

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

19 June 2024 – 15.00 to 17.00

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

Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer	TE1
Project Manager (Major Projects)	PMMP

1. Apologies

Highways and Planning Solicitor (advisor) - illness	H&PS
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2. Matters arising

The minutes of the last meeting (22nd May 2024) have been drafted but awaiting confirmation by H&PS. These will be agreed by email and be uploaded to the website when possible ([view previous minutes](#)).

3. Orders for Consideration

a) Elland Future High Street Fund (FHSF) TRO

PMMP and TL(TE) presented the proposals under the FHSF aims to reconfigure the road layouts, pedestrianizing the core of Southgate, reducing carriageway widths and introducing new and widened footways. These measures will improve road safety, create welcoming gateways that are easily accessible on foot and by bike to walk, wheel and cycle and improve circulation within Elland town centre.

The scheme has been subject to statutory consultation with Notices on site, published in the Halifax Courier and [information on the council's website](#).

The responses received, and discussions undertaken by the Governing Body (GB) are as follows: -

1. General Locations

This covered general responses that apply to more than one area of the proposals.

The GB discussed the comments and support received and the proposed responses as shown in Appendix A and unanimously agreed to overrule the objections for that part of the proposal.

- 2. Southgate** ([see proposed plan](#)) – restrict access to Southgate to pedestrians and cyclists only except for loading in bays between 08.00-10.00 and 16.00-

18.00, reopen Timber Street junction with Southgate and introduce one way flow at the western end of Crown Street.

Twelve objections/comments were received and one in support. The GB discussed the merits of the proposals and the objection points (see GB responses in Appendix B below).

The GB discussed the need for loading to be restricted to loading bays. It was agreed that this restriction could be relaxed to allow loading outside of bays.

The GB unanimously agreed to overrule the objections and agreed for the proposal to progress.

Addendum (following the GB meeting)

Following the GB meeting, the design team has considered an improvement by extending the proposed Prohibition of Driving restriction (as hatched on the plan below) to replace the proposed waiting and loading restrictions.

The consulted proposal (below) is for new “no loading” and “no loading” restrictions (shown in green) and upgrading existing limited waiting to “no waiting” (shown in orange). Replacing these restrictions with the PoD will further address the objections regarding loading around the Southgate/Westgate junction. The change would simplify the arrangements and increase loading opportunities.

As lawful access to the area will only be possible via Southgate, access will be limited to vehicles already undertaking loading (between 08.00-10.00 and 16.00-18.00), so would control other parking adequately and would at the same time increase the loading opportunities. As this would be an overall reduction to the restrictions, further consultation to make this change would not be required.

Note that this would also reduce the lining required to be laid on the setted carriageway, reducing maintenance for the future.

