

# MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

19 March 2024 – 10.00 to 12.00

## 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
Operations Officer (Parking)	OO(P)

## 1. Apologies

None

## 2. Matters arising

The minutes of the last meeting (20<sup>th</sup> February 2024 at 09.00) have been agreed by email and will be uploaded to the website ([view previous minutes](#)).

CL(GSSC) queried whether the Corporate Lead (Flood Risk Management) and Customer Care and Performance Manager should attend as voting members (as in some previous meetings) to increase resilience at some votes. ADoSI confirmed that this had been considered recently, but it was decided inappropriate. TL(TE) further clarified that the Governing Body remit states 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. This can vary depending on the scheme.”*

Therefore, as the officers noted above are not experienced in TROs or highways schemes it is more appropriate to use other suitable staff.

## 3. Orders for Consideration

### a) **Cabinet (Phase 2) Scheme - New P&D Off Street TRO**

This scheme was introduced to the GB previously in October 2023 ([see the GB meeting minutes](#), item 3a). The statutory consultation for the changes to the Parking Places Order (PPO) has been undertaken and OO(P) presented the responses (see Appendix A below) for discussion by the GB.

As background OO(P) noted that the charges proposed for these car parks are proportionate when compared to other areas.

It should be noted that car parks are not free, although it may be free to the user it is not free to the Council. Each car park costs the Council to maintain them (hidden costs). Typical costs include, but are not limited to, staff, associated maintenance equipment, utilities (lighting), and business rates. As with anything that ages or sees a high level of use, it requires increased maintenance as time passes.

The introduction of parking charges on these car parks will ensure that they are as self-financing as possible. The proposed changes will also support the Council's wider climate emergency and transportation policies, in our commitment to encourage both active travel and sustainable travel choices.

As a further note, these charges were originally approved by Cabinet in 2018, but the delivery of this change was put on hold due to the impact of flooding (2019) and COVID (2020 onwards). The more recent 2023 Cabinet report included reference to them as an opportunity for members to re-visit this decision.

The proposals received responses, and were discussed as follows: -

**a) Burnley Road, Mytholmroyd -**

The discussion focussed on the responses as noted in items A1-11 in appendix A below.

It should be noted that the proposed parking charges will only apply Monday – Saturday 8am – 6pm, and the car park will remain free to park outside of these hours.

**b) Dale St & Oxford Street Car Parks, Todmorden**

The responses were discussed in items A12-17 in appendix A below.

**c) Royd Lane Car Park, Ripponden**

The responses were discussed in items A18-27 in appendix A below.

**d) Dalton Street Car Park, Todmorden**

No objections were received.

**e) Crown Street Car Park, Elland**

No objections were received.

**f) Bridge Lanes Car Park, Hebden Bridge**

The responses were discussed in items A28-37 in appendix A below.

Note that this is not a significant change, the proposal is to regain an element of control and prevent long term parking/storage in the car park (hence the 71-hour maximum stay).

**g) Towngate Car Park, Northowram**

There was one response (see A38)

**h) Wakefield Road Car Park, Hipperholme**

The responses were discussed in items A39-42 in appendix A below.

This change introduces a “shopping rate”, a low-cost short stay tariff to encourage more turnover and encourage better access to local businesses. Other free on-street parking is available close by.

**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 objections be overruled.

- (ii) That the objectors be informed

**b) Cabinet (Phase 2) Scheme - New P&D On-Street TRO**

This scheme was introduced to the GB previously in October 2023 ([see the GB meeting minutes](#), item 3a). The informal consultation has now been undertaken and OO(P) presented the responses (see Appendix B below) for discussion by the GB.

**a) Central Street, Hebden Bridge**

The responses were discussed in items B1-21 in appendix B below.

As a result of received comments, the GB discussed at length the options for disabled parking provision in the locality and it was agreed that the parking on Salem Street would be proposed as shared parking (08.00-20.00 disabled parking, and 20.00-08.00 resident parking).

Similarly, comments received regarding loading facilities were discussed by the GB and it was decided that the proposed parking on Hilton Street would be progressed as loading only (24 hours a day), to facilitate access for local businesses.

Concerns had been raised that the parking on Fielding Street would be reduced. Following discussions in the GB meeting, it was decided to propose shared use of this parking with residents.

**b) Keighley Road, Hebden Bridge**

The responses were discussed in items B22-26 in appendix B below, with broad responses indicated.

