

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

10 April 2024 – 09.00 to 10.00

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)
Parking Services Manager	PSM

1. Apologies

None

2. Matters arising

The minutes of the previous meeting (19th March 2024) are being drafted and will be approved by the Governing Body (GB) by email and uploaded to the website ([view previous minutes](#)).

3. Orders for Consideration

a) **Elland TRO - Coronation Street**

The informal consultation was undertaken alongside other recent TRO proposals for the Elland area, but unfortunately there was insufficient time at the 20 February GB meeting to consider them then.

TL(TE) presented the responses received (see Appendix A below) and they were discussed at length, and the responses included in that appendix represent the outcome of the discussions amongst the GB.

The GB unanimously agreed to overrule the objections subject to the discussed changes in Appendix A and agreed for the proposal to progress to the next stage, i.e., statutory consultation.

Outcome

It was unanimously agreed that the proposals can proceed to statutory consultation subject to the amendments referred to in Appendix A.

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) **Elland TRO - Dewsbury Road**

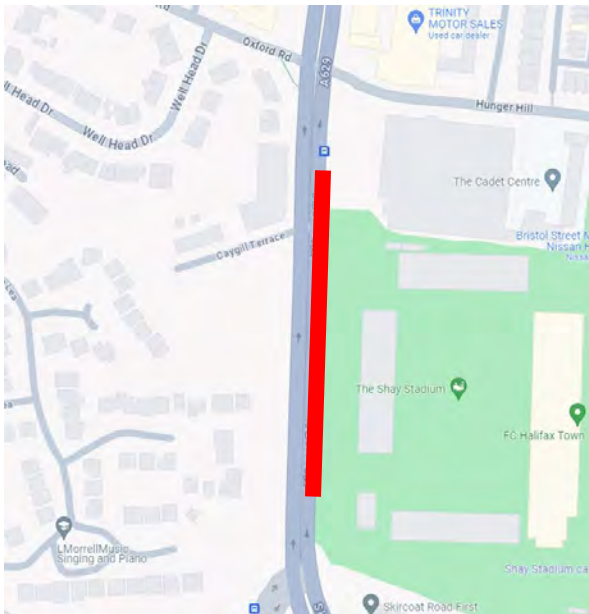
The informal consultation was also undertaken alongside other recent TRO proposals for the Elland area, but again there was insufficient time at the 20 February GB meeting to consider them then.

The redevelopment of the Piece Hall saw Halifax become a popular destination for visitors, and with the recent commencement of Culturedale we anticipate a further increase in visitors (we have already received enquiries about coach parking).

To try and support this corporate initiative, we would like to look at providing some coach parking to service Halifax. We have considered our larger car parks and whether we could look at introducing coach parking there, but they are all affected by future plans: -

- *North Bridge – will be affected by the Leisure Centre redevelopment.*
- *High Street – will potentially be temporarily leased to a third party*
- *Mulcture Hall Road – due to go up for sale (development site)*
- *The Shay – closes on match days and is managed by stadium staff.*

We have identified a length of currently underutilised Pay and Display bays on Skircoat Road (outbound side), which could be converted to approx. 10 coach spaces with a coach tariff introduced (tariff tbc).



This location will also support the Shay for coach transporting away fans and was utilised last year as coach parking.

Due to the current low occupancy, displacement of existing users should be minimal and there is alternative parking on the side streets nearby. There are no frontages of properties that would be affected by larger vehicles parking here.

This provides a solution, even if temporary until such a time that a policy/strategy around this is developed and will support the encouragement of visitors to the town via shared transport.

The Governing Body (GB) were supportive of this being taken further.

a) Haworth Old Road, Hebden Bridge (ETRO)

At the 20 February meeting it was agreed that this scheme could be considered by email circulation between scheduled meetings, and the outcome reported to a future GB meeting.

TL(TE) reported that the Experimental TRO introduced on 26 September 2022 to control the excessive and inconsiderate parking on Haworth Old Road had been in place for approaching 18 months (expires 26 March 2024).

The experimental solution has largely been successful in terms of reducing the parking. A small number of objections were received in the initial consultation period, and in addition a follow up consultation was undertaken to understand the residents more recent thoughts.