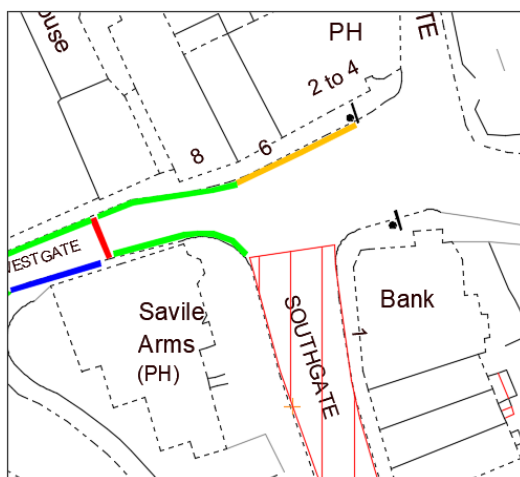


Figure 1 - Consulted proposal

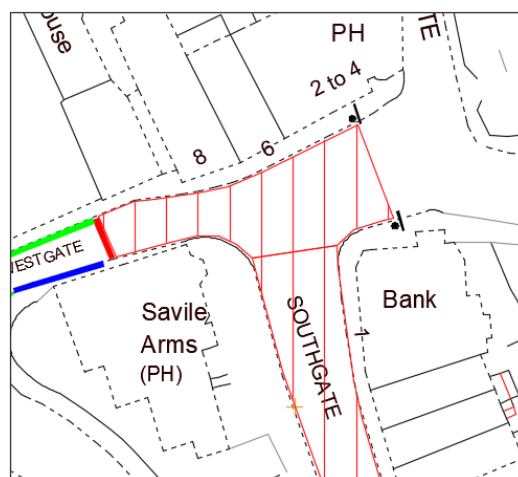


Figure 2 - reviewed proposal

The GB unanimously agreed to make the proposed change.

3. **Coronation Street (inc junction with Southgate)** ([see proposed plan](#)) – relates to the point closure of Coronation Street at the junction with Southgate, and amendments to parking and loading.

One objection/comment was received and two in support. The GB discussed the merits of the proposals and the objection point (see GB responses in Appendix C below).

The GB unanimously agreed to overrule the objection and agreed for the proposal to progress.

4. **Northgate** ([see proposed plan](#)) – provide a time restricted loading bay, and restrict parking on a narrow length of road.

Two objections were received. The GB discussed the merits of the proposal and the objection points (see GB responses in Appendix D below).

The GB unanimously agreed to overrule the objections and agreed for the proposal to progress.

5. **Westgate** ([see proposed plan](#)) – proposal to closing Westgate to through traffic and provide a loading bay.

Five objections and two comments in support were received. The GB discussed the merits of the proposal and the objection points (see GB responses in Appendix E below).

The GB unanimously agreed to overrule the objections and agreed for the proposal to progress.

6. **Timber Street** ([see proposed plan](#)) – proposal to provide no waiting at any time restrictions to protect access.

One comment in support was received. The GB discussed the merits of the proposal (see GB responses in Appendix F below).

The GB unanimously agreed for the proposal to progress.

7. **Boxhall Road** ([see proposed plan](#)) – proposal to adjust parking times to increase parking turnover.

One comment in support was received. The GB discussed the merits of the proposal (see GB responses in Appendix G below).

The GB unanimously agreed for the proposal to progress.

8. **Church Street** (see proposed plan) – Proposal to add limited waiting at the south western end of the road.

Three objections/comments and one comment in support were received. The GB discussed the merits of the proposals (see GB responses in Appendix H below).

The GB unanimously agreed to overrule the objections and agreed for the proposal to progress.

9. **Elizabeth Street/Town Hall Street/Huddersfield Rd (town centre)** ([see Elizabeth Street, Town Hall Street](#) and [Huddersfield Road](#)) – making the eastern end of Elizabeth Street (between Huddersfield Road and Southgate) one way (travelling east to west), introducing a taxi rank and changes to parking.

Three comments were received in support. The GB discussed the merits of the proposals (see GB responses in Appendix I below).

The GB unanimously agreed for the proposal to progress.

10. **Gordon Street, Elland** ([see proposed plan](#)) – a proposal for Resident Parking Zone (RPZ).

One comment was received in support, along with a suggestion. The GB discussed the merits of the proposals (see GB responses in Appendix J below).

The GB unanimously agreed for the proposal to progress.

11. **Huddersfield Road, Elland (Ainleys area)** ([see proposed plan](#)) – restrictions parking proposed on Huddersfield Road.

One comment for a different location on the road was received. The GB discussed the merits of the proposals (see GB responses in Appendix K below).

The GB unanimously agreed for the proposal to progress.

12. **Sunnybank Drive/Woodfield Avenue, Greetland** (see [Sunnybank Rd](#) and [Woodfield Ave](#)) – scheme to restrict parking at the junction with Saddleworth Road.

One objection/comment was received. The GB discussed the merits of the proposals (see GB responses in Appendix L below).

The GB unanimously agreed to overrule the objection and agreed for the proposal to progress.

