

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

1 May 2024 – 15.00 to 18.00

Attendees:

Voting Members

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

Other

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

1. Apologies

None

2. Matters arising

The minutes of the previous meeting (10th April 2024) have been approved by the TRO Governing Body (TROGB) and uploaded to the website ([view previous minutes](#)).

The minutes of the meeting held on 19th March 2024 are being drafted and will be approved by the TROGB by email and uploaded to the website.

3. Orders for Consideration

a) **Halifax Town centre TRO**

Following the decision at the GB meeting on 15 May 2023 (item 3a) ([see related minutes](#)), the scheme has been progressed to the statutory consultation. Due to the size of the scheme, the proposals have been split into 3 corridors, the first being the western Corridor being considered here (See [further information](#)).

PM(MP) outlined the project, including the aims of the scheme and the design. The scheme is due to commence site works shortly.

The statutory consultation closed on 18 April, and the responses have been considered. A total of 15 responses were received, 5 of which were considered as objections (1 of which was a duplicate). The objections were presented by PM(MP) and discussed by the GB as follows assisted by other members: -

1. **Closure of Trinity Road**

An objection was received regarding the proposed closure of the eastern end of Trinity Road (at the junction with Commercial Street) to traffic. N.b. this objection was also made during the informal consultation.

The closure is proposed to facilitate the construction of cycle facilities and is an integral part of the proposal to improve cycle access, particularly the high employment area. Other vehicles will still have access to the area to the west of the closure via Harrison Road, St John's Lane, and Prescott Street.

The objection was discussed, and the voting members of the GB unanimously agreed that the objection be overruled as adjacent alternative routes are available, and so this part of the TRO should be implemented as advertised.

2. Loss of loading on Bull Green Roundabout (between Rawson Street and George Street)

Two objections were received regarding the proposed removal of the existing delivery bay on Bull Green roundabout to be replaced by no loading at any time and no waiting at any time restrictions.

The objection is that the delivery bay is fundamental to the operation of the adjacent business, for the delivery of consumables such as alcohol and pump gas. In particular it is not possible to receive deliveries of pump gas from any other loading point. In addition, the alternative loading bay provided at the top of Rawson Street may not be long enough.

The current loading bay was removed by the design as it lies completely within the signalised junction, and it was considered that continued operation could be unsafe. Drivers would be leaving the bay and not be able to see any of the traffic lights, creating the risk of collisions with other vehicles (see Figure 1 - Loading bay below)

