

# MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

22 May 2024 – 14.30 to 16.30

## **Attendees:**

### **Voting Members**

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

### **Other**

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Traffic Engineer	TE
Project Manager (Major Projects)	PM(MP)

## 1. **Apologies**

None

## 2. **Matters arising**

The minutes of the meeting held on 19<sup>th</sup> March 2024 are being drafted and will be approved by the TRO Governing Body (TROGB) by email and uploaded to the website.

The minutes of the meeting held on 1<sup>st</sup> May 2024 are in the process of being confirmed by the TROGB and will be uploaded to the website shortly.

## 3. **Orders for Consideration**

### **a) Halifax Town centre TRO – Objection re Loss of loading on Bull Green Roundabout (between Rawson Street and George Street)**

In the GB meeting on 1 May 2024 (item 3.a) ii), PM(MP) presented objections to the removal of the existing loading bay on Bull Green Roundabout (2 number) as loading was fundamental to the operation of the adjacent businesses. As there were concerns this couldn't be safely achieved, the TROGB agreed to defer a decision to the next meeting allowing for further design work to continue. The design has now been reconsidered and the revised proposals have been subjected to a stage 1 & 2 Road Safety Audit (RSA) before being presented to the TROGB.

The current design now includes a loading bay located within the junction. The RSA report presented confirmed that the proposal could operate safely (subject to some minor design changes) as appropriate secondary traffic signals within the proposed loading bay, or in a new location on the central island could be visible from the stop line on Bull Green. The options were discussed, and the preferred solution was agreed to be a tall signal post placed behind the loading bay (the black dot on the following plan), however this would be subject to further design work.

TE confirmed that the proposal was to include "loading only" restrictions. H&PS confirmed that this was not likely to be a material change to the consulted proposal (as this was a reduction in restrictions from the previously consulted proposals) so no further consultation was required to proceed with the TRO.

CL(T) commented that there was limited provision for cyclists in this area. As this is outside of the scope of the TROGB, PM(MP) would clarify the situation outside of the meeting.

CL(D&AM) also queried whether pedestrian barriers would be provided adjacent to crossing points. Again, as this is outside of the scope of the TROGB, PM(MP) would clarify the situation outside of the meeting.

TL(TE) queried whether the proposed change would affect the loading bay planned at the western end of Rawson Street. PM(MP) confirmed that this would remain in the scheme and would not create a change to the consultation.

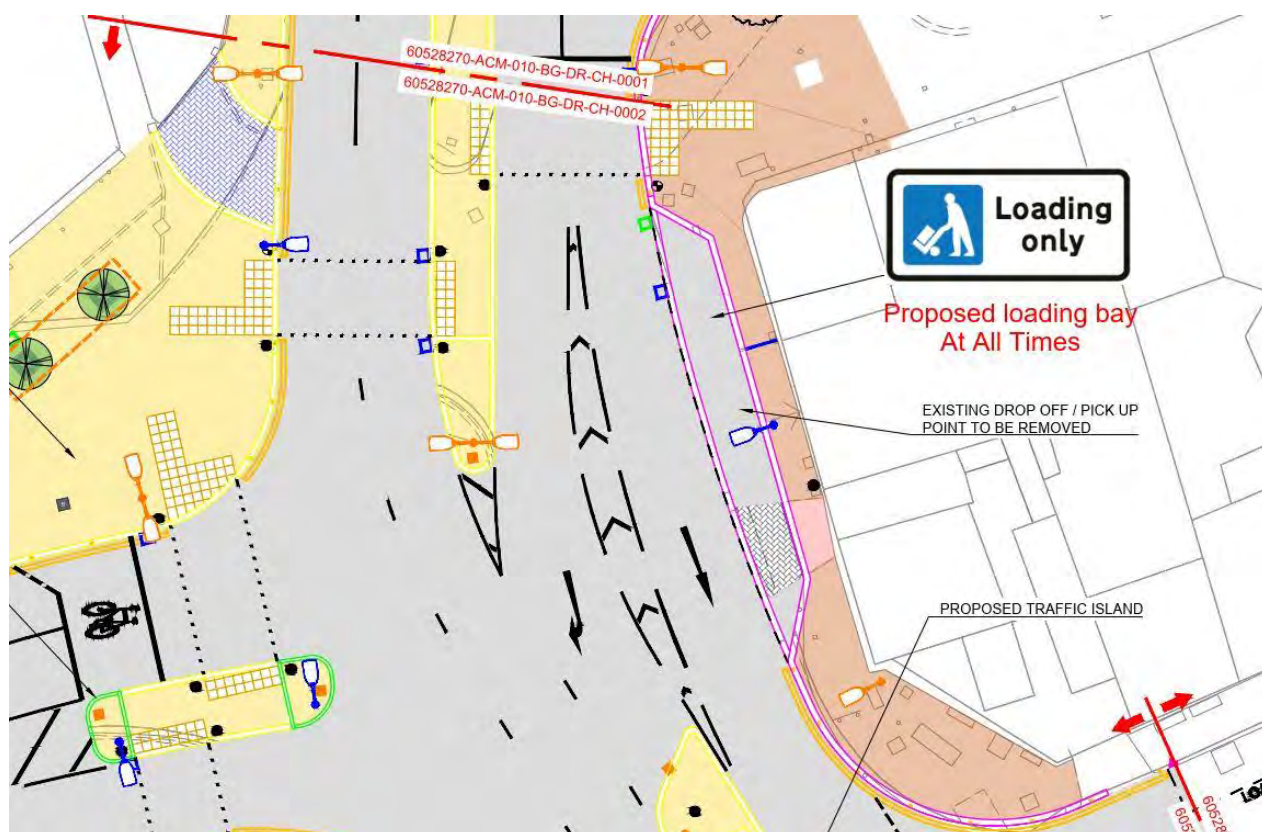


Figure 1 -Proposed loading bay (loading only)

The design team have reconsidered the options and although more detailed design work needs to be done, it was considered that in principle it would be possible to safely retain a loading bay in the current location.

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

### Outcome

It was unanimously agreed that a suitable proposal to satisfy the objection was available and the RSA confirmed safe operation could be achieved. Therefore, the objections were accepted, and the design revised to incorporate the proposed loading bay (final design to be confirmed) and the revised TRO proposal should be implemented.

The TROGB:

- (i) Approves the making and implementation of this section of the Order as amended above and holds that the objection be accepted.
- (ii) That the objectors be informed

**4. Any other business**

None

**5. Date of Next Meeting**

19 June 2024 at 14.30