The GB discussed the issues in detail and decided to defer a decision on this element of the proposal for further consultation with WYCA and Bus operators to understand the issues there.

**c) Station Approach, Todmorden**

The response was discussed in item B27 in appendix B below.

Free parking for rail users remains available, and formalising the parking allows better enforcement. It was agreed that the proposal should progress to the next stage of consultation (i.e., statutory consultation)

**Outcome**

It was unanimously agreed that: -

- a) the changes proposed by the GB to a) be progressed to the next stage of consultation,
- b) item b) is to be deferred to a future meeting (pending further consultation), and
- c) objections to c) be overruled, and the TRO should progress to the next stage of consultation.

The TROGB:

- (i) Approves the progression of items a) and c) 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.
- (ii) Defers a decision on item b) to a future meeting.

**c) Elland TRO (Coronation Street/Dewsbury Road)**

Items 3a) and 3b) took the majority of the meeting and so there was insufficient time to discuss these deferred elements of the FHSF scheme. The discussion was deferred to a future date when an additional meeting will be arranged (i.e. 10 April 2024).

**4. Any other business**

**d) Update on Map Based Order (parking restrictions)**

TE(TL) confirmed that The Borough Council of Calderdale (On-Street Waiting, Loading and Parking) Consolidation Order 2024 is now in place (as of 13 March 2024). This new order introduces the new map-based order for parking restrictions.

The order is now visible online to the public on [the TraffWeb site](#).

**e) Haworth Old Road, Hebden Bridge**

The update on this scheme was deferred to the next meeting.

**f) Cornholme Junior, Infant and Nursery School (ETRO)**

As the Experimental TRO would end on 17 April 2024 (before the next planned GB meeting) the conversation was deferred to an email discussion to allow a decision to be made before the ETRO ended. The resulting decision will be reported to the next planned meeting.

**g) Outcomes of Scrutiny Meeting (1 February 2024)**

There was a discussion at the Scrutiny Meeting where it was questioned whether Members should be more involved in the decision process. The Portfolio holder responded at the meeting that the decisions are being handled in the correct way.

**h) Digital Orders**

PSM noted that, although the Map Based Order is a step towards digital orders, in order to progress towards the use of autonomous vehicles the Government is pushing for all new TROs (inc moving traffic orders, and speed limits) to be digitally based by 2025. All existing orders will need to be digitised too, the timescale to be confirmed.

It was noted that this work will need additional resources (Staff and finance) to meet these deadlines.

N.b. this issue is to be discussed further at upcoming meetings

**5. Date of Next Meeting**

10 April 2024, 09.00 to 10.00.

**Appendix A - New P&D Off Street TRO**

Summary of comments received. (n.b. in themes)	Governing Body responses to comments received
<b><u>Burnley Road Car Park, Mytholmroyd – 9 representations received.</u></b>	
A 1. Impact on residential parking/maintaining reasonable access	<ul style="list-style-type: none"> <li>• Access to premises is retained by the proposed Order. Whether users elect to use the parking place or not is their choice, but users will not be prohibited from accessing anywhere they can now as a consequence of the Order coming into force.</li> </ul>
A 2. Removing free parking to have a detrimental affect on tourism	<ul style="list-style-type: none"> <li>• The proposed tariff provides a 1 hour free period to support short stay visits to local business's and services. The daily capped rate is £2.00 which is deemed a reasonable charge for the full day.</li> <li>• We have no evidence that parking charges affect tourism.</li> </ul>
A 3. Parking permit option	<ul style="list-style-type: none"> <li>• There is an existing off-street residents permit available, for this car park. There is strict criteria and is only offered where we introduce charges on a car park that has previously been free.</li> <li>• The current price is £275 (far less than half the cost of a full contract permit and is equivalent to just over £5 per week).</li> <li>• The qualifying criteria:               <ol style="list-style-type: none"> <li>1. The resident must live within 20 metres of the car park.</li> <li>2. They must live there at the time of the change.</li> <li>3. Maximum of one permit per property.</li> </ol> </li> </ul>
A 4. Can't afford to pay/financially unviable.	<ul style="list-style-type: none"> <li>• Parking charges are not means tested.</li> <li>• Consideration should be given to the affordability to pay parking charges as part of the motorists decision to purchase/lease a vehicle.</li> </ul>
A 5. Strain on Grange Dean Medical Practice.	<ul style="list-style-type: none"> <li>• A free 1hr parking period will be available, with a maximum daily rate of £2.00.</li> <li>• Grange Dean may wish to consider their own car park management/enforcement practices.</li> </ul>
A 6. Many residents live over 100m away who use this car park	<ul style="list-style-type: none"> <li>• As per no: 3, there is an existing off-street residents permit available for those residents who live within a 20m radius.</li> <li>• It would not be practical or feasible to extend this discounted permit to properties beyond the 20m radius. Should this occur, the number of permits issued would far outweigh the number of</li> </ul>