An assessment of the responses was completed (the assessment is in Appendix C below). Members of the GB considered the assessment and unanimously agreed that the ETRO should be made permanent, and this decision be included in the minutes of the next meeting.

b) Cornholme Junior, Infant and Nursery School (ETRO)

Due to lack of time at the end of the 19 March 2024 meeting and an impending end to the ongoing Experimental TRO, it was agreed at that meeting that this scheme could be considered by email circulation between scheduled meetings, and the outcome reported to a future GB meeting.

TL(TE) reported that high traffic/parking levels outside of the school was obstructing access for the school bus, residents and emergency services, created congestion, compromising air quality, and presenting a problem in terms of road safety.

The ETRO introduced: -

- *a road closure during the school opening and closing times. N.b. Access was still made available for the school bus, permitted residents and emergency vehicles.*
- *a one-way street on Carrfield Villas at all times (from west to east).*
- *Provided "No Waiting at any time" and "No Loading at any time" restrictions (i.e., no parking or waiting at any time) at junctions to remove inappropriate parking, increasing pedestrian safety and protecting the school bus route*

Removing vehicular traffic from roads in the vicinity of school entrances at busy times has helped to make children's journeys to school safer and has improved public transport and active travel to school (cycling and walking) more appealing. The school remain very positive and support the retention of the School Street. A small number of objections were received in the initial consultation period.

An assessment of the responses was completed (the assessment is in Appendix D below). Members of the GB considered the assessment and unanimously agreed that the ETRO should be made permanent, and this decision be included in the minutes of the next meeting.

c) Digital Orders

PSM noted at the previous meeting that due to progress towards the use of autonomous vehicles the Government is pushing for all new TROs (inc moving traffic orders, speed limits, and Temporary TROs) to be digitally based by 2025. In addition, all existing orders will need to be digitised too, the timescale for this is still to be confirmed, but likely to be challenging.

It was noted that this work will need additional resources (Staff and finance) to meet deadlines, but it is proposed to create a working party in the coming months (as details become available) to address the issues and investigate solutions. This will be discussed in more detail in future meetings.

5. Date of Next Meeting

1 May 2024

Appendix A – Coronation Street, Elland

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
A 1. Cannot park outside our own property/Fundamental human right	5	<ul style="list-style-type: none"> • Parking on the highway is not a right, a highway’s purpose is to facilitate travel from one point to another, not to provide parking. Parking is permitted where traffic flow can be maintained. • Similarly, there is no right for any person to park outside of their property, it is a public highway and so within the limits of any restrictions, anyone can park outside your property. • It is noted that although there are residential properties on Coronation Street, there are also businesses and it is located very close to the town centre, so there is a mixed demand for parking, a common disadvantage of living close to the town centre. It is not possible to provide all these things and so the parking demand must be balanced.
A 2. The answer is to make all of the Coronation Street parking to Resident only.	3	<ul style="list-style-type: none"> • Whilst this would be ideal, it should be noted that although there are residential properties on Coronation Street, there are also businesses, and it is very close to the town centre. It is therefore necessary that some non resident parking is necessary on Coronation Street. • There is a mixed demand for parking, a common disadvantage of living close to the town centre. It is not possible to provide all of these things in a constricted area and so the parking demand has to be balanced.
A 3. Meeting requested	3	<ul style="list-style-type: none"> • At this stage there are no plans to arrange any consultation meetings.
A 4. Insufficient parking spaces on eastern side. Will be made worse by the DYLS on the eastern side	3	<ul style="list-style-type: none"> • Options for other shared resident parking have been investigated further and the proposals (subject to the statutory

Appendix A – Coronation Street, Elland

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		consultation) will be changed to show the bay outside of the library will also be available to resident permit holders.
A 5. Make the parking spaces outside the library shared with residents?	2	<ul style="list-style-type: none"> • See amended proposal in 4 above.
A 6. Question - would the new DYLS on the western side prevent visitor parking like now?	2	<ul style="list-style-type: none"> • Yes, those proposed restrictions would prevent visitor permits being used on the western side of the road. Visitors would be able to park on the eastern side (odd numbers). • See amended proposal in 2 above
A 7. DYLS not enough of a deterrent for short term parking anyway (re no's 18-36, i.e., the western side)	2	<ul style="list-style-type: none"> • As we have limitations on how many enforcement officers are available, this may at times be the case. • However, in this situation we believe the current markings can be confusing to drivers and they may feel it is allowed to park over driveways. • See amended proposal in 2 above
A 8. Make Western side resident parking only?	2	<ul style="list-style-type: none"> • See amended proposal in 2 above. • This would protect the current parking practise of parking across your own drive. • It should be noted that the revised proposal may allow other residents to park across other driveways too.
A 9. Accept we live in a town, but a better balance is needed	2	<ul style="list-style-type: none"> • It should be noted that although there are a number of residential properties on Coronation Street, there are also businesses present and it is in very close proximity to the town centre.

