

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

9 October 2024 – 14.30 to 16.30

Attendees:

Voting Members

Assistant Director of Strategic Infrastructure – Chair	ADoSI
Corporate Lead (Transportation)	CL(T)
Traffic Engineer	TE

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)
Highway Engineer	HE
Assistant Programme Manager	APM
Project Manager	PM

1. Apologies

Corporate Lead (Design & Asset Management) – On leave
Corporate Lead (Green Space & Street Scene) attended the start but was called away to attend a Police emergency.

2. Matters arising

None

3. Orders for Consideration

a) A629 Town Centre TRO (Western Corridor)

APM and PM reported on a suggested change to the proposals authorised by the Traffic Regulation Order (TRO) Governing Body (GB) at the [meeting of 1 May 2024](#).

The original proposal indicated the removal of the existing loading bay on Northgate, to be replaced with No Waiting and No Loading at Any Time restrictions to facilitate the introduction of a mandatory cycle lane. This was indicated on the proposal drawings and the statutory consultation did not generate any objections from the adjacent businesses. Following GB approval, works in the area have commenced and this brought the full impact of the proposal to the attention of local businesses, who have now queried its removal.

The design has been reviewed and it is proposed to change this length of mandatory cycle lane to advisory and reinstate the loading bay in a very similar location to its existing position (see Figure 1 below) Figure 1 – Northgate proposal.. As this reflects its existing position, and effectively reduces the impact of the TRO proposals, it is considered that the change is a relaxation of the TRO proposals and, as such, it can be deemed a non-substantial modification, meaning there is no need to repeat any consultations on it.



Figure 1 – Northgate proposal.

The GB considered the proposal and voted to progress with the change.

Outcome

The GB (ADoSI, CL(T) and TE) unanimously agreed for the amendment to be made.

The TROGB:

- (i) Approves the making and implementation of the Order as proposed/amended.

b) A629 Town Centre TRO (eastern Corridor)

APM and PM described the proposed changes to the next stage of the A629 Town Centre works.

The informal consultation is due to commence in the coming weeks and the results will be brought to a future GB meeting.

Outcome

This was for information only; no decision was required at this stage.

c) Watkins Place Lightcliffe TRO

HE and TL(TE) reported that because of a recently completed residential development on Watkins Place, a TRO is required to legitimise lining installed by the developer (required by the planning consent). Following previous requests from residents, two further roads in the area were considered as requiring TROs.

An informal consultation has taken place, aimed at ironing out details before a wider ranging consultation. This included statutory consultees, Councillors and residents directly affected by the proposal. The outcome is as follows: -

1. Watkins Place, Lightcliffe

See [Figure 2](#) below for information, proposing No Waiting at Any Time (NWAAT) restrictions to protect vehicle movements.

It was reported that there were no responses received to the consultation.

The scheme was considered by the GB, and it was unanimously agreed that the consulted proposals can proceed to statutory consultation.

2. Osbourne Grove, Lightcliffe

See [Figure 3](#) below for information, proposing NWAAT restrictions to protect vehicle movements from side roads, and protecting the current bus stop.

The scheme was considered by the GB, and it was noted that there were several responses received to the consultation ([see Appendix A](#)).

The responses were discussed by the Governing Body (GB) as reported in the appendix. The GB responses are as noted in Appendix A, including a further proposal to control localised displacement parking (Revision A, see response A12).

It was unanimously agreed that the consulted proposals can proceed to statutory consultation based on the proposal and the recorded Revision A.

3. Devon Way, Bailiffe Bridge

See [Figure 4](#) below for information, proposing NWAAT restrictions to protect vehicle movements at the junction with Wakefield Road.

The scheme was considered by the GB, and it was noted that there were responses received to the consultation ([see Appendix B](#)),

The responses were discussed by the Governing Body (GB) as reported in the appendix. The GB responses are as noted in Appendix B.

In discussions TE raised an issue that the proposals should be extended further to better protect the dropped crossing access to West Street and extend further into Devon Way to allow for the bend and very narrow carriageway width (Revision B). This was discussed and the GB agreed for this to be added to the statutory consultation.

It was unanimously agreed that the proposals can proceed to statutory consultation based on the consulted proposal and recorded Revision B above.

Outcome

It was unanimously agreed that the proposals, and Revisions A and B can proceed to statutory consultation.

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.

d) Regent Street, Hebden Bridge TRO

HE and TL(TE) reported that because of an ongoing residential development on Regent Street, Hebden Bridge, a TRO is required to remove parking bays to create access to new properties (required by the planning consent). Following previous requests from residents, a proposal to provide a short length of NWAAT is considered on Victoria Road.

An informal consultation has taken place, aimed at ironing out details before a wider ranging consultation. This included statutory consultees, Councillors and residents directly affected by the proposal. The outcome is as follows: -

1. Regent Street, Hebden Bridge

See [Figure 5](#) below for information, proposing removal of three parking spaces and introducing NWAAT restrictions to protect vehicle movements.

It was reported that there were no responses received to the initial consultation.

The scheme was considered by the GB, and it was unanimously agreed that the proposals can proceed to statutory consultation.

2. Victoria Road, Hebden Bridge

See [Figure 6](#) below for information, providing NWAAT restrictions to protect vehicle movements into and out of Leedham Court.

The scheme was considered by the GB, and it was noted that there was one response received to the consultation ([see Appendix C](#)).

The responses were discussed by the Governing Body (GB) as reported in the appendix. The GB responses are as noted in Appendix C, including agreement to reduce the length of the proposals (Revision C)

It was unanimously agreed that the proposals can proceed to statutory consultation based on the consulted proposal and Revision C.