**Appendix A - New P&D Off Street TRO**

Summary of comments received. (n.b. in themes)	Governing Body responses to comments received
	<p>available parking spaces, given that this is a public car park, which would result in permit holders not being able to find a space.</p> <ul style="list-style-type: none"> <li>• Parking charges will only apply Monday – Saturday 8am – 6pm – it will be free to park outside of these hours.</li> </ul>
<p>A 7. Houses were bought in good faith a space was set aside for us, and charges will affect value of homes and selling power</p>	<ul style="list-style-type: none"> <li>• This site has always been a public car park and spaces are available on a first come, first served basis.</li> <li>• There has been no guarantee of any space in a public car park.</li> <li>• As per no. 6 free parking period is available overnight and on Sundays.</li> <li>• As per no: 3: there is an off Street resident permit available 20m.</li> </ul>
<p>A 8. Private car park management to become more onerous</p>	<ul style="list-style-type: none"> <li>• The management of a private car park is not a consideration for the Council.</li> <li>• The private car park operator would need to consider their own management measures to discourage unauthorised parking .</li> </ul>
<p>A 9. Time limits on parking</p>	<ul style="list-style-type: none"> <li>• This is a long stay car park and there are no proposed time limits on parking within this proposal.</li> </ul>
<p>A 10. No alternative free parking</p>	<ul style="list-style-type: none"> <li>• There are alternative free parks with Myholmroyd – train station, Community Centre/medical centre, St Michaels Square, along with unrestricted parking On-Street parking within a relatively close proximity.</li> <li>• See opening summary and commitment to encouraging modal shift.</li> </ul>
<p>A 11. No option to unload on main road</p>	<ul style="list-style-type: none"> <li>• Loading/Unloading will be permitted from within the car park, but must be from within a marked bay. The user must get a ticket for the free 1hr period.</li> <li>• Loading/Unloading is also permitted on the highway, on both single and double yellow lines where there is no loading ban (kerb blips) in place.</li> </ul>
<p><b><u>Dale St &amp; Oxford Street Car Parks, Todmorden – 2 representations received.</u></b></p>	
<p>A 12. No alternative free parking</p>	<ul style="list-style-type: none"> <li>• The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park.</li> </ul>

**Appendix A - New P&D Off Street TRO**

Summary of comments received. (n.b. in themes)	Governing Body responses to comments received
A 13. Affect value of homes and selling power	<ul style="list-style-type: none"> <li>• The car park is with the central part of Todmorden town centre. As with most town centres, free parking is extremely limited.</li> <li>• Living in a town centre provides access to public transport and all amenities are generally within walking distance.</li> <li>• On street parking in Todmorden is free, but time limited (short stay to support shoppers/turnover of space).</li> <li>• Parking charges will only apply Monday – Saturday 8am – 6pm – it will be free to park outside of these hours.</li> <li>• An off Street resident permit available 20m – criteria as outlined above.</li> <li>• The decision to introduce a charge is done as outlined above (they cover the cost of providing parking facilities and encourage modal shift).</li> <li>• We are not reducing spaces and the number of spaces remains the same, although charged for.</li> <li>• Parking is an established disadvantage of living in a town centre.</li> <li>• Parking costs are part of the costs of motoring.</li> </ul>
A 14. Ample paid for parking currently underutilised (or not paid for).	<ul style="list-style-type: none"> <li>• The introduction of charges is being done as outlined above.</li> <li>• As noted above, there is no such thing as a free car park.</li> <li>• The town is affected by the Todmorden Public Places project, which is could see the reduction of spaces in existing car parks.</li> </ul>
A 15. Parking charges will exacerbate the problem to surrounding streets	<ul style="list-style-type: none"> <li>• Reasonable charge compared to other car parks in Todmorden.</li> <li>• The surrounding streets are already limited to a maximum stay of 1 hour.</li> </ul>
A 16. Lack of Public Consultation	<ul style="list-style-type: none"> <li>• These proposals were advertised in the Hebden Bridge Times &amp; Todmorden News on the 14th December 2023. The proposals were also advertised on site (notices) between 14th December &amp; 4th January 2024. Also the Councils website.</li> </ul>
A 17. Can't afford to pay/financially unviable	<ul style="list-style-type: none"> <li>• Parking charges are not means tested.</li> </ul>

