

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

18 August 2022 – 15.00 to 16.00

Attendees:

Assistant Director of Strategic Infrastructure (Chair)	ADoSI
Highways and Planning Solicitor	H&PS
Corporate Lead (Design & Asset Management)	CL(DAM)
Corporate Lead (Transportation)	CL(T)
Corporate Lead (Green Space & Street Scene)	CL(GS&SS)
Project Manager (Strategic Infrastructure)	PM(SI)
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer	TE
Graduate Engineer	GE
Operations Officer (Parking)	OOP

1. Apologies

Flood Programme Manager	FPM
Performance Manager	PM

2. Matters arising

- a) The minutes of the last meeting (7 July 2022) are being circulated within the Traffic Regulation Order Governing Body (TROGB) and will be agreed by email before issuing to the website.
- b) The petition mentioned in the minutes from the previous meeting (ref A58/Hyde Park, point 3.b)3.) has been discussed with the Legal team. It has been confirmed that as the petition is in reference to the ongoing Traffic Regulation Order (TRO) legal process, the [Council's petition scheme](#) (section 4) prevents the Council from treating this as a petition and therefore it will be treated as an objection alone.

3. Orders for Consideration

- a) **Corridor Improvement Programme (CIP), including additional minor schemes Church Lane, Hebden Bridge + Brearley Bends, Mytholmroyd + Davey Lane, Blackshaw Head TRO**

TE updated the meeting, the statutory consultation has been completed and the responses considered.

No objections have been received relating to the CIP proposals at Heptonstall Road, Hebden Bridge. In addition, there were no objections relating to Church Lane, Hebden Bridge and Brearley Bends, Mytholmroyd. According to the TROGB procedure these schemes do not need further approval if no objections are received and can progress to making and implementation.

In addition to some emails in support, two objections were received in relation to the proposals at [Davey Lane, Blackshaw Head](#). In response to the informal consultation, the proposals were extended to the east to protect the visibility splay from arecent housing development. As a result, there were two objections received: -

- i) Removal of roadside parking would increase traffic speeds

- ii) Reduction of parking opportunities elsewhere would divert parking to other areas i.e., opposite the proposed restrictions.

The circumstances were discussed by the TROGB and it was acknowledged that removing the parking may lead to a slight increase in vehicle speeds. However parked vehicles shouldn't be used as traffic calming features. It was also pointed out by the TE that a new vehicle activated sign (VAS) will be installed on this approach in the near future, which should assist in reducing vehicle speeds. With regards to the displacement of parking, this is an unknown factor. Monitoring of parking post implementation can be carried out to ascertain the impacts of the proposals. A lack of footways/verges on the north side also make parking unattractive in this area. It was therefore considered that these are not significant risks.

The TROGB agreed that the proposals are suitable, therefore the objections were overruled and the proposal can be implemented as advertised.

Outcome

It was unanimously agreed that the objections be overruled and the TRO should be implemented as advertised.

The TROGB:

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

b) Proposed amendment of Parking Places Order (PPO) (Brighouse and Todmorden sports centres)

OOP described the proposals that have recently been subject to statutory consultation. The affected car parks have had issues with difficulty of enforcement particularly with abuse by non-customers and the inability to keep disabled spaces clear for appropriate use.

The proposal (details [here](#)) is to limit parking to 3 hours maximum (no return in 1 hour) to ensure there is turnover of spaces.

There was one response in support (as this issue had been raised frequently with Ward Councillors) and 5 objections against the proposal. The objections were concentrated on loss of parking for sports centre staff (often working antisocial hours) because parking elsewhere, particularly in the winter months, would be a danger for them.

The TROGB discussed the issues but as there is alternative parking available in public and lit areas it was unanimously agreed that the benefits outweighed the negatives and the objections be overruled and the proposal can be implemented as advertised.

Outcome

It was unanimously agreed that the objections be overruled and the PPO should be implemented as advertised.

The TROGB:

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

c) Coronation Street/Timber Street Car Parks, Elland

ADoSI and OOP described the proposals.

Coronation Street car park currently has the first hour as free parking. As design work on the Elland Future High Street is progressing it is proposed that the Coronation Street car park will be redeveloped and therefore alternative free parking will be required. Timber Street Car park is the closest and most suitable alternative and so it is proposed to include a first hour free.

ADoSI has discussed the proposal with the Legal Team and it has been confirmed that a formal change to the PPO is not required. H&PS to investigate the required route to progress.

Outcome

It was unanimously agreed to proceed with the proposal, H&PS to investigate the requirements and only return to TROGB if required.

d) Bradford Rd, Northowram TRO

TL(TE) presented the proposed scheme.

The proposed scheme has been informally consulted, including with affected residents. The proposals are generally supported by Councillors. As a result of the consultation residents have requested some parking restrictions providing junction protection at the junctions of Bradford Road with Queens Mead and Oaklands Avenue. The TROGB discussed this and agreed to the additional elements being included in the proposal.

The TROGB agreed that the proposals are considered acceptable and can be progressed to statutory consultation.

N.b. as a proposed zebra crossing was included on the consultation drawing (for completeness), objections were received regarding this. The crossing is outside of the scope of the TROGB but it will separately be advertised for comments/objections shortly.

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.

e) Trinity Street, Halifax TRO

TL(TE) presented the proposed scheme to replace a short stretch of parking bays (4 number) on Trinity Street, Halifax with disabled parking bays.

The proposal has been informally consulted and no comments have been received.

The TROGB agreed that the proposals are acceptable and can be progressed 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.

f) Haworth Old Road Experimental TRO (ETRO)

TE presented this scheme to control excessive parking on the length of Haworth Old Road.

The proposed scheme to introduce a resident only parking zone has been consulted with residents, along with Ward and Parish Councillors. The response has been very positive and therefore there is significant support for it to be progressed.

There were some recorded concerns that the proposal might create some displacement parking issues on the nearby A6033. This has been considered in the design and deemed less likely, but as the ETRO allows changes as the scheme progresses, this will be monitored and changes made if necessary.

The TROGB agreed that the proposals are acceptable and should be progressed to implementation.

Outcome

It was unanimously agreed that the Order should be commenced.

The TROGB:

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

4. Any other business

a) Brighouse Road, Hipperholme TRO/SLO

TL(TE) reported that this scheme, whilst still under statutory consultation, has received objections. The consultation closes on 26 August 2022 and as the next planned TROGB meeting is not until 5 October 2022 it was suggested to hold a special meeting to ensure the process is not held up.

The TROGB agreed TL(TE) to arrange a special meeting

5. Date of Next Meeting

The next meeting is due to be held on 5 October 2022, 15.00 to 16.00.

The special meeting has been arranged for 1 September 2022, 15.30 to 16.30