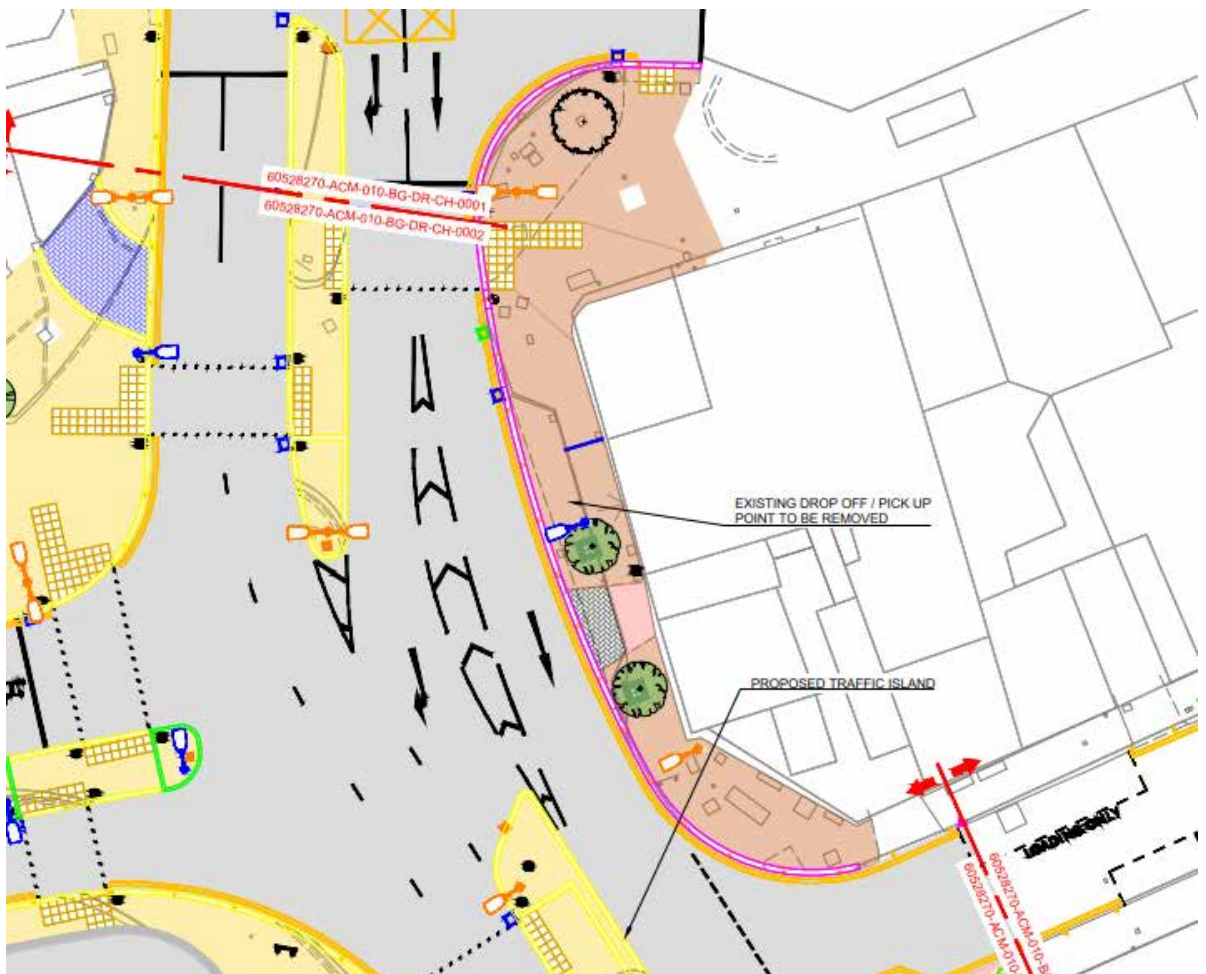


Figure 1 - Loading bay

The design team have reconsidered the options and although more work needs to be done to ensure operation would be safe, it was considered that it might be possible to retain a loading bay and it was suggested a decision on this objection be deferred to the next meeting for more discussions.

The voting members of the GB unanimously agreed that a decision over the objection be deferred to the next meeting.

3. Loss of loading at eastern end of Bull Green

One objection was received from an adjacent business, with reports of a petition from customers relating to the removal of the existing parking area. The loss of the current parking area would affect disabled customers and customers to the business next door.

The design team have reviewed the proposal and have concluded that it will be possible to incorporate a small parking bay (with “no waiting at any time” restrictions) to replace the existing one (see red line on Figure 2 - Proposed bay below)