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<p><b>Summary of comments received. (n.b. in themes)</b></p>	<p><b>Governing Body responses to comments received</b></p>
	<ul style="list-style-type: none"> <li>• Consideration should be given to the affordability to pay parking charges as part of the motorist’s decision to purchase/lease a vehicle.</li> </ul>
<p><b><u>Royd Lane Car Park, Ripponden – 11 representations received.</u></b></p>	
<p>A 18. Heavy demand by local residents to park in this car park.</p>	<ul style="list-style-type: none"> <li>• This is another reason to introduce a charge and manage the turnover of space.</li> <li>• There is an existing off street residents permit available. There is strict criteria and the permit is only offered where we introduce charges on a car park that has previously been free.</li> <li>• The current price is £275 (far less than half the cost of a full contract permit and is equivalent to just over £5 per week).</li> <li>• The qualifying criteria:               <ol style="list-style-type: none"> <li>1. The resident must live within 20 metres of the car park</li> <li>2. They must live there at the time of the change.</li> <li>3. Maximum of one permit per property</li> </ol> </li> </ul>
<p>A 19. No alternative parking</p>	<ul style="list-style-type: none"> <li>• The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park.</li> <li>• We are not reducing the number of spaces, nor introducing a time limit.</li> <li>• Motorists will still be able to use in the same way they do now, for a small charge.</li> <li>• There is on street parking and also parking in the Mill Fold area.</li> </ul>
<p>A 20. Tried charging before and people boycotted the business’s</p>	<ul style="list-style-type: none"> <li>• It is accepted that any new scheme will take time for the public to adjust to.</li> <li>• There is also no evidence of this.</li> <li>• The proposed tariff provides a 1 hour free period to support short stay visits to local business’s and services.</li> <li>• As above, there is no such thing as a free car park and all car parks cost the Council to run/maintain.</li> </ul>
<p>A 21. Displacement concerns/concerns around migratory free parking. Introduce a resident parking zone / RPZ in the current parking bays</p>	<ul style="list-style-type: none"> <li>• It is accepted that there maybe some displacement, as motorist adjust.</li> <li>• To be considered once implemented – unable to predict beforehand.</li> </ul>

**Appendix A - New P&D Off Street TRO**

<p><b>Summary of comments received. (n.b. in themes)</b></p>	<p><b>Governing Body responses to comments received</b></p>
<p>on the B6113 / Elland Road between the A672 and Mill Fold View</p> <p>A 22. Collection car park for school children – more cars will clutter the highway</p> <p>A 23. Will affect Conservative club trade</p> <p>A 24. Community litter pickers will be affected</p> <p>A 25. Staff working in Pharmacy park here</p> <p>A 26. Desirability of securing and maintaining reasonable access to premises</p> <p>A 27. Removal of on street spaces has made parking in the village hard</p>	<ul style="list-style-type: none"> <li>• Free parking period available – first 1hr free, so still supports the school drop off/pick ups.</li> <li>• Free parking period available, followed by a modest 40p per hour.</li> <li>• There are no exemptions for volunteers.</li> <li>• Free parking period available, with a modest charge of just 40p per hour thereafter.</li> <li>• There is another parking area near Mill Royd, along with on street parking.</li> <li>• This is a public car park and anyone can use.</li> <li>• It is not uncommon for ‘commuters’ to have to pay to park.</li> <li>• A capped rate of £2.00 per day is reasonable.</li> <li>• As above, this charge may also encourage motorists to consider more sustainable and active travel modes.</li> <li>• Access to premises is retained by the proposed Order. Whether users elect to use the parking place or not is their choice, but users will not be prohibited from accessing anywhere they can now as a consequence of the Order coming into force</li> <li>• Agreed - <b>CMBC policy is - Where there are competing demands for road space, on-street parking will not be prioritised over the needs of road safety.</b> The Council considered it expedient to make the changes to on street parking:- i. For avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising; ii. For facilitating the passage on the roads of any class of traffic (including pedestrians); iii. For preserving or improving the amenities of the area through which the roads run; and iv. For</li> </ul>