Outcome

It was unanimously agreed that the proposals, and Revision C can proceed to statutory consultation.

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.

4. Any other business

a) Rochdale Road, Greetland

Work will shortly be recommencing on this TRO relating to a planning consent involving introducing a length of NWAAT to protect the visibility splay from a new access road to a residential development.

The proposal ([Figure 7](#)) was informally consulted in December 2023, and no responses were received.

It was unanimously agreed that the proposals can proceed to statutory consultation based on the consulted proposal.

Outcome

It was unanimously agreed that the proposal can proceed to statutory consultation.

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.

5. Date of Next Meeting

6 November 2024 at 14.30

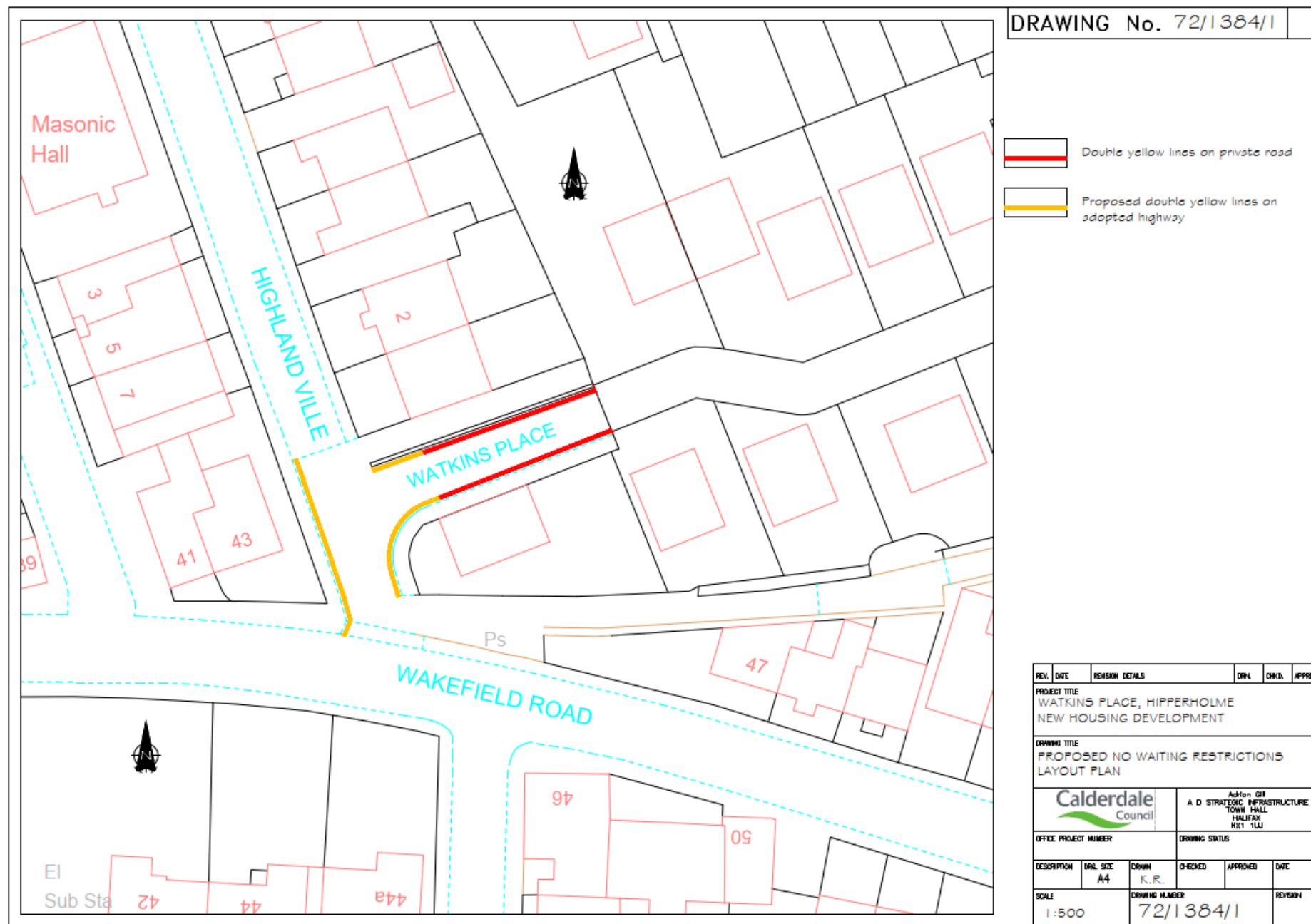


Figure 2 – Watkins Place Proposed TRO

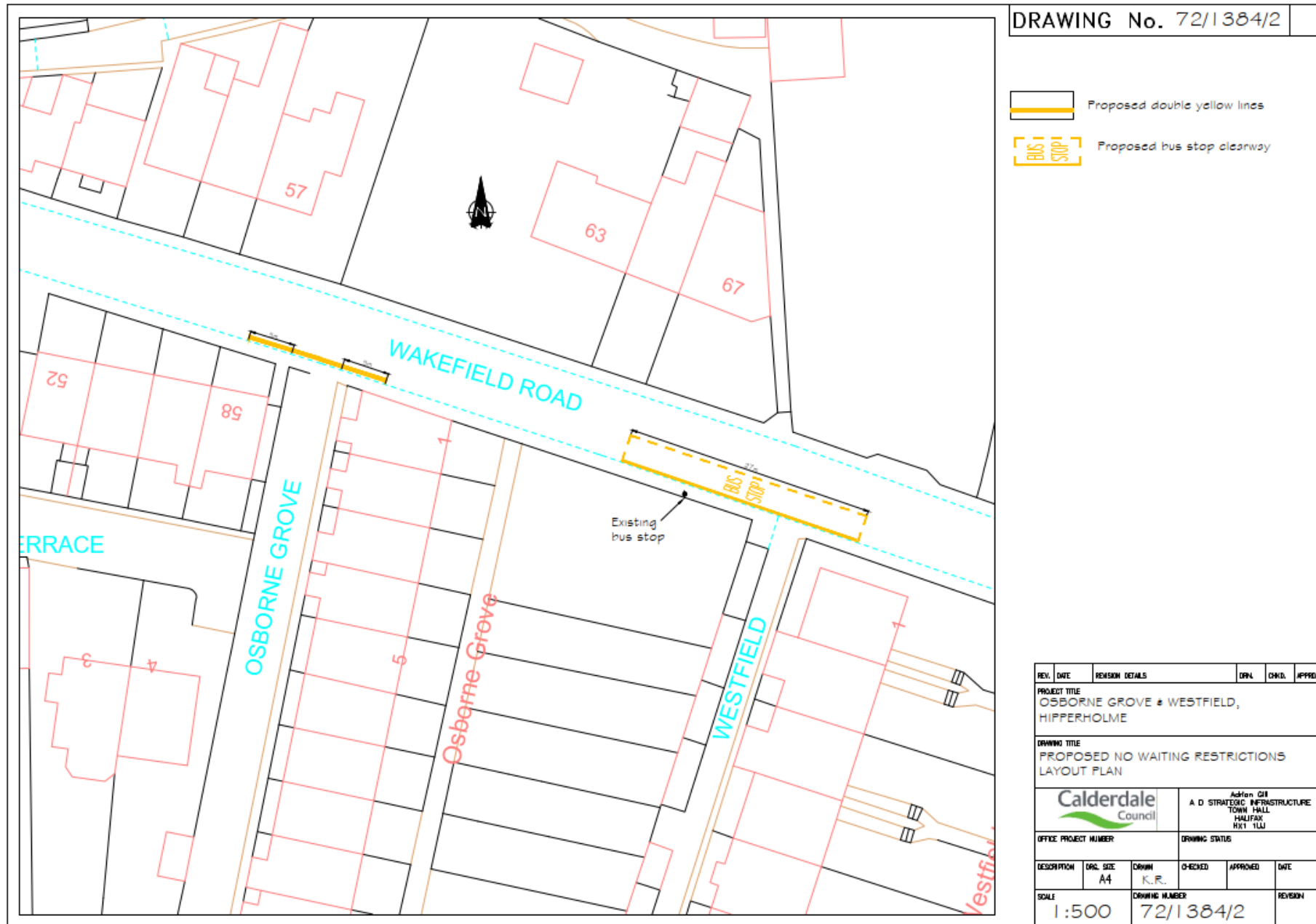


Figure 3 – Osbourne Grove Proposed TRO

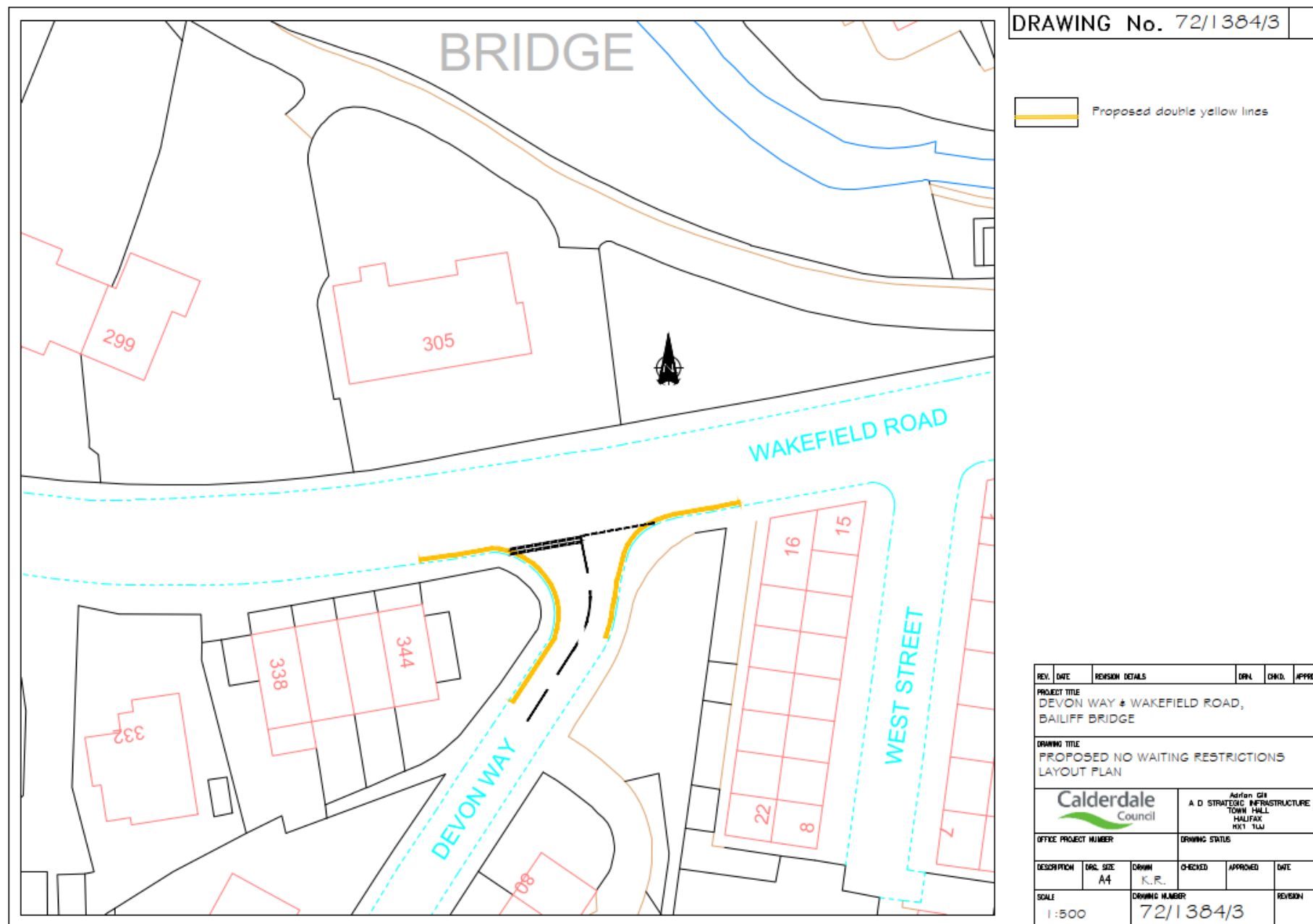


Figure 4 – Devon Way Proposed TRO

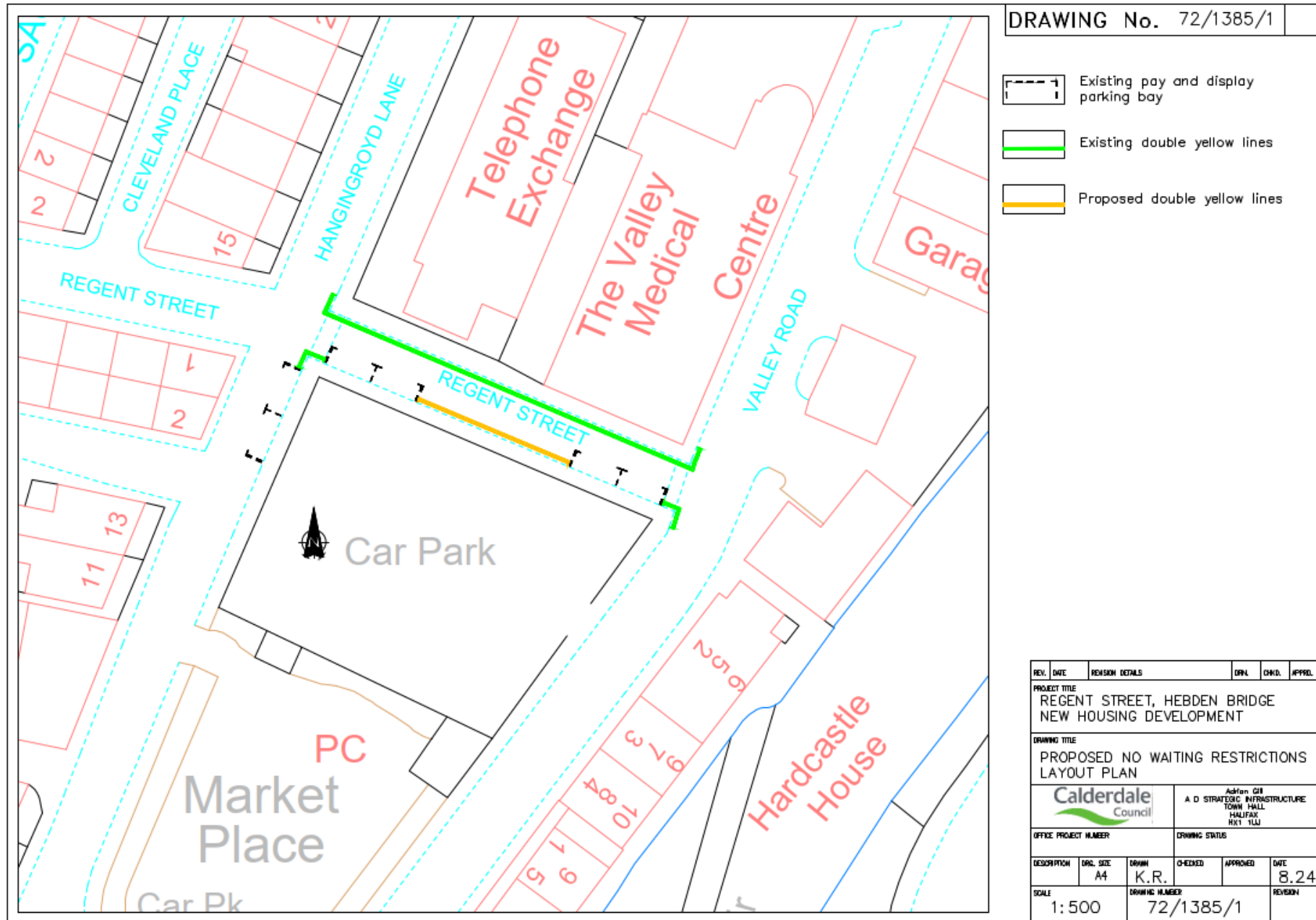


Figure 5 – Regent Street Proposed TRO