It should be noted that proposals relating to South Lane and Dewsbury Road were consulted too. The comments/objections will be considered at the next meeting.

Outcome

It was unanimously agreed (ADoSI, CL(D&AM), CL(T) and CL(GSSC)) that proposals 1 to 12 can proceed to making and implementation. The remaining two items are to be considered at the next GB meeting.

The TROGB:

- (i) Approves the making and implementation of the Order for schemes 1 to 12 as proposed and holds that the objections be overruled.
- (ii) That the objectors be informed
- (iii) The two remaining items be presented at the next GB Meeting for consideration.

4. Any other business

- a) **Exley Lane Experimental TRO** – scheme to restrict parking on Exley Lane adjacent to the Rugby Club.

TL(TE) reported that the consultation undertaken in January 2024 has been assessed and from the 237 letters sent out we received 13 responses. At least 50% of what we received were in support and most of the objections appear to be things that can be considered/reviewed during an experiment. The Ward Councillors, Police and the Rugby Club have been updated and they have confirmed they are happy to commence the experiment.

It was unanimously agreed (ADoSI, CL(D&AM), CL(T) and CL(GSSC)) that the experiment can commence as soon as resources allow.

- b) Hollins Mill Lane Experimental TRO** – scheme to extend existing parking restrictions to protect access to businesses.

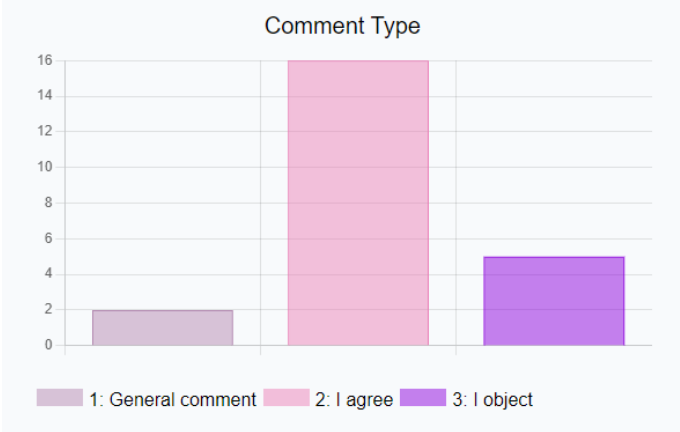
TL(TE) reported that the consultation undertaken recently has been assessed and a workable scheme seems to have been achieved.

It was unanimously agreed (ADoSI, CL(D&AM), CL(T) and CL(GSSC)) that the experiment can commence as soon as resources allow.

5. Date of Next Meeting

17 July 2024 at 15.00

Appendix A – General locations

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
A	1. Support	-	<p>It should be noted that 23 comments were received via TraffWeb, and are included in appendices below.</p> <p>16 in support, 5 against and 2 comments, This suggests that there is support for the scheme.</p>  <p>It should be noted that generally, residents that are in support tend not to respond to consultations, and do not respond unless they have strong views against something. It is therefore likely there is more support in the community than these figures reflect.</p>
Objections			

Appendix A – General locations

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
A	2. Ongoing works have been difficult for businesses. This has meant shoppers going to Brighthouse instead, easier to park.	4	Unfortunately, this is outside the scope of TRO consultation. However, our comments are as follows: - We are aware that the current works have temporarily restricted traffic from flowing through the town and have removed some of the on-street parking and temporarily diverted traffic. The construction work is progressing well, but with the constricted type of work, maintaining access for pedestrians and shops, and maintaining quality of work means that work may be stop/start. We are however endeavouring to complete the works as quickly as possible. The car parks within Elland Town Centre are generally open and only a minute or so minute walk from all shops and so shopping access has largely been retained.
A	3. Why is this consultation is happening now when road works have been going on for months?	1	Consultations in various formats have been ongoing for several years now to involve local people in the scheme. This latest consultation is the final part of the legal process required to conclude the proposals; this is formalising the proposals consulted on before.
A	4. Provide shorter term parking to increase turnover (all areas)	1	The town centre parking has been considered and where possible shorter-term parking has been proposed (i.e., Church Street). In addition, restrictions on roads like Coronation Street have been amended to increase the “no return” period to prevent longer term parking. There has been a tendency for some users to just move their vehicles from one bay to another. This change should help move the longer-term parking to more suitable areas and free up shopping parking.
A	5. Yellow box-junction markings on the roundabouts to discourage lane-blocking of free exits by inconsiderate drivers;	1	This is outside the scope of the TRO consultation, but this will be investigated as a separate issue.