Appendix A – Coronation Street, Elland

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
		<ul style="list-style-type: none"> • A delicate balance has to be made between the needs of the residents and the needs of the town businesses and users, hence the shared bays. • I would note that the proposals include a change to the return period. This will help to prevent the current practise of local employees parking all day by simply moving vehicles from one zone to another, this should free up spaces during the working day.
A 10. Lack of parking close to our house devalues our homes	2	<ul style="list-style-type: none"> • Parking close to a property is not a right and the Council is not responsible for any compensation claims
A 11. Works shifts and can be called out at any time	1	<ul style="list-style-type: none"> • In response to previous complaints about parking taking place across driveways, the “no waiting at any time” (NWAAT) proposals were made here to prevent any parking in front of your properties (no’s 18-36, i.e., the western side), and was intended to prevent these access issues. • The existing keep clear markings were provided previously to help prevent obstructive parking across the driveways, but unfortunately are not legally enforceable. The proposals would be enforceable for all, including affected residents. • Bearing in mind the responses, it was agreed by the GB to remove the proposed NWAAT proposals from in front of 18-36 but adjust the existing restriction to only permit parking by resident at all times. This should retain the option for permit holders to park over their own driveway.
A 12. Insufficient resident spaces (i.e. none on western side)	1	<ul style="list-style-type: none"> • See amended proposal in 2 above.

Appendix A – Coronation Street, Elland

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A 13. Permit prices going up and spaces reducing	1	<ul style="list-style-type: none"> • It is accepted that the cost of administering permits has increased. • Please also see amended proposal in 4 above.
A 14. Removal of parking is another nail in the coffin for the town	1	<ul style="list-style-type: none"> • The proposals only remove a very small number of parking spaces (effectively one space) from Coronation Street, so should have very little effect. • The town centre has a total of 5 car parks (totalling 121 spaces) that are adjacent to or within a short walking distance of the centre, so multiple opportunities remain for shoppers to pop into town. • These are: - <ul style="list-style-type: none"> • Southgate (market) - 20 spaces, • Coronation Street - 16 spaces (currently 26), • Boxhall Road - 15 spaces, • Timber Street - 56 spaces, and • Crown Street - 14 spaces • This is in addition to existing on-street parking provision on Coronation Street, Church Street, Boxhall Road and John Street car park (housing).
A 15. Lack of parking on Coronation Street - Campaign of victimisation and harrassment on residents/working families and businesses. No common sense applied	1	<ul style="list-style-type: none"> • It has to be noted that although there are residential properties on Coronation Street, there are also businesses present and it is in very close proximity to the town centre. • A delicate balance has to be made between the needs of the residents and the needs of the town businesses and users.

Appendix A – Coronation Street, Elland

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
A 16. Error noted on plan - Boxhall Road?	1	<ul style="list-style-type: none"> The issue will be corrected before the next stage of the proposals
A 17. Situation worsened during the ongoing works - trade vehicles displacing vehicles from car parks	1	<ul style="list-style-type: none"> It is expected that this will settle back to normal after completion of the works. It should be noted that to manage the effect on the various businesses, the works have to be heavily phased to allow the majority of businesses to remain open as long as possible.

Appendix B – Dewsbury Road, Elland

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Supporting Comments		
B 1. It is virtually impassible/parking is contributing to congestion/junction protections supported	4	
Neutral comments		
B 2. A neutral response, explanation of current situation explained	1	
Objecting comments		
B 3. Respondents explain the implications of the fire in the car park and the reasons for minimal progress by building managers.	16	<ul style="list-style-type: none"> • We appreciate that not all the apartments have parking spaces and that a combination of the recent cladding works and the awaited repairs to the car park have reduced off street parking availability. However, frequent parking has been taking place that has interferred with the free flow of traffic and despite the recent completion of the cladding works, the obstruction issue is still observed to be present. • The lack of off-street spaces in the car park is not a satisfactory reason to park inconsiderately. • Note that the GB were concerned that the consulted proposals do not do enough to fully protect the flow of traffic at this location and considered that the extent of the no waiting at any time restrictions should be extended (remove the proposed parking bays). This change will be included in the statutory consultation.