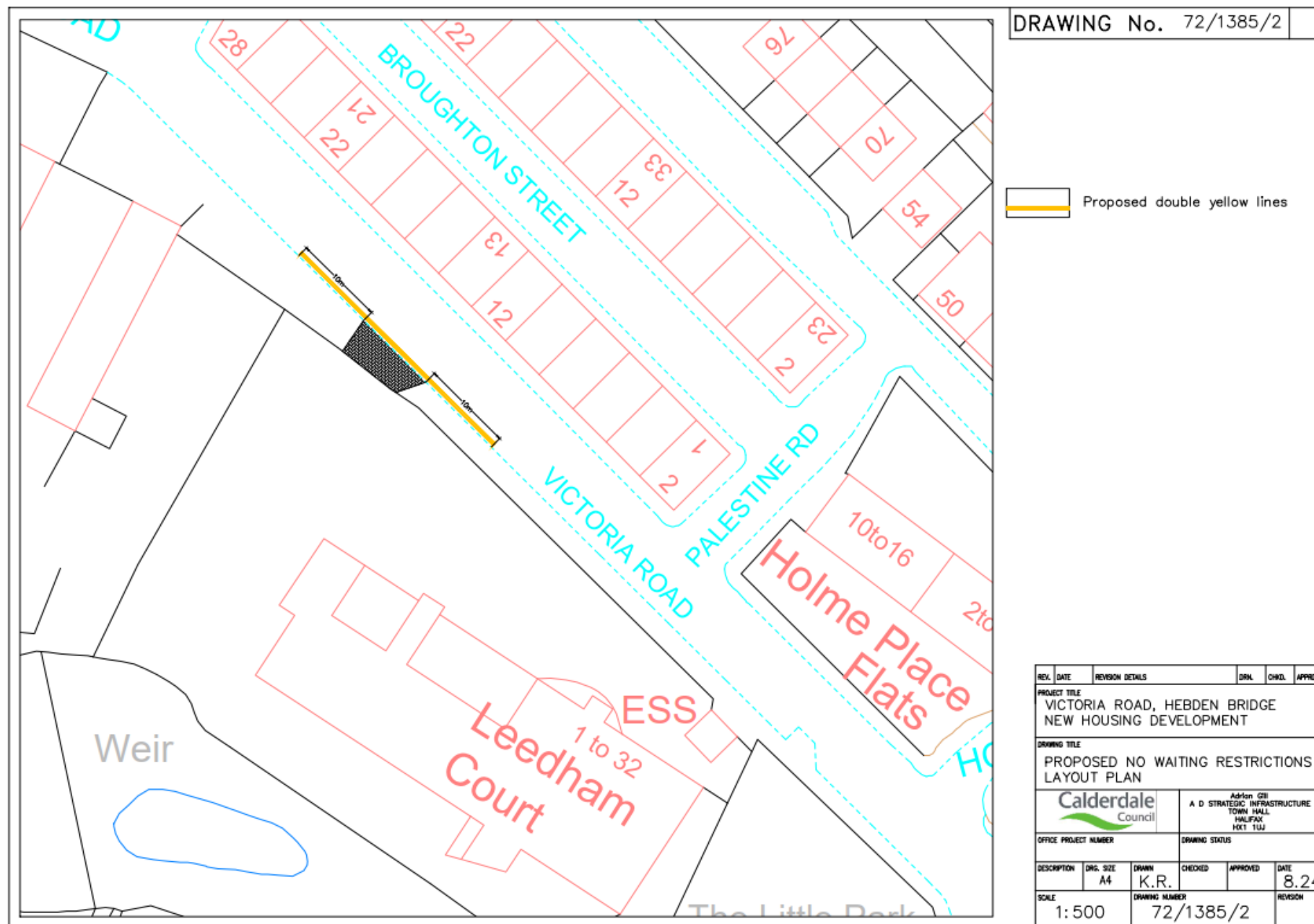


Figure 6 – Victoria Road Proposed TRO

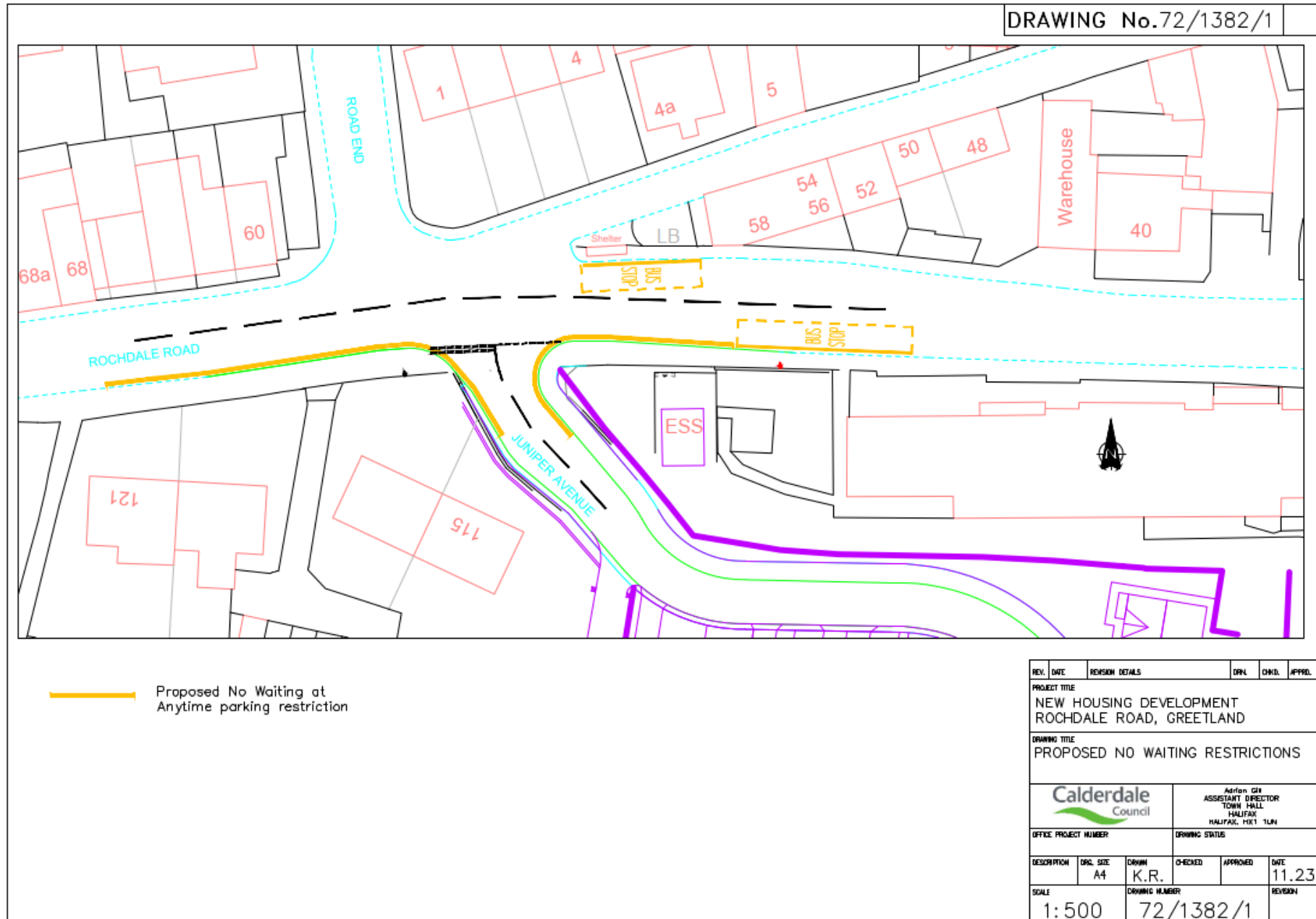


Figure 7 – Rochdale Road, Greetland

Appendix A – Osbourne Grove etc, Lightcliffe

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Support			
A1	<ul style="list-style-type: none"> Agree there is an issue including for refuse vehicles, and exiting if other vehicles park too close 	3	<ul style="list-style-type: none"> No comment
A2	<ul style="list-style-type: none"> Support the proposal, but the proposed DYLS should be longer 	1	<ul style="list-style-type: none"> Ideally, they should be longer than shown, but to balance the needs of residents against the likely low traffic volumes from the side roads we are generally proposing a minimum of 5m here. Officers would further note that the Highway Code (rule 243) directs that you should not park within 10m of a junction regardless of other restrictions.
A3	<ul style="list-style-type: none"> Existing lining in the area needs to be upgraded 	1	<ul style="list-style-type: none"> The existing restrictions in the area are adequate. The only “upgrade” available would be to include loading restrictions, and we do not consider these are necessary in this area.
