<p>2</p>	<p>The consultation has been ongoing for some time now (see below), but meetings were not considered necessary so were not promised.</p> <ul style="list-style-type: none"> • June 2021 – letter to school parents and residents • Jan 2022 – letter to residents etc. Description of proposal and planned start in March 2022. The responses delayed progress minor redesign required (move the closure point slightly to the North) • May 2022 – further letter to residents etc with revised plans and start date. • 26 May 2022 – Notice of Making was published in the Courier, on site and on the website. • 7 June 2022 – ETRO came into force on (formal consultation ran from 7 June 2022 to 7 December 2022). • June 2023 – Further letter to residents etc consulting on potential permanent designs. <p>N.b. Our staff and local Councillors have also undertaken door to door visits to seek residents’ face to face views too. The scheme has been discussed at Ward Forums too.</p>
<p>22. Effect on environment</p> <ul style="list-style-type: none"> • Engines left running 	<p>1</p>	<p>As the School Street commences some time before the school opens/closes there will always be some parents that are prepared to arrive early and wait. Whilst most do not leave engines running there may be some that do to keep heating/climate control running. Again, the School will be asked to remind parents to be considerate of adjacent residents and to protect the environment.</p>
<p>23. More enforcement is required</p>	<p>1</p>	<p>Unfortunately, the Council has a limited resource for enforcement, and they have increasing demands from all over Calderdale (schools and town centres too). Civil Enforcement Officers patrol the area as often as they can.</p>
<p>24. More detailed response required to the consulted new closure point design.</p>	<p>1</p>	<p>Should the experimental closure point be made permanent, further discussion can be held regarding the proposed designs with individuals if required.</p>

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
25. Unable to understand the proposals	1	Further details were issued, no further response has been received.
26. The problem is just moved further away.	1	Unfortunately, there is an element of this in any scheme to remove traffic from school areas to improve safety. Although the school streets create an environment where walking/cycling to school might be more attractive and reduce some traffic. However, it does not suit all parents and so parking will be affected.
27. Concrete blocks are not in keeping with Conservation area	1	The concrete blocks were used as they are temporary, stable (largely avoids unauthorised movement) and cost effective. As the closure is part of an experiment, we were unable to use something more permanent until a decision on the outcome of the experiment has been made. You will note that the latest consultation gave options for a permanent closure should the experiment be made permanent.
28. There are insufficient areas to turn around.	1	The local area has narrow roads and some densely parked areas and so it was expected that side roads would need to be used for turning. For traffic from the south, Mellor Street is available for turning around. For traffic from the north, Eldroth Road, Eldroth Mount and Rockville Terrace are available.
29. Is there any before and after data?	1	As noted earlier we have data obtained before the point closure was installed (see appendix B). As mentioned in item 18 above, this revealed that there were approximately 1000 vehicles a day using Moorfield Street (85+ vehicles an hour in each direction at the peak, and around 40 an hour in each direction during the day). A very high amount for a road of this character. As the road has been closed since then there is little data that could be collected that would be meaningful (traffic flow should now be minimal). Therefore the decision to seek to make the experiment permanent has been based on the observed performance of the experiment and taking into account the views of those affected by it.

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Proposed Governing Body responses to comments received
30. Cars can squeeze through concrete blocks	1	The concrete barriers have indeed been moved slightly on occasion and inconsiderate drivers have been reported to manage to get through or around them at times. Should the experiment be made permanent there are plans (as recently consulted upon) to remove the concrete blocks and be replaced with something more permanent.
31. Closure point hinders access to Savile Mills, buildout is in the way	1	If the experiment is made permanent, the plans for a new closure will alter the buildout.
32. Can CCTV enforcement be used to replace unsightly plastic barriers?	1	The School Street closure is a moving traffic offence, currently enforced by the Police. At the present time, the Council does not have powers to enforce moving traffic offences using CCTV, but this is something that the Council is investigating for the future.
<p>Comments (a total of 3 individual responses)</p> <p>33. The area should be resident only/ Resident Parking Zone</p> <p>34. Is Mellor Street still on gritting route?</p> <p>35. Ice cream van let in and continuously runs</p>	<p>2</p> <p>1</p> <p>1</p>	<p>A Residents Parking Zone (RPZ) is not seen as long term solution to the short term problem as the school parking is only for a relatively short period, whilst an RPZ would likely apply all day.</p> <p>Mellor Street does not appear to have been on the gritting route at all. Should you feel the road should have a grit bin, you can make a request to highwaysandengineering@calderdale.gov.uk</p> <p>I should note that requests are scored under the following criteria.</p> <ul style="list-style-type: none"> a) Number of properties served by this road. b) Gradient/Altitude of road, less than 5% or below 225m c) Distance from existing grit bin or precautionary route d) Specials features – e.g., Elderly residents accommodation road <p>Firstly, if the Ice Cream van arrives before the School Street commences, they are there legitimately.</p> <p>Thank you for bringing this to our attention, we will discuss this with the school</p>

Appendix B

[Tabular Calendar](#)
[Graphical Calendar](#)



7-day Average Traffic Count
974

Weekly Traffic Count
6,817

Weekday Average Traffic Count
1,084

7-day 85th %ile Speed 2021
16.3
mph

7-day Average Speed 2021
11.5
mph

000022021070 - UC 2021070
Description: Moorfield Street Halifax
Coordinates: 53.71354, -1.87611

SPEED LIMIT
20

Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	488	448	3,136
South	596	526	3,681