Appendix B – Dewsbury Road, Elland

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
B 4. Where do we expect people to park/nowhere to go/there is a right to park?	8	<ul style="list-style-type: none"> • Lack of adjacent availability of parking is not a justifiable consideration when the flow of traffic is affected. There are adjacent streets, roads and car parks that are more valid places to park. • Lack of convenient parking is not a satisfactory reason to park inconsiderately.
B 5. Respondents say they are forced to park there/not enough spaces (even without the fire).	6	<ul style="list-style-type: none"> • The onus is on the driver to park safely and not hinder traffic flow. Parking on the highway is tolerated as far as no concerns are raised. When concerns are raised, it is the duty of the Highway Authority to act. • Parking on the highway is not a right and it is drivers' responsibility to find a suitable place to park where other road users and pedestrians are able to pass freely.
B 6. The proposed restrictions will just move problem elsewhere	4	<ul style="list-style-type: none"> • There is a risk this will occur, but Dewsbury Road is a B classified road and in terms of traffic flow it is the priority highway. • N.b. If displaced parking appears to create issues elsewhere, consideration will be given to further restrictions.
B 7. What about using the waste land between the blocks (between The Silk Mill and Westbury Fold) at council expense?	4	<ul style="list-style-type: none"> • The land referred to is privately owned rather than owned by the Council, so we have no rights to use the land. • Further, it is not the Council's responsibility to provide parking for private residences.
B 8. There is ample space for two cars to pass	4	<ul style="list-style-type: none"> • This is clearly the judgement of some drivers who choose to park there, however drivers are regularly observed to struggle to

Appendix B – Dewsbury Road, Elland

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		get through (particularlry from the northern end), so this would suggest the opposite is felt in practise.
B 9. Restrictions would make an extended walk, 10 min (with children)	2	<ul style="list-style-type: none"> We appreciate that drivers prefer to park as close as possible to their residences, but there is no right to park on the highway or indeed within a specific distance.
B 10. The roundabout (causes a bottleneck)	2	<ul style="list-style-type: none"> This has not been observed to be a problem. This can be investigated further should this be observed following the conclusion of this proposal.
B 11. The lack of parking is creating issues/animosity amongst residents	1	<ul style="list-style-type: none"> We can understand that this happens, it is not an uncommon issue. As above though, the situation is applicable to all drivers and no-one has the right to park on the highway.
B 12. The restrictions will solve nothing	1	<ul style="list-style-type: none"> The proposals will legally restrict the parking on the road and will be enforceable by the Council. The existing observed parking issues can only currently be enforced by the Police as obstructions.
B 13. Tax payers money could be better spent elsewhere	1	<ul style="list-style-type: none"> The Council, as the Highway Authority, has the duty (i.e. an expectation) to manage traffic flow and therefore act where inconsiderate parking restricts flows.
B 14. Disabled parking off road is abused, the restrictions will create more demand for spaces and it harder for disabled drivers.	1	<ul style="list-style-type: none"> Unfortunately, the off-street parking cannot be enforced by the Council, that has to be undertaken by the managers of the flats. The building managers will be contacted and encouraged to manage their parking spaces.

Appendix B – Dewsbury Road, Elland

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B 15. The real issue is speeding, these complaints are coming from speeding vehicles...	1	<ul style="list-style-type: none"> The complaints have been received by legitimate users of the road.