**Appendix A - New P&D Off Street TRO**

Summary of comments received. (n.b. in themes)	Governing Body responses to comments received
	management of the quality of air pursuant to paragraphs (a) to (c) of sub section (1) of Section 87 of the Environmental Act 1995 (air quality)
<b><u>Dalton Street Car Park, Todmorden – No objections received</u></b>	
<b><u>Crown Street Car Park, Elland - No objections received</u></b>	
<b><u>Bridge Lanes Car Park, Hebden Bridge – 13 representations received.</u></b>	
A 28. Impact on residential parking/maintaining reasonable access – some of the residents are vulnerable, some elderly and some live with disabilities.	<ul style="list-style-type: none"> <li>• Access to premises is retained by the proposed Order. Whether users elect to use the parking place or not is their choice, but users will not be prohibited from accessing anywhere they can now as a consequence of the Order coming into force.</li> </ul>
A 29. 71 hour max stay, no return not mentioned	<ul style="list-style-type: none"> <li>• A no return period has not been proposed at this stage, but may be considered in the future.</li> <li>• This proposal is to allow the Council better manage the site (no PPO currently).</li> <li>• Residents have become accustomed to parking/storing vehicles on this town centre car park for days/weeks/months.</li> <li>• This proposal will also support the climate emergency and encourage drivers to consider model shift.</li> <li>• Parking Charges and a shorter stay period will be considered as part of the development/opening of Stubbing Holme Car Park.</li> </ul>
A 30. Alternative parking	<ul style="list-style-type: none"> <li>• The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park.</li> </ul>
A 31. How will 71 hrs be enforced?	<ul style="list-style-type: none"> <li>• The Councils Civil Enforcement Officers (CEOs) will enforce the maximum stay period as part of their patrols in Hebden Bridge</li> </ul>
A 32. Exceptions to 71hrs	<ul style="list-style-type: none"> <li>• There are no exemptions for residents to overstay the maximum stay.</li> <li>• Any requests, if short term exceptional circumstances, will be considered on a case by case basis.</li> </ul>

**Appendix A - New P&D Off Street TRO**

<p><b>Summary of comments received. (n.b. in themes)</b></p>	<p><b>Governing Body responses to comments received</b></p>
<p>A 33. 71 hour max stay – trouble finding a space late at night</p>	<ul style="list-style-type: none"> <li>• This is public town centre car park and all spaces are allocated on a first come, first served basis.</li> <li>• If the car park is full, alternative parking should be found.</li> </ul>
<p>A 34. Do not use our car daily. As such, it can sit unused for several days at a time.</p>	<ul style="list-style-type: none"> <li>• The Council is not responsible for providing free parking or storage for unused vehicles. Any vehicle using this town centre car park will need to comply with the restrictions.</li> </ul>
<p>A 35. Lack of bay markings</p>	<ul style="list-style-type: none"> <li>• All bay markings will be refreshed, including new markings for the EV spaces and the provision of 2 x disabled spaces.</li> </ul>
<p>A 36. I am a long-term resident of Bridge Lanes and have used the car park, when a space is available, for close to twenty years. There is very little suitable alternative parking available for residents</p>	<ul style="list-style-type: none"> <li>• The Council are not preventing residents from continuing to park in the car park.</li> <li>• The only change will be the maximum time in which a vehicle can park, whereby 71 hours (3 days) is very reasonable.</li> <li>• It is widely acknowledged that vehicles are often left for much longer periods of time, making it difficult for others to park.</li> <li>• This is a town centre location, with access to public transport and amenities within walking distance.</li> </ul>
<p>A 37. With all the new housing earmarked to be built in the area over the next few years, this problem is only going to worsen</p>	<ul style="list-style-type: none"> <li>• One site in the Local Plan in the area.</li> <li>• That's a current planning application for 20 dwellings, the triangle between Heptonstall Road and the A646.</li> <li>• It will have 14 parking spaces so potentially some residents may wish to park here, although as it's affordable housing this is unlikely.</li> <li>• Potential purchasers would be aware of the restrictions at this car park prior to purchasing.</li> <li>• There are also a couple of approved housing schemes on the lower section of Heptonstall Road, but they have off-street parking of at least 1 space per unit</li> </ul>
<p><b>Towngate Car Park, Northowram - 1 representation received (out of time).</b></p>	