Appendix B –Southgate, Elland

Appendix B –Southgate, Elland									
	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received						
Support									
B	1. Support	1	Supporting comments, including a suggestion to tighten up the restrictions. It is not considered that this is required currently.						
Objections									
B	2. Pedestrianisation is removing parking and will reduce footfall. No longer able to "pop in", making the town less appealing/affects viability of shops/cinema. The public will not walk - may apply to all scheme	6	<p>The way we shop, and access services has changed, and High Street businesses are faced with a challenge to compete with online shopping and other major traders.</p> <p>Despite common concerns from shop owners around the country: research has shown that people tend to spend significantly more time and money when they're walking around rather than driving through.</p> <p>In this case, by removing cars from Southgate, there will be more space available for people and this has also given us the opportunity to refresh the town centre environment making the whole experience more attractive for shoppers. Whilst it is appreciated that not everyone lives within walking distance of the town centre, we have maintained parking very close to the town centre.</p> <p>This approach reflects many towns and cities across the country, and evidence shows net benefits in pedestrianisation: for example, in Coventry, new pedestrianised areas have led to a 25 per cent jump in footfall on Saturdays. In addition, repurposing previous parking spaces (for instance, for al fresco dining) has also proven successful for businesses too.</p> <p>Although some parking will be reduced, the town centre still has 5 car parks (totalling 121 spaces) that are adjacent to or within a very short walking distance of the centre (around 1 minute), these are: -</p> <table><tr><th>Car Park</th><th>Number of spaces</th></tr><tr><td>Southgate</td><td>20</td></tr><tr><td>Coronation Street</td><td>16</td></tr></table>	Car Park	Number of spaces	Southgate	20	Coronation Street	16
Car Park	Number of spaces								
Southgate	20								
Coronation Street	16								

Appendix B –Southgate, Elland

Appendix B –Southgate, Elland				
	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received	
			Boxhall Road	15
			Timber Street	56
			Crown Street	14
			This is in addition to existing on-street parking provision on such as Coronation Street, Church Street and Boxhall Road. Therefore whilst parking will no longer be available directly in front of the shops multiple opportunities remain for shoppers to pop into town and we do not consider the removal of parking should adversely affect business.	
B	3. Exclusion of traffic will reduce visibility of businesses; population density is not sufficient to generate pedestrian traffic is not sufficient	3	Firstly, see item 2 above. Secondly, we consider there is very little "through traffic" as Southgate is not particularly a route to/from, it is primarily a route to the shops/car parks. It is therefore likely that shoppers will continue to visit, utilising the car parks and other on street parking. Although the proposals remove parking from Southgate, there are numerous parking opportunities as noted above. It has been observed during surveys that some of the current on street parking is used by business operators too, limiting the parking available to shoppers.	
B	4. Particularly affecting the elderly, reducing independence. Needs more disabled parking. Feels like disabled users have been forgotten	3	As noted in point 2 above, there is still a substantial number of parking spaces very close to the town centre. Specifically, there will be 2 disabled spaces in the revised Coronation Street car park. The physical changes (e.g., pedestrianisation has removed the raised kerbs, and levelled access into shops) have made it easier for disabled people to get around. The proposals have been developed with feedback and support from local disabled groups.	
B	5. Unconvinced that project will revitalise the town/the Council should	2	Firstly, see item 2 above.	