Appendix C – Haworth Old Road, Hebden Bridge

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
C 1. Welcome/support making this a permanent order, it has been beneficial.	10	<ul style="list-style-type: none"> This is welcomed information
C 2. More signs would be beneficial.	4	<ul style="list-style-type: none"> This can be considered again. Previous discussions have been held on potential changes to signing to make it clearer, these to be concluded if the ETRO is made permanent.
C 3. Needs continuing/more enforcement. More forward planning (weather-based checks /afternoons).	4	<ul style="list-style-type: none"> Unfortunately, the Council has limited resources for enforcement and these resources are in demand across the whole of Calderdale. This area (and others like Gaddings Dam) is clearly in greater demand in the sunnier months, and weekends are targeted for enforcement. However, it is not always possible to be present. We would note that 93 Penalty Charge Notices (PCNs) have been issued between 12/2/23 and 25/11/23.
C 4. Completely appreciate something needs to be done.	3	<ul style="list-style-type: none"> This is welcomed information
C 5. This is denying access to public footpaths/prevent access from outsiders. Forced to park some distance away (eg Stairs Lane).	2	<ul style="list-style-type: none"> The area is very popular with walkers and visitors to the Lumb Falls area. Unfortunately, as the road is very narrow, inconsiderate visitor parking easily blocks the road for emergency vehicles and legitimate movement for residents and businesses. Highways exist for the function of transporting vehicles and pedestrians; they do not exist just to provide parking spaces. Parking spaces can be allowed where it is safe to do so and if the flow of traffic is not obstructed. It is unfortunate that access to these areas is harder, but the priority is to maintain free flow on the highway. There are a few

Appendix C – Haworth Old Road, Hebden Bridge

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
		(off highway) locations where visitors can and do continue to park on Haworth Old Road.
C 6. The council is looking after the interests of the affluent, while ignoring the needs of the working class.	2	<ul style="list-style-type: none"> As noted in 5 above, the primary duty is to maintain traffic flow.
C 7. It would be much better to address the issue of parking by putting in proper parking facilities at certain points, rather than imposing a blanket ban.	2	<ul style="list-style-type: none"> Whilst this would be the ideal solution to the problem, the Council does not have the resources (land or finances) to provide parking facilities.
C 8. Believe that the current TRO is preventing local people from enjoying the Calderdale countryside.	2	<ul style="list-style-type: none"> As noted in 5 and 6 above the Council's primary duty is to maintain traffic flow. The proposal is to protect the needs of highway users/residents/businesses. Unfortunately, inconsiderate parking has been shown to be preventing this.
C 9. Does the TRO cover the small parking area on the left-hand side of the road near Grain Water Bridge?	2	<ul style="list-style-type: none"> The TRO applies to the whole adopted highway of Haworth Old Road, generally this is from wall to wall. There are some areas available off highway, including this area of land, if vehicles park with the owner's permission fully on this land they should not get tickets.
C 10. Ticketed off the highway.	1	<ul style="list-style-type: none"> The TRO applies to the whole adopted highway of Haworth Old Road, generally this is wall to wall. There are some areas available off highway, if vehicles park with the owner's permission fully on this land they should not get tickets. There were some cases in the early stages of the experiment where tickets were issued off highway, this has been corrected.

Appendix C – Haworth Old Road, Hebden Bridge

Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
C 11. Would still like some double yellow lines where cars park badly.	1	<ul style="list-style-type: none"> • No waiting at any time restrictions were considered, but were dropped as: <ul style="list-style-type: none"> ▪ There are very limited places where parking on the highway is safe, so this would affect normal resident parking too. The Resident parking Zone retains this opportunity for residents. ▪ On a narrow road, the lines would be visually obtrusive in such a rural area. ▪ The lack of defined edge of carriageway would mean that lines would not last, this would introduce an excessive maintenance liability.
C 12. Need to enforce all year round (inc residents), non-permit holders parking on road in bad weather.	1	<ul style="list-style-type: none"> • As noted on point 3 above, the Council has limited resources for enforcement and these resources are in demand across the whole of Calderdale, but the area is patrolled whenever possible.
C 13. Parking Permits should be free, £25 is too expensive, 3 permits isn't enough. Is it legal to prevent me parking in front of my house.	1	<ul style="list-style-type: none"> • The £35 charge is an administration charge. It supports the administration, management, and enforcement of the Resident Permit Schemes. The increased costs of supplies, goods and services also affect the Council therefore it is important that they remain up to date and reflective. • In terms of the number of permits, the maximum of 3 is standard across most RPZ's.