**Appendix A - New P&D Off Street TRO**

<p><b>Summary of comments received. (n.b. in themes)</b></p>	<p><b>Governing Body responses to comments received</b></p>
<p>A 38. Impact on residential parking/maintaining reasonable access</p>	<ul style="list-style-type: none"> <li>• There are no exemptions for residents to overstay the maximum stay.</li> <li>• Any requests, if short term exceptional circumstances, will be considered on a case by case basis.</li> <li>• This is public central car park and all spaces are allocated on a first come, first served basis.</li> <li>• If the car park is full, alternative parking should be found.</li> </ul>
<p><b>Wakefield Road Car Park, Hipperholme – 1 representation received.</b></p>	
<p>A 39. Removal of free period will discourage local trade</p>	<ul style="list-style-type: none"> <li>• The 1st hour free currently supports larger national business such as Tesco - not so much local business.</li> <li>• A 30 minute low charge period retained to continue the support for local business's.</li> </ul>
<p>A 40. Displacement concerns on to highway</p>	<ul style="list-style-type: none"> <li>• There is an acceptance that a low level of displacement may occur onto some unrestricted roads/streets in the vicinity.</li> <li>• On street restrictions can be considered, if this does occur.</li> </ul>
<p>A 41. Unfair on elderly/disabled collecting from pharmacy</p>	<ul style="list-style-type: none"> <li>• Blue badge holders can park in the car park and will continue to be able to park free of charge, and without time limit.</li> <li>• Age is not a factor for paying a parking charge – it is the cost associated with car ownership.</li> </ul>
<p>A 42. Above inflation increase in charges</p>	<ul style="list-style-type: none"> <li>• Charges implemented in October 2017 – tariff has not been amended since implementation.</li> <li>• Inflation has been taken account of</li> </ul>

**Appendix B - New P&D on Street TRO**

Summary of comments received. (n.b. in themes)		Governing Body responses to comments received
<b><u>Central Street, Hebden Bridge</u></b>		
B	1. Will this still be possible under the proposed scheme to unload in the small lay-by outside the school	<ul style="list-style-type: none"> <li>• Yes – the lay-by and School Keep Clear markings will not be affected by these proposals.</li> </ul>
B	2. Will Blue Badges be valid within the RPZ	<ul style="list-style-type: none"> <li>• The Blue Badge is not valid in a Resident Permit Zone, unless a valid permit for that area is also present.</li> </ul>
B	3. Consideration of a Disabled parking bay within the scheme	<ul style="list-style-type: none"> <li>• The GB discussed this at length and proposed further disabled parking on Salem Street (for the hours of 08.00-20.00), to be shared with resident parking (for the hours of 20.00-08.00).</li> </ul>
B	4. Impact assessment for how these changes will affect disabled peoples access to properties or the town.	<ul style="list-style-type: none"> <li>• Yes an Equality Impact Assessment has been carried out as part of formulating the Cabinet papers. <i>“There are no changes proposed to the Blue Badge system and use of blue badges, and it should be noted that the eligibility criteria for badges changed in 2019 and now supports those with hidden disabilities.</i></li> </ul> <p><i>It is not envisaged that there will be any additional barriers related to the parking proposals. The Blue Badge concession currently allows free and unlimited parking in the pay and display bays affected by these proposals. Where a Blue Badge is not held or used, all ticket machines are DDA compliant and there is also payment via a mobile app or phone is available.</i></p> <p><i>Provision of dedicated disabled parking bays will continue to be based on national guidance for the introduction of any new on and off-street parking proposals. “</i></p>
B	5. Will these proposals reduce and deter irresponsible and anti-social parking, such as footways obstructions?	<ul style="list-style-type: none"> <li>• Since the road was adopted in June 2017, enforcement activity has not been carried out due to the absence of appropriate road markings. These proposals will mean vehicles can park in dedicated parking bays without causing obstruction to other road/footway users. Where parking is not permitted, no waiting restrictions will be in place. Enforcement of the restrictions will be undertaken.</li> </ul>