Appendix B –Southgate, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
	be encouraging business (i.e. parking)		<p>Secondly, the project is improving the environment in the town centre, allowing shoppers and visitors to enjoy the town. The improved streetscape will enable existing traders to thrive and encourage new businesses into the area.</p> <p>The council is encouraging people to use the formal council car parks and have created free hour parking in Timber Street car park. Timber Street is the largest car park in Elland, but recently has been underutilised. To encourage more use, we have re-opened the entrance to this car park from Southgate, making it much more accessible.</p> <p>In addition to this, following public consultation, although spaces have been reduced, we have retained the majority of car parking in Coronation Street car park.</p>
B	6. Would it be possible for someone to contact me to discuss the proposals.	2	<p>Arrangements have been made to hold specific discussions with the two objectors.</p> <p>We have ensured an open policy throughout the works and have encouraged ongoing discussions, held business “drop in” sessions as well as circulating quarterly newsletters that have full contact details on.</p>
B	<p>7. The council's approach is not only illogical but also reckless, leaving us without any financial or practical support during this critical transition.</p> <p>As business owners whose livelihoods are at stake, we feel abandoned and unheard.</p>	1	<p>It is acknowledged that the change is very challenging to the affected businesses and the contractors involved. Unfortunately, the changes cannot be completed without affecting access to the businesses/disruption to shoppers.</p> <p>Whilst we appreciate that during the works to footways and highways it is a very difficult environment to trade, we have always ensured full access to all businesses and ensured deliveries are able to be made at all times. The contractors have also worked with businesses to ensure that the works do not impact on dust and debris levels, providing additional matting when required and washing thresholds.</p> <p>Our colleagues in Business and Economy have visited businesses to offer advice on promoting the businesses in addition to creating bespoke banners and business open as usual signs.</p> <p>The council are not able to offer financial compensation through lost income as part of these works, but we have been open to discussions throughout the works.</p>

Appendix B –Southgate, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
	8. Money could be better spent elsewhere, change existing/provide more crossings	1	This objection is largely based on issues beyond the scope of the TROs being considered. For information though, we are only able to use the Future High Street Fund (FHSF), for these specific works, and there is no scope to extend the works further. This issue will be considered separately, but should you have suggestions for specific works, you are able to make requests/suggestions on the Minor Traffic and parking Improvement Scheme website for them to be considered separately.
B	9. Should be able to turn right into Crown Street	1	Access to Crown Street will still be accessible from Huddersfield Road to the east. Access from Southgate would no longer be practical if traffic is removed. Previous access to Crown Street from Coronation Street was already a banned movement, as this required to drive the wrong way along Southgate.
B	10. Paving slabs are slippery when wet	1	Whilst this is outside the scope of TRO, comments are as follows: - The paving used in the town are the same natural stone flags that are used throughout the borough and wider in other high street settings. The paving has been tested and meets regulations to ensure it is not slippery when wet. If there are issues with people slipping in wet conditions these should be reported and we can raise this with the suppliers directly.
B	11. Events in the square will infringe on the residents (flats)	1	Again, this is outside the scope of the TRO consultation, but comments are as follows: - The square has hosted events before the changes and permission for these is sought through the relevant council departments. As with all events in residential areas, permits are only granted if they take into consideration the built environment.
B	12. Boxhall Rd and Coronation Street have become a rat run	1	Boxhall Road/Coronation Street have been observed to have inappropriate levels of traffic at times, and the proposal to close access through the eastern end of Westgate has been proposed specifically to reduce this through flow. Once the Westgate closure is in place, there would be no benefit in using the route other than to access residential properties.