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
D 1. Significant diversion to reach normal parking.	3	<ul style="list-style-type: none"> The diversion measures approximately 200m for vehicles (none for pedestrians), we consider that to be a minor and acceptable diversion.
D 2. School bus parking on Burnley Road at the bus stop was a good idea as the children were seen across the Carrfield Villa road this caused no disruption to access for anyone.	3	<ul style="list-style-type: none"> Unfortunately, the temporary bus stop was not a safe situation for the children attending the school and was considered a high-risk activity by the school and the Council. The School and Councillors were very concerned about this situation, and this was one of the primary reasons to commence the experiment. The risks to the children were key, but the situation also delayed the bus (a long detour to turn around) and caused delays on the main road when stopping.
D 3. Restrictions imposed without regard to residents/We weren't consulted or even notified about the said changes	2	<ul style="list-style-type: none"> Before we commenced the experiment, we delivered letters to all directly affected residents and put out a survey via the school. Unfortunately, there were a couple of houses missed from the hand delivery accessible from Back Burnley Road, but after email communication they received a copy. The responses to this were very supportive (72% of the responses to the survey were in support of the scheme). Local Councillors have been consulted too and have been very supportive of improving the situation in the area.
D 4. Did not think a one way was necessary, no accidents/worked fine for 15+ years	2	<ul style="list-style-type: none"> The previous situation around the school was far from ideal. Indiscriminate parking of cars made it impossible for the very well-used school bus to gain access to the school through the narrow roads. This got to the point that the bus stop had to be temporarily moved to Burnley Rd, not a safe situation for the children attending the school.

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
		<ul style="list-style-type: none"> • The School and Councillors were very concerned about this situation due to these safety issues, but also it delayed the bus and caused delays on the main road. Furthermore, the inconsiderate parking around the school obstructed footways and access to the area for residents and potentially for emergency/refuse vehicles too. • The Council has a priority to improve road safety from the perspective of pedestrians and cyclists helping to promote a shift to more sustainable and active modes of transport. • Whilst the experiment created a minor detour around Greenfield Terrace and Carrfield Villas (approx. 200m) it is felt that the impact is relatively low and that combined with the additional parking restrictions at junctions the safety of the area is improved. • The school bus can now reach the bus stop unhindered and the school have recently reiterated that the situation outside of the school is much improved.
D 5. These changes are impacting refuse collection/deliveries/meetings/appointments to our properties but most of all our own personal access to our homes	2	<ul style="list-style-type: none"> • As the closure is only active during the school opening and closing times, (i.e., only one hour of every school day, 8.40am to 9.10am and 3.10pm to 3.40pm (Mon – Fri)) the effects on residents should be minimal. • Indeed, in improving access for the bus and removing much of the school traffic at these times, the changes should improve access for emergency services and deliveries/refuse collections etc too. • As the closure point is staffed by school staff, there is also the possibility for deliveries etc to be allowed through the closure if required.

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
D 6. Why can't it be amended to no entry expect for residential access or even moved back to where the school boundary starts so that we still have non restricted access to our homes 24/7	2	<ul style="list-style-type: none"> • It would not be safe to have a restriction that applied to most drivers, but another less restricted rule applied to residents. In that situation, a driver (or more importantly a pedestrian crossing the road) would not know whether to expect two-way traffic. • Reducing the extent of the restriction (just from Lennox Road to Back Burnley Road) would be more confusing to pedestrians and maintain higher traffic flows close to the school. • As noted above, the diversion is approx. 200m, this is not considered a removal of access.
D 7. The scheme was only meant to be an experimental order and we as residents have a limited time to object, yet you have started to put all the permanent fixtures in place (signs/Lines)	2	<ul style="list-style-type: none"> • All the new signs and lines introduced were necessary to safely trial the experiment (make it enforceable) and are temporary at this time. Any parts of the experiment not being made permanent will have the relevant signing/lining removed. • Further improvements to the layout are being considered (narrowing the exit from Carrfield Villas onto Burnley Road) are being considered for the future when funds are available
D 8. How can the proposal (assumed to be the one-way element) be warranted permanently when it's for school bus access for a total of 30 minutes max per day in term time.	1	<ul style="list-style-type: none"> • It would not be safe to have a time limited one-way restriction in this type of location. Drivers and pedestrians would not have any certainty of where other traffic would be coming from.
D 9. This experimental TRO is causing the residents great distress and anger as the additional closing of the road is unnecessary and will cause chaos if any of	1	<ul style="list-style-type: none"> • Firstly, these issues appear to have settled down somewhat over time, as everyone got used to the setup. • As the closure is only active during the school opening and closing times, (i.e., only one hour of every school day) the effects on residents should be minimal.