**Appendix B - New P&D on Street TRO**

Summary of comments received. (n.b. in themes)		Governing Body responses to comments received
B	6. Looking forward to the roads affected to become once again accessible for waste/emergency services.	<ul style="list-style-type: none"> <li>• Supportive comment.</li> </ul>
B	7. Reference to current permits - no permits exist..	<ul style="list-style-type: none"> <li>• Existing resident permits are available for eligible properties (on <a href="#">the council's website</a>). These bays will be part of the wider existing zone Z427 which includes Hangingroyd Road.</li> </ul>
B	8. Inadequate number of spaces on the eastern end of Central Street for both residents and P&D users. Currently 12 spaces, proposed to reduce to 4. Can these be resident only.	<ul style="list-style-type: none"> <li>• As above this zone will form part of the wider existing RPZ. Double yellow lines proposed to keep accesses clear and assist businesses on Market Street by keeping their rear accesses clear for loading purposes. It will also assist refuge vehicle collections. This is a town centre location and the restrictions need to balance the need for all users.</li> </ul>
B	9. Prior to 2017 the road was privately owned by the property owners - a condition of surrendering this was the promise of residents only parking, which unfortunately was not fulfilled.	<ul style="list-style-type: none"> <li>• The current restriction on Central Street is Residents Only parking, this proposal is to create a shared facility for residents or pay and display users.</li> </ul>
B	10. Loading requirements not available on Central Street	<ul style="list-style-type: none"> <li>• The GB discussed this at length and proposed further loading facilities on Hilton Street (24 hours per day).</li> </ul>
B	11. Employees having to pay to park on Central Street may not be financially viable and may have to reconsider working.	<ul style="list-style-type: none"> <li>• The proposals include Max stay 1 hour to encourage turnover of spaces. Not designed or suited to commuter parking as these streets are located within a town centre, and alternative long stay parking is available in the wider town centre. Contract permits are available for long stay parking, and holders can benefit from a significant saving versus the pay at the machine price. The 1-hour restriction is proposed for consistency with other streets in Hebden Bridge.</li> </ul>

**Appendix B - New P&D on Street TRO**

<b>Summary of comments received. (n.b. in themes)</b>		<b>Governing Body responses to comments received</b>
B	12. Free parking on market street already removed impacting business – this will make it even worse	<ul style="list-style-type: none"> <li>The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park. The demand for kerb space in Hebden Bridge far outweighs the supply, and parking charges are used to manage kerb space. There is also no evidence that the removal of free parking impacts business.</li> </ul>
B	13. Displacement concerns into other residential areas	<ul style="list-style-type: none"> <li>It is not possible to predict displacement issues beforehand. A separate piece of work has been commissioned to develop a high level parking strategy for each of Calderdale’s towns, including Hebden Bridge, with a view to identify any future required interventions.</li> </ul>
B	14. Little appetite for these changes	<ul style="list-style-type: none"> <li>Comment.</li> </ul>
B	15. The rationale behind these changes is revenue generation, through parking charges and enforcement fees, to the detriment of the local community.	<ul style="list-style-type: none"> <li>The Council’s primary duty is to maintain traffic flow.</li> <li>The proposal is to protect the needs of highway users/local residents/businesses, also most importantly emergency service access.</li> <li>Indiscriminate parking takes place on these streets, which can make access difficult for other vehicles and unsafe for pedestrians, particularly school children attending the local infant &amp; nursery school. To improve parking practices, we are proposing to standardise restrictions in this area. The 1-hour restriction is proposed for consistency with other streets in Hebden Bridge and to encourage turnover of spaces.</li> </ul>
B	16. Will businesses be entitled to permits?	<ul style="list-style-type: none"> <li>Business’s will not be eligible for resident parking permits. Domestic residential dwellings (above a business for example) will be eligible for permits within the Resident Parking Zone.</li> <li>As noted in B10, additional loading will be proposed.</li> </ul>
B	17. Is there a copy of the original agreement between the council/residents when the street was adopted by the council?	<ul style="list-style-type: none"> <li>The Council is not aware of any such agreement and evidence will be required to support this statement.</li> </ul>
B	18. Concerns that the proposal to make the 7 parking spaces on Fielding Street pay and display	<ul style="list-style-type: none"> <li>The proposals do not include Pay and Display on Fielding Street. The proposal is to implement limited waiting (Mon-Sun 8am-8pm Max. stay 1 hour, no return within 2 hours, but not chargeable).</li> </ul>