Objections			
A4	<ul style="list-style-type: none"> Question the need for the bus bay, Restrictions will displace parking onto Wakefield Road and this is difficult enough. 	7	<ul style="list-style-type: none"> The council's transport strategy aims to make it easier for people to get around by improving public transport connectivity, walking, and cycling facilities, and road layouts and the provision of a bus clearway at this location fits in with current Council priorities. The bus bay marking is the length of clearway needed for a bus to dock, locate adjacent to the kerb at the stop and exit properly (particularly if cars are parked close by). Whilst the stop may not be observed to be busy, our records show that the bus stop is used by both the 255 and the 571 service, approximately every hour. WYCA (who manage the bus services) confirm that it also gets heavy use from 8 regular school services using the stop.

Appendix A – Osbourne Grove etc, Lightcliffe

	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"> • Providing a bay at this location it will improve accessibility and may encourage more bus use. • We are aware that the bus cannot currently dock correctly at the bus stop and stops in the road itself. It is discriminatory to expect those with a disability to not be able to access a bus from the footway and is not an acceptable proposition. WYCA have confirmed that they agree that the bus stop would benefit from the clearway markings. • There is no right to park on the highway. The primary purpose of the highway is to transport traffic (cars, pedestrians, cycles etc), parking is allowed where this does not hinder traffic flow.
A5	<ul style="list-style-type: none"> • Suggest H-Bar or "Keep Clear" Markings instead. 	6	<ul style="list-style-type: none"> • "Keep Clear" markings would effectively create the same issue but are not legally enforceable and so are likely to be ignored more than double yellow lines. • We will consider further whether there would be benefit in using them in addition to the parking restrictions
A6	<ul style="list-style-type: none"> • inadequate consultation, does not include enough properties 	5	<ul style="list-style-type: none"> • This early-stage and informal consultation is aimed at ironing out details before a statutory and wider ranging consultation commences. At this stage we have consulted only those directly affected by the proposals i.e. directly front on to the proposed lines, Councillors, and statutory consultees such as emergency services. • Should the scheme progress further, a public statutory consultation will be undertaken, and this will extend further.
A7	<ul style="list-style-type: none"> • Is there a documented issue for the buses, as there are very few users? • Is the bus stop needed? • It is good that the buses stop in the middle of the road, it slows traffic down 	4	<ul style="list-style-type: none"> • Whilst the stop may not be observed to be busy by residents, our records show that the bus stop is used by both the 255 and the 571 service, approximately every hour. WYCA also confirms that it gets heavy use from 8 regular school services using the stop. • We are aware that the bus cannot currently dock correctly at the bus stop and stops in the road itself. This prevents the driver from deploying the wheelchair ramp, preventing ready access for disabled users. • WYCA have confirmed that they agree that the bus stop is required and would benefit from the clearway markings.