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
<p>the older residents need emergency vehicle access.</p> <p>We are also having great issues often leaving us out of pocket with deliveries being left roadside or undelivered due to the delivery drivers simply giving up trying to access the street with larger deliveries which cannot be brought to Whitehaven villas via the front.</p>		<ul style="list-style-type: none"> • Indeed, in improving access for the bus and removing much of the school traffic at these times, the changes should improve access for emergency services and deliveries/refuse collections etc too. • As the closure point is staffed by school staff, there is also the possibility for deliveries etc to be allowed through the closure if required.
D 10. The experimental TRO is even causing us to have extended travelling not very good for the environment emissions	1	<ul style="list-style-type: none"> • The diversion measures approximately 200m for vehicles (none for pedestrians), so we consider that to be a minor and acceptable diversion.
D 11. Increasing the traffic flow around the Greenfield Terrace end where the local children play in the evenings /weekends / school holidays.	1	<ul style="list-style-type: none"> • The increase in traffic should be minimal and not affect residents enjoyment of the area. • Regardless of previous traffic levels, we would not recommend that children play on the highway.
D 12. Affected by the school street, must park elsewhere and move car later -	1	<ul style="list-style-type: none"> • Whilst we appreciate that the proposals do have some negative effects on resident's parking, the safety benefits for school children are significant. • We would note that parking close to residencies on the highway is not a right. The highway is primarily for transporting traffic, and parking is only permitted where the flow of traffic is not affected.
D 13. Reduction in spaces so now competition with takeaway traffic	1	<ul style="list-style-type: none"> • As noted in 12 above

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
D 14. Concern loss of spaces will increase parking on Burnley Road/affect us services	1	<ul style="list-style-type: none"> As noted in 12 above, parking is permitted if traffic flow is not affected. This will be monitored, should further restrictions be required they will be investigated.
D 15. Could parking in Carrfield Villas become residents only, controlled by permits and appropriate road markings, during school street hours?	1	<ul style="list-style-type: none"> Whilst in theory this could be considered further, in practice this would most likely be ignored by inconsiderate drivers. Whilst Resident Permit Zones are used elsewhere around Calderdale, they are not generally used for areas subject to short term parking issues, like outside of schools. The experimental TRO effectively restricts the parking to residents (without the cost of resident permits) as only residents should be permitted in the Carrfield Villas area.
D 16. if I can't access parking in Carrfield Villas during school street hours, do you advocate me parking outside my home on Burnley Rd at those times? And would you consider introducing a resident's only parking scheme to facilitate that, controlled by permits and appropriate road markings?	1	<ul style="list-style-type: none"> Please see 15 and 14 above.
D 17. Can I get a permit allowing access to Carrfield Villas via Greenfield Terrace during the temporary "school street" closures?	1	<ul style="list-style-type: none"> Residents of Greenfield Terrace and Carrfield Villas are eligible for a free permit. Permits are available from the council's website at https://new.calderdale.gov.uk/parking/permits/pod-poe
D 18. One final point to bring to your attention, I think you may need better signage to highlight Carrfield Villas being no entry from Burnley Rd.	1	<ul style="list-style-type: none"> Should a decision be made to make the experimental order permanent, there are possible changes planned to the junction to narrow the road. This is subject to funding.

Appendix D – Cornholme Junior, Infant and Nursery School		
Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
D 19. Due to these issues, the residents now don't see it fit that all the teachers and none residents are all parking outside the school freely but we can't even access our properties after work?	1	<ul style="list-style-type: none"> • The experimental order has not changed the parking arrangements outside of the closure times. • The situation will be monitored, and consideration given to consulting on a Residents Parking Zone should problems continue.
D 20. Petition - Disagree with the current TRO on Carrfield Vills/Whitehaven Villas and also would urge you to remove this TRO back to the way it has worked perfectly well for years on end	1	<ul style="list-style-type: none"> • With respect to the petition, the Council's official petition scheme (section 4) states that the Council cannot accept a petition that "refers to a matter which is already the subject of legal proceedings". As this is received in response to a legal consultation (the Experimental Traffic Regulation Order), the Council rules cannot accept this as a formal petition under that scheme. • However, the petition will continue to be considered as an objection in reviewing the success of the Experiment. • As no specific objection is included, other than disagreement, it is assumed the above objections (1-19) are reflected in this petition.