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<b>Summary of comments received. (n.b. in themes)</b>		<b>Governing Body responses to comments received</b>
	only with no residents parking allowed, further reducing the available spaces for residents parking permit holders	<ul style="list-style-type: none"> <li>• Following discussions in the GB meeting, it was proposed to allow resident parking to share these spaces at all times.</li> <li>• The previous parking spaces were very difficult to enter/exit without potentially dangerous manoeuvres, and partially blocked the footway. To make these spaces viable, it was necessary to make them parallel to the kerb, which unfortunately reduced the capacity.</li> </ul>
B	19. Under your proposals this small area would lose a total of 20 currently available spaces for residents and business owners to park	<ul style="list-style-type: none"> <li>• Highways exist for the function of transporting vehicles and pedestrians; they do not exist to provide parking spaces. Parking spaces can be allowed where it is safe to do so and if the flow of traffic/pedestrians is not obstructed.</li> <li>• Indiscriminate parking takes place on these streets, which can make access difficult for other vehicles and unsafe for pedestrians, particularly school children attending the local infant &amp; nursery school. To improve parking practices, we are proposing to standardise restrictions in this area, which will ultimately result in the loss of some parking spaces, but will improve the safety of all road users overall.</li> </ul>
B	20. When the roads were re-surfaced no double yellow lines were marked on any of these streets. The only parking offence seems to be to park over the dropped pavement areas. No tickets seem to be issued for any other infringements	<ul style="list-style-type: none"> <li>• Agreed. These proposals will enable the markings to be reinstated and enforced effectively.</li> </ul>
B	21. On our documents, it's said that we own the parking space directly outside the back of our property. When these restrictions come into place what are our	<ul style="list-style-type: none"> <li>• The highway adoption Order was signed in June 2017, whilst you might own the subsoil, the road itself is adopted by the Highway authority.</li> <li>• Property Deeds often make the resident responsible for the subsoil up to the centre of the highway. This does not count as ownership of the highway as the Council maintain the surface area. The surface of the highway and so much of the sub-soil under it and airspace above it,</li> </ul>

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<b>Summary of comments received. (n.b. in themes)</b>		<b>Governing Body responses to comments received</b>
	options as I believe the space still belongs to us?	which the Council need to undertake its legal duty to maintain and repair the street is legally vested in it.
<b><u>Keighley Road, Hebden Bridge</u></b>		
B	22. Resident Parking Zone not big enough for the number of properties affected.	<ul style="list-style-type: none"> <li>The rationale behind restricting these bays to residents only was to protect them from potential displacement of vehicles who currently park in the area where we are proposing pay and display parking. (Further south west on Keighley Road).</li> </ul>
B	23. Can the P&D only bays become shared also?	<ul style="list-style-type: none"> <li>This is to be considered further before any future consultation.</li> </ul>
B	24. Proposal will have a massive adverse impact on both residents / and local businesses.	<ul style="list-style-type: none"> <li>The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park. The demand for kerb space in Hebden Bridge far outweighs the supply, and parking charges are used to manage kerb space. There is also no evidence that the removal of free parking impacts business.</li> <li>A resident permit holder only area is proposed to protect the residents south west of Foster Lane.</li> </ul>
B	25. Many staff in essential services (pharmacy for example) use the proposed P&D area and would be penalized	<ul style="list-style-type: none"> <li>See Officer comment above. This is a public highway, and any driver is entitled to park here.</li> <li>It is not uncommon for 'commuters' to have to pay to park.</li> <li>Pay &amp; Display charges may encourage motorists to consider more sustainable and active travel modes.</li> <li>Contract permits are available for long stay parking, and holders can benefit from a significant saving versus the pay at the machine price.</li> </ul>
B	26. Wider consultation with public/residents required	<ul style="list-style-type: none"> <li>This will occur throughout the Formal consultation process.</li> </ul>

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<b>Summary of comments received. (n.b. in themes)</b>		<b>Governing Body responses to comments received</b>
<b>Station Approach, Todmorden</b>		
B	27. Proposals are completely contrary to encouraging rail use. Joined up thinking required	<ul style="list-style-type: none"> <li>Station Approach is a Town Centre location, and whilst the perspective here is understood, it is only the policy of Northern Rail to operate free and unrestricted parking to the rail users. Free and unrestricted parking will still be available in the railway station car park. The Council is not obligated to provide parking places, on or off street, free or chargeable. There is no legal right to park. Parking charges are used to effectively manage kerb space. Train usage remains to be encouraged.</li> </ul>