Appendix B –Southgate, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
			In the initial period (particularly throughout the variable works) it may take some time for drivers to get used to the new arrangements. This situation will be monitored.
B	13. Most shoppers appear to be motorists, so it would help to facilitate their visits to Elland by reducing constrictions and possibly allowing vehicular access until 18:00	1	Shoppers can arrive by public transport, foot and by vehicle, the project is aimed at making the foot/cycle part of the visit much more enjoyable. To do so, we want to limit the traffic through the town centre, which is why the loading times are limited. If we were to enable traffic use Southgate during the normal working day, the scheme would not be workable.

Appendix C – Coronation Street, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
C	1. Support	2	Supporting comments
Objections			
C	2. Why should residents be allowed to park all day outside the only public library in area?	1	Firstly, we have had complaints for some time that residents, particularly on the eastern side of the road, have not had access to enough parking.

	<p>Why can't the spaces outside the library stay as it is? It is unfair on those wanting to use the library or to the shop.</p>		<p>Generally, residents do regularly move their vehicles around to travel to work or shopping etc, and regularly they return home and are unable to find suitable spaces. This is an attempt to share the opportunities and be fair to everyone.</p> <p>Granted, there is a small risk that residents could park there all day, but they are more likely to use spaces closer to their house whenever possible.</p> <p>I would also comment that there are plenty of alternative parking in car parks around Elland and would note that disabled badge holders can also park on Coronation Street opposite the library for a period.</p> <p>Like all the restrictions, the performance of the scheme will be monitored.</p>
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Appendix D – Northgate, Elland			
	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Objections			
D	1. Loading use may be short term, but adjacent use may be more frequent. Can the loading times be adjusted to allow more frequent loading	1	<p>The intention of the scheme is to keep the pedestrian area clear of vehicles for as long as possible, so extending the operating hours would be contrary to the design concept.</p> <p>The timing of the loading restrictions are consistent with others in the area.</p>
D	2. Confirm how the bay will be marked (for business use only)? Confirming that it may not be used by residents for loading.	1	<p>The lining and signing need to comply with national guidance. In this case the bay will be marked with dashed lines indicating the extent of the bay and labelled with the words "loading only" – the use of other wording is not allowed.</p> <p>The loading bay is intended for goods vehicles only and so should not be used by residents and disabled badge holders.</p>

Appendix E – Westgate, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
E	1. Support for the parking restrictions	1	Supporting comments for the parking restrictions
E	2. Support for disabled access, but needs to be monitored	1	Comment that access is better for the disabled community. The operation of all of the scheme will be monitored following completion.
Objections			
E	3. Keep Westgate open and restrict to one way, and widen the footway	2	Boxhall Road/Coronation Street have been observed to have inappropriate levels of traffic for some time, resulting in significant excess traffic through a residential area and close to a school. In addition, the footways on the affected stretch are too narrow for practical use, and historically this has meant that pedestrians have resorted to using the carriageway, clearly not an ideal situation. The proposal to close access through the eastern end of Westgate has been proposed specifically to reduce this through flow and provide space to widen the footways/ In the last 5 years there have been at least 4 injury collisions in the immediate area, and closing the route to traffic will improve this. One way flow on Westgate has been considered, but the unfortunate side effect is a tendency to increase traffic speeds, something we do not want at this location. The diversionary route is not long and utilises roads that are much more suitable for through traffic. This situation will be monitored.
E	4. traffic jams are on the increase, Keeping Westgate open would help.	2	It is our belief that much of the excess traffic currently (particularly around Huddersfield Rd/Elland Riorges Link and extending to Elland Bridge) is directly related to the ongoing works on the A629. That scheme is drawing to a close and it is already apparent that recent changes have significantly reduced traffic through Elland.

