

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

17 July 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

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)

1. Apologies

None

2. Matters arising

None

3. Orders for Consideration

a) **Elland Future High Street Fund (FHSF) TRO**

At the previous TRO Governing Body (GB) meeting on 19 June 2024, most of the outcome of the statutory consultation for this scheme was discussed. However due to time constraints the responses regarding South Lane and Dewsbury Road were deferred to the next meeting.

TL(TE) presented the responses as follows: -

1. **South Lane** ([see proposed plan](#)) – Following complaints about inappropriate parking that blocks accesses, a scheme to restrict parking on South Lane was prepared and consulted upon. The informal consultation took place between 22 May and 14 June 2024.

Comments were received in support and objection to the proposal. This included a suggestion by one of the affected businesses (item A3).

The GB discussed the merits of the proposals and the objection points (see GB responses in Appendix A below).

The GB unanimously agreed to overrule objections A2 and A4, accepted the proposed minor change discussed in A3 and agreed for the proposal to progress.

2. **Dewsbury Road** ([see proposed plan](#)) – After complaints of inappropriate parking on a narrow section of the road, waiting restrictions are proposed.

We received one comment in support, and several objections were received. The GB discussed the merits of the proposals and the objections (see GB responses in Appendix B below).

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

Outcome

It was unanimously agreed (ADoSI, CL(D&AM), CL(T) and CL(GSSC)) that subject to the minor revision identified in item A3, the objections be overruled, and the TRO 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

4. Any other business

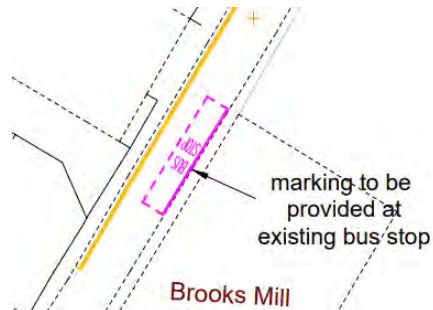
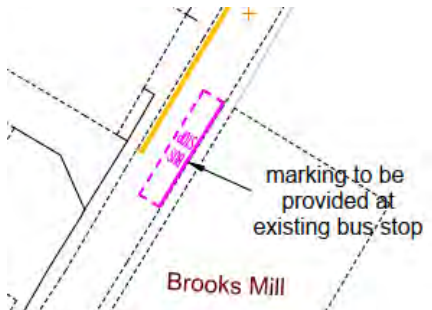
- a) **Car Club TRO** – first phase of a scheme to provide Car Club spaces in Halifax Town Centre (2 spaces) and Elland (1 space)

TL(TE) reported that the scheme will be informally consulted in the coming weeks and will be reported to the GB when complete.

5. Date of Next Meeting

14 August 2024 at 15.00

Appendix A –South Lane, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Potential Governing Body responses to comments received/Notes
A1	<ul style="list-style-type: none"> • Comments in support 	3	<ul style="list-style-type: none"> • Supporting comments received.
A2	<ul style="list-style-type: none"> • Proposed bus stop may conflict with access to the Business centre. 	1	<ul style="list-style-type: none"> • The actual position that the buses will stop at will leave the access to the Business Centre car park free, the Bus Stop Bay is longer than a single bus.
A3	<ul style="list-style-type: none"> • Concerns that the restrictions across Pendleton Mills (C J Morton's) would impact on the operations. • Their own vehicles may need to wait across gates at times. • An alternative was suggested. 	1	<ul style="list-style-type: none"> • Their alternative solution (reducing the length of the restrictions) was considered, however the suggestion may leave their operations at risk of inappropriate parking, and so an alternative was proposed (below). <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Figure 1 - original proposal</p> </div> <div style="text-align: center;">  <p>Figure 2 - revised proposal</p> </div> </div> <ul style="list-style-type: none"> • The respondent has confirmed that our revised proposal is acceptable.
A4	<ul style="list-style-type: none"> • Parking on South Lane is not an issue at all. It's a 20mph zone and vehicles travelling within the speed limit are not impacted at all by the parking. 	1	<ul style="list-style-type: none"> • Parking has been observed to cause problems for vehicles entering and exiting both adjacent car parks and can also cause queuing at both arms of the junction with Huddersfield Road. The priority for the highway is to maintain traffic flow.

Appendix B – Dewsbury Road, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Potential Governing Body responses to comments received/Notes
B1	<ul style="list-style-type: none"> • Agree with proposals/in support. • Parking makes the road dangerous and restricts traffic flow. 	1	<ul style="list-style-type: none"> • Supporting comments received.
B2	<ul style="list-style-type: none"> • Concerns that parking will be displaced to other areas, including residential ones (e.g., Thorn View). • No other parking is available. 	4	<ul style="list-style-type: none"> • As with the introduction of any waiting restrictions, there is a risk that displacement parking will occur. However, Dewsbury Road is a B classified road and in terms of traffic flow it is the priority highway. If displaced parking appears to create issues elsewhere, consideration will be given to further restrictions in the future. • Lack of convenient parking is not a satisfactory reason to park inconsiderately and interrupt the flow of traffic. • Absence of adjacent parking is not a justifiable consideration when the flow of traffic is affected. The onus is on drivers to park safely and not hinder traffic flow. • 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. 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. • There are adjacent streets, roads and car parks that are more valid places to park.
B3	<ul style="list-style-type: none"> • Elland is a deprived area. • We are in the middle of a cost-of-living crisis. • The fines will drive people over the edge. 	1	<ul style="list-style-type: none"> • 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. • Fines will only be issued to vehicles parked in contravention of the restrictions. The restrictions will be clearly marked and so there is no reason for anyone to get a ticket. • There are adjacent streets, roads and car parks that are more valid places to park.
B4	<ul style="list-style-type: none"> • Measures are excessive. The delay is minimal. 	1	<ul style="list-style-type: none"> • The proposals are because of complaints from road users, including bus operators.

Appendix B – Dewsbury Road, Elland

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Potential Governing Body responses to comments received/Notes
			<ul style="list-style-type: none"> Supporting public transport is a priority of the Council, we need to give them space to operate. Obstructions like these add to delays to services and increase the likelihood that services are cancelled.
B5	<ul style="list-style-type: none"> Restrictions will affect users of the Elland Silver Band and the Allotments. Could this be limited waiting? 	1	<ul style="list-style-type: none"> As there is some off-street parking/loading available to the Allotment users and the Elland Silver Band building, the proposals should have limited effect on access. Much of the traffic to the Allotment is believed to be on foot, and active loading/unloading will still be permissible from the proposed DYLS, and other longer duration parking is available close by. It is considered that parking in this area at any time would risk obstructing traffic flow. Dewsbury Road is a B classified road and in terms of traffic flow it is the priority highway. We consider that limited waiting would likely be abused and would create an unmanageable demand on enforcement. We have consulted directly with the Allotments, and Notices have been posted on site immediately adjacent to the Silver Band building and others along the road (six in total). We have had no other responses in relation to this.
B6	<ul style="list-style-type: none"> If there has been any consideration given to the fact that roughly 30% of the parking at Silk Mill is still unavailable 17 months after a fire closed the lower level. 	1	<ul style="list-style-type: none"> We appreciate that the awaited repairs to the car park have reduced off street parking availability. However, frequent parking has been taking place that has interfered 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.
B7	<ul style="list-style-type: none"> Can the Council put pressure on the landlords to correct the situation? 	1	<p>N.b. Outside of the scope of the TRO</p> <ul style="list-style-type: none"> The Council have been in contact with the management company during the consultations, but we are unable to push them to undertake their repairs.