Appendix A – Osbourne Grove etc, Lightcliffe

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
A8	<ul style="list-style-type: none"> Can the time limits of the bus stop be limited to operating times 	3	<ul style="list-style-type: none"> The operational times of the bus services are currently 05.54 to 20.07, covering much of the off-peak times, and so there would be little benefit to residents. 24-hour operation will also provide some protection to the junction with Westfield and allow for future changes in bus operation.
A9	<ul style="list-style-type: none"> Where do you expect us to park? 	3	<ul style="list-style-type: none"> Parking on the highway is not a right and it is a driver's responsibility to find a suitable place to park where other road users and pedestrians are able to pass/access freely. Parking on the highway is tolerated as far as no concerns are raised. When concerns are raised, the Highway Authority will consider them as part of its network management duty under the Traffic Management Act 2004 and when exercising its functions under the Road Traffic Regulation Act 1984 (such as whether or not to make a TRO) as part of its duty to balance the specified considerations in section 122 of that Act. In this case, we consider that the proposals protect public transport access, support good parking practice (as shown in rule 243 of the Highway Code), and affect a limited number of parking spaces (approx. 5) which could reasonably be relocated further along the road.
A10	<ul style="list-style-type: none"> Delivery drivers will ignore anyway 	2	<ul style="list-style-type: none"> The proposals are for "no waiting at any time" restrictions, and so it is legal for vehicles to park on the markings while they are actively delivering.
A11	<ul style="list-style-type: none"> Speeding is an issue 	2	<ul style="list-style-type: none"> Unfortunately, this is outside of the scope of this consultation. The most recent speed data for this stretch of road (2021) indicates that the recorded average speed on this stretch of road is 27.9mph which is acceptable.
A12	<ul style="list-style-type: none"> Cars will park on the other side of the road 	2	<ul style="list-style-type: none"> This was discussed by the GB, and it was agreed that displacement to the northern side is a possibility. It is therefore proposed to include further NWAAT restrictions and consult with directly affected residents on both sides of the road. These would be proposed from the end of the existing restrictions covering at least the length between 51 and 73 Wakefield Road (to be reviewed before consultation).

Appendix A – Osbourne Grove etc, Lightcliffe

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
A13	<ul style="list-style-type: none"> Can the bus stop be moved, would allow a smaller bay and reduced loss of parking 	2	<ul style="list-style-type: none"> The bay size is determined by the space required for a bus to dock next to the bus stop and safely exit again, so the proposed bay could not be significantly reduced. The marking will be minimised for the statutory consultation. As we are trying to provide some additional visibility for traffic exiting from Westfield, we would need to provide further restrictions too. So, if the bus stop was moved, there would be a further net reduction in parking spaces. NWAAT restrictions will be added to protect the junction should the bus stop be removed.
A14	<ul style="list-style-type: none"> Would prefer a mirror to help rather than parking restrictions. 	2	<ul style="list-style-type: none"> Mirrors are not normally erected on the public highway as they can cause more problems than not having one, they can: <ul style="list-style-type: none"> reflect light and interfere with a driver's vision. reduce the ability to judge an oncoming vehicle's speed. create an unreasonable dependence on the mirror. if dirty, distort or restrict the view. be an easy target for vandals and thus quickly become a maintenance liability. Previously Department for Transport approval was required to erect mirrors on the highway. Since 'Traffic Signs Regulations General Directions 2016' local authorities now have the power to erect/grant permission to erect mirrors on the highway, but for the reasons given above should only do so when visibility is almost zero and when there have been a number of injury accidents that are attributable to a lack of visibility. That is not considered to be the case by our traffic engineers in this instance.
A15	<ul style="list-style-type: none"> Question the need, as it will displace parking up Wakefield Road and this is difficult enough to find. 	2	<ul style="list-style-type: none"> We have received requests to provide protection at the junctions as it is very difficult to exit safely from Osbourne Grove and Westfield. Lack of convenient parking is not a satisfactory reason to park inconsiderately.

Appendix A – Osbourne Grove etc, Lightcliffe

	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"> As regards the concern about the displacement of on-street parking please see the response in A9 above as to the factors in favour of the proposal that are on balance considered to outweigh such inconvenience
A16	<ul style="list-style-type: none"> Noise and air pollution issues due to queuing traffic 	2	<ul style="list-style-type: none"> Unfortunately, this is outside of the scope of this consultation.
A17	<ul style="list-style-type: none"> Copy of "due diligence report" 	1	<ul style="list-style-type: none"> The proposal is only at the informal stage so that we can consider the comments of those affected. Further reasoning for the proposals (Statement of Reasons) will be included in further consultations.
A18	<ul style="list-style-type: none"> Only bus that uses the route is a private one 	1	<ul style="list-style-type: none"> Whilst the stop may not be observed to be busy by residents, our records show that the bus stop is used by both the 255 and the 571 service, approximately every hour. WYCA also confirms that it gets heavy use from 8 regular school services using the stop.
A19	<ul style="list-style-type: none"> DYs - a good idea but feels that they will be ignored by short term parking 	1	<ul style="list-style-type: none"> The proposals are for "no waiting at any time" restrictions, and so it is legal for vehicles to park on the markings if they are actively delivering/dropping off. The proposed markings will be able to be enforced.
A20	<ul style="list-style-type: none"> can the markings be reduced to one cars length? 	1	<ul style="list-style-type: none"> Ideally, they should be longer than shown, but to balance the needs of residents against the likely low traffic volumes from the side roads we are generally proposing a minimum of 5m here. Officers would further note that the Highway Code (rule 243) directs that you should not park within 10m of a junction regardless of other restrictions.