Appendix E – Westgate, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
			It is also noted that there are other road works ongoing in Elland, i.e. Utility companies works and the lane closure on Long Wall.
E	5. Cutting off a very useful route avoiding a long route around the town, contradicting Calderdale's Climate Emergency	2	Some traffic flows on Boxhall Road/Coronation Street have been observed to be inappropriate for some time, significant through traffic using a residential area and close to a school. The proposal to close access through the eastern end of Westgate has been proposed specifically to reduce this through flow. The diversionary route is not long (approx. 800m long) and utilises roads that are much more suitable for the numbers of traffic.
E	6. Safe through route used for years	1	In the last 5 years there have been at least 4 injury collisions in the immediate area, and closing the route to traffic will improve this. Also reports from users of the road have shown that the width of the road and footway are a difficult environment to travel, particularly parents with pushchairs walking to and from the school.
E	7. Loading facilities removed. Access needed at all times.	1	Loading is still available at peak times during the day and new loading opportunities are being added (i.e. on Northgate). Whilst the proposed order currently restricts loading to loading bays, the Governing Body discussed and confirmed that this would be relaxed to allow loading elsewhere within the zone. Shoppers arrive by public transport, foot and by vehicle, and the project is aimed at making the foot/cycle part of the visit more enjoyable/safe. To do so, we want to limit the traffic through the town centre during this, which is why the loading times are limited.

Appendix F – Timber Street, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
F	1. Support for the proposals	1	Supporting comments for the parking restrictions

Appendix G – Boxhall Road, Elland			
	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
G	1. Support for the proposals	1	Supporting comments for the proposals

Appendix H – Church Street, Elland			
	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support/comment			
H	1. Suggestion, more short-term parking on Church Street	1	It is proposed that a section of Church Street, be converted from unrestricted to short term parking. It was considered some unrestricted parking would be needed for the church, the residential areas close by and the need for some longer stay parking for employees etc. The situation will of course be monitored
Objections			

H	2. It is too difficult to turn around at the top of Church Street	1	Other options were considered, but there is little available space at that location. The works have widened the junction generally, allowing room for informal turning head. The arrangements reflect driver behaviour prior to the construction works. We believe that the situation will improve as users get used to the arrangements.
H	3. removal of on street parking gives the message that visitors are not wanted at the northern end	1	There remain car parks, short stay and longer stay on the immediate area, giving ample opportunity for customers to park. On street parking is not being removed, it is being changed to short term parking
H	4. Elland has suffered by the changes and needs help to restart it. It needs to attract everyone (including cars)	1	This objection is largely based on issues beyond the scope of the TROs being considered. For information though, the project is improving the environment in the town centre, allowing shoppers and visitors to enjoy the town. The improved streetscape will enable existing traders to thrive and encourage new businesses into the area. The works are coming to a close and the Town will be able to enjoy the changes.

Appendix I – Town Hall Street/Elizabeth St/Huddersfield Road, Elland Town Centre

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
I	1. Support for the proposals	1	Supporting comments for the proposals
I	2. Elizabeth Street could be closed fully	1	Access is still required for delivery to current and future businesses, and access is required to the private car park.
I	3. Parking on Huddersfield Rd should be charged for	1	Parking has been considered across Elland and it is not suggested to charge for on street parking at the present time.

Appendix J – Gordon Street, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
J	1. Is there scope to include a turning head at the end of the road?	1	Yes, the proposal was adjusted at the start of the consultation to include this.

Appendix K – Huddersfield Road (Ainleys), Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Objection			
K	1. Restrictions will increase vehicle speeds, particularly close to James Street/Rosemount play area	1	There are no proposals for changes close to these locations. In the area affected by the proposed changes, the road is wide, and areas of parking is retained, so the effect of any slowing is likely to continue.

Appendix L – Sunnybank Drive/Woodfield Avenue, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Objection			

MINUTES OF TRO GOVERNING BODY MEETING – 19 June 2024 – 15.00 to 17.00

L	1. How will these restrictions be enforced	1	<p>Enforcement is always an issue, particularly short-term parking around schools. Enforcement will be undertaken as often as resources allow.</p> <p>The Council's Civil Enforcement Officers are a limited resource and cannot be at all places at all times, so even though it is clear that parking should not take place, there is always a risk that drivers will risk parking.</p>
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