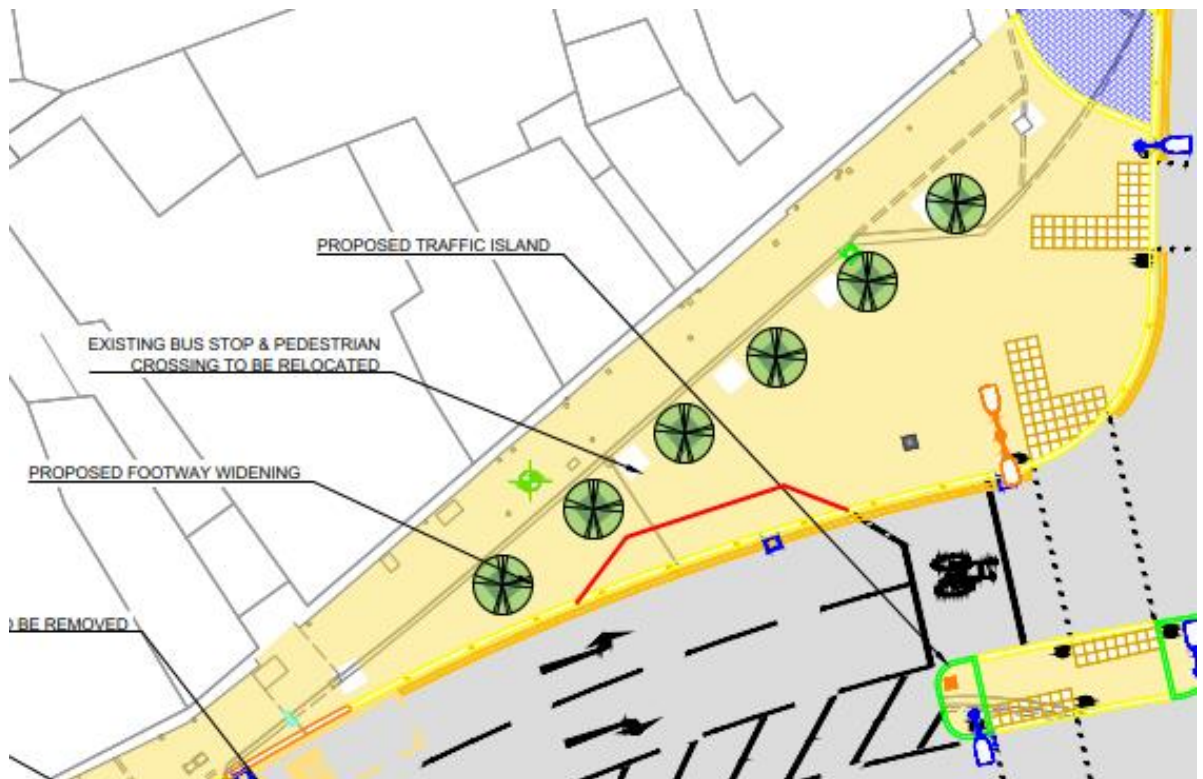


Figure 2 - Proposed bay

The objection and proposed solution was discussed and the voting members of the GB unanimously agreed that the objection be accepted and the design change made and so this part of the TRO should be implemented as revised.

4. Disabled parking outside Victoria Theatre

One objection was received requesting that the proposed disabled parking bays outside of the Victoria Theatre (on Commercial Street) should be chevron parking rather than parallel parking.

It was reported that stakeholders had been consulted in the earlier stages of the design and subject to safety review. There was concern that there was a lack of intervisibility between drivers and other highway users (drivers, cyclists, and pedestrians), particularly as the cycle lane is contraflow at this point. It was considered chevron parking would not be safe.

The objection was discussed, and the voting members of the GB unanimously agreed that the objection be overruled as the arrangement would be unsafe, and so this part of the TRO should be implemented as advertised.

Outcome

It was unanimously agreed that: -

- a. Objections 1 and 4 be overruled, and the relevant parts of the TRO should be implemented as advertised.
- b. a decision on Objection 2 be deferred to the next GB meeting; and
- c. Objection 3 be accepted, and the design revised to incorporate a small parking bay and the revised TRO should be implemented.

The TROGB:

- (i) Approves the making and implementation of the Order as proposed/amended as below and holds that.
 - a. Objections 1 and 4 be overruled.
 - b. A decision on the part concerning Objection 2 be deferred to the next meeting.
 - c. Objection 3 be accepted, and the detail illustrated in Figure 2 - Proposed bay above.
- (ii) That the objectors be informed

4. Any other business

a) Bradford Road/Town Gate, Northowram

Further to the GB meeting of 5 October 2023 (item 4a) ([see related minutes](#)), the Public Inquiry has now taken place and the recommendation from the Inspector has been received.

The inspector recommended on 10 April 2024 that the order be made subject to minor modifications: -

- i) Amend the Order to more accurately refer to the variation of the Borough Council of Calderdale (on-street waiting, loading and parking) Consolidation Order 2024.
- ii) Amend Table D of the Order to correctly refer to the revocation of both existing restrictions in place on Towngate.

The voting members of the GB unanimously agreed to accept the Inspectors recommendation and thus the TRO should be implemented as advertised.

5. Date of Next Meeting

22 May 2024 at 14.30