Appendix B – Devon Way, Bailiffe Bridge

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Objections			
B1	<ul style="list-style-type: none"> Would prefer a mirror to help rather than parking restrictions 	2	<ul style="list-style-type: none"> Mirrors are not normally erected on the public highway as they can cause more problems than not having one, they can: <ul style="list-style-type: none"> reflect light and interfere with a driver's vision. reduce the ability to judge an oncoming vehicle's speed. create an unreasonable dependence on the mirror. if dirty, distort or restrict the view. be an easy target for vandals and thus become a maintenance liability. Previously Department for Transport approval was required to erect mirrors on the highway. Since 'Traffic Signs Regulations General Directions 2016' local authorities now have the power to erect/grant permission to erect mirrors on the highway, but for the reasons given above should only do so when visibility is almost zero and when there have been a number of injury accidents that are attributable to a lack of visibility. That is not considered to be the case by our traffic engineers in this instance.
B2	<ul style="list-style-type: none"> The issue is caused by visitors to adjacent businesses/school, so unfair to residents 	1	<ul style="list-style-type: none"> The issue is caused by vehicles too close to the junction to allow safe movement, and so the source is not particularly relevant. Parking on the highway is not a right even for residents and it is drivers' responsibility to find a suitable place to park where other road users and pedestrians are able to pass/access freely.
B3	<ul style="list-style-type: none"> Delivery drivers will ignore anyway 	1	<ul style="list-style-type: none"> The proposals are for "no waiting at any time" restrictions, and so it is legal for vehicles to park on the markings if they are actively delivering/dropping off. The proposed markings will be able to be enforced.
B4	<ul style="list-style-type: none"> Speeding is an issue 	1	<ul style="list-style-type: none"> The key reason for the proposals though is to provide safer visibility for traffic exiting from Devon Way, any speeding will increase the need for the proposals.

Appendix B – Devon Way, Bailiffe Bridge

	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"> Unfortunately, traffic speeds directly are outside of the scope of this consultation.
B5	<ul style="list-style-type: none"> Do not see there is an issue, how many reports have there been 	1	<ul style="list-style-type: none"> We have received requests (the number is not relevant) to provide protection at the junctions as it is very difficult to exit safely.
B6	<ul style="list-style-type: none"> Why has this not been raised with residents before? 	1	<ul style="list-style-type: none"> This is an early-stage informal consultation, aimed at ironing out details before a wider ranging consultation commences. Should the scheme progress, a public consultation will be undertaken, and this will extend further.
B7	<ul style="list-style-type: none"> Where are we supposed to park? Would be forced to cross a dangerous road or park on the footway. 	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 themselves and other road users and pedestrians are able to pass/access freely and safely. Footway parking is not permitted, as it makes it difficult for pedestrians to safely use the footway, especially the elderly, persons with disabilities and those using wheelchairs, prams, or pushchairs. In addition to the issues of access, parking on the footway damages the surface and risks damage to essential services below the surface. You can be charged with an offence of obstruction by the police. As regards the concern about the displacement of on-street parking please see the response in A9 above as to the factors in favour of the proposal that are on balance considered to outweigh such inconvenience.
B8	<ul style="list-style-type: none"> This will affect the florist 	1	<ul style="list-style-type: none"> The restrictions are localised to the junction itself. Should this proposal progress, Local businesses that might be indirectly affected will be able to respond to further consultations.
B9	<ul style="list-style-type: none"> The restrictions are proposed where myself and others park, these changes would make parking harder 	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/access freely. As regards the concern about the displacement of on-street parking please see the response in A9 above as to the factors in favour of the proposal that are on balance considered to outweigh such inconvenience.

Appendix B – Devon Way, Bailiffe Bridge

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
B10	<ul style="list-style-type: none"> parking would be displaced to other residential areas, and affect there 	1	<ul style="list-style-type: none"> As with the introduction of any waiting restrictions, there is a risk that displacement parking will occur. If displaced parking appears to create issues elsewhere, consideration will be given to further restrictions in the future. However, as regards the concern about the displacement of on-street parking please see the response in A9 above as to the factors in favour of the proposal that are on balance considered to outweigh such inconvenience

Appendix C – Victoria Road, Hebden Bridge

	Summary of comments received. (n.b. in themes)	No. of mentions in responses	Governing Body responses to comments received
Objections (1 responses)			
C1	The proposed lining is only helpful to Leadham Court, not to other residents.	1	<ul style="list-style-type: none"> We have received complaints that inconsiderate parking, too close to the entrance to Leadham Court, makes it difficult for larger vehicles to enter/exit, and restricts visibility when leaving. The proposals are targeted at resolving this issue. However, as a result of the comments the NWAAT restriction will be reduced in length to balance the needs of residents against the likely low traffic volumes.
C2	Requests a resident permit scheme	1	<ul style="list-style-type: none"> We are aware of previous requests in this and other areas. These will be considered separately following completion of the ongoing parking area review