

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

29 January 2025 – 14.30 to 16.30

Attendees:

Voting Members

Assistant Director of Strategic Infrastructure – Chair	ADoSI
Corporate Lead (Design & Asset Management)	CL(DAM)
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. Previous Minutes

TL(TE) reported that the minutes for the meetings on 4 December 2024 have been agreed and are on [the website](#).

4. Orders for Consideration

a) Stafford Road, Halifax - Experimental TRO, Road Closure

Stafford Road is a residential road that had increasingly been seen reported as a "rat run" where drivers have avoided queuing traffic and busier roads. Most of the road was two-way, but the extreme eastern end was one way only (from Huddersfield Road). There was also a 'No Right Turn' in place on Huddersfield Road, preventing access from the southbound carriageway.

Several complaints were received from residents, mostly relating to poor compliance by drivers of the banned right turn from Huddersfield Road, particularly during the roadworks on Huddersfield Road. This created a risk to pedestrians crossing the road and increased through traffic. On some occasions, drivers also had been observed to ignore the one-way section of Stafford Road, using it as access onto Huddersfield Road.

A scheme was proposed to provide a full time closure of the road at the junction with Huddersfield Road (see [Drawing](#)). This would stop all motor vehicle access to Stafford Road from Huddersfield Road, just leaving cyclists and pedestrians with access.

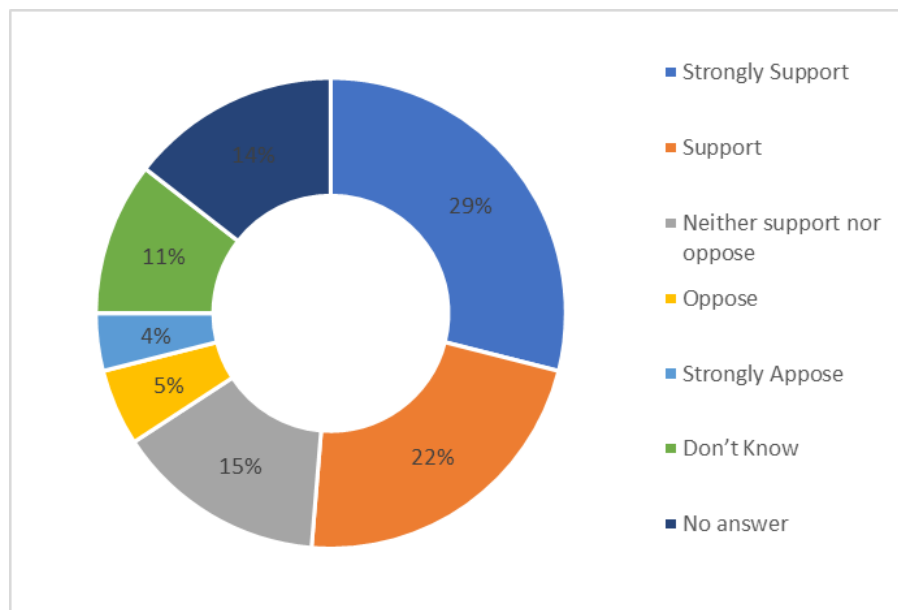
Affected residents were initially consulted in March 2023 and there was generally support received for the proposal (11 in support, 4 against). As a result, the proposal commenced under an Experimental TRO (ETRO) with relevant signing and temporary barriers placed in the highway.

This experiment commenced on 14th September 2023. The formal consultation period ran between 14th September 2023 to 14th March 2024.

Responses to the formal consultation were received, 2no objections and 3no in support (see Appendix A for more detail), but we would note these were largely received before the closure actually commenced.

In addition, to gauge the current feeling of the closure, the experiment was included in a recent neighbourhood consultation regarding “Skircoat: Your Street Matters” (undertaken between 2 October and 13 November 2024). As part of this, face to face consultation events were also held, and Stafford Rd was included in these discussions.

The responses from the face-to-face discussions relating to Stafford Rd are summarised in the following chart



As you can see, the total response in support is 51% and 9% in opposition, which we consider illustrates that the proposal is well supported and a generally considered a success (n.b. if the inconclusive responses i.e. “Neither support nor oppose”, “don’t know” and “No answer” are omitted, the conclusive responses show 85% in support and 15% opposing).

There are currently no fixed proposals for a permanent point closure, but it is planned to include this in the “Your Street Matters” scheme should the experimental order be made permanent.

The GB discussed the case and agreed that the objections have satisfactorily been reviewed and the level of support would indicate that the experiment has been a success and so unanimously agreed to make the experiment permanent.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the objections received be overruled and the ETRO should be made permanent.

The GB:

- (i) Approves the making and implementation of a permanent order and holds that the objections be overruled.

- (ii) Instructs that the objectors be informed of the outcome.

b) Mile Cross Terrace, Halifax – ETRO, Road closure

Mile Cross Terrace is a unadopted residential road between Mile Cross Road and Hopwood Lane (for clarification, the term “unadopted” means the road is not publicly maintained but can still legally be classed as a highway). The road is largely unsurfaced and gives through access to the adjacent residencies.

Historically, complaints had been received from the residents regarding inappropriate driving on the road (late evening speeding/revving/wheel spinning etc). The noise was a nuisance, and the privately maintained road surface was being damaged. As a community the residents approached Councillors, and the experiment was developed.

Despite the road being unadopted, a highway authority (the Council) has the powers to introduce a TRO on any road. By further definition, a road means “any length of highway or any other road to which the public has access ...” (section 142, Road Traffic Regulation Act 1984). Therefore, we considered that in this case the highway authority was able to introduce a TRO on Mile Cross Terrace.

We proposed an experiment providing a full time point closure at the midpoint of the road to stop all through motor traffic. The residents affected by this were consulted in writing in April 2023 and we received no objections to the proposal. As a result, we commenced the experimental TRO on 14th September 2023, ending 18 months later (14th March 2025).

The formal consultation period took place during the first 6 months of the experiment, running between 14th September 2023 and 14th March 2024. Only one response was received from a resident during the formal consultation period, objecting as it made them reverse into Hopwood Lane to exit the road. The objection was considered, and the objector was advised to follow the Highway Code (rule 201) and reverse into Mile Cross Terrace to allow them to exit forwards into Hopwood Lane.

As the end of the experiment approached, and to get a better reflection of the current thoughts of the affected residents, a further written consultation was undertaken to seek views (this closed on 24 January), the responses received are very split (as summarised below): -

Received Objections (3 properties)

1. “No-one can park their cars or turn around” – complaints that too many other cars are being parked there (from adjacent business and residents).
2. “Recycling vehicle is reported to struggle to get through”. n.b. Suez have been approached and have no records of any issues relating to the closure, previous issues of parking close by were recorded.

Received in Support (4 properties)

3. Has reduce the number of cars and improved safety

The early responses to the experiment were very positive, but the more recent consultation was more critical, and less polar (an almost even response). We

received only 7 responses from 19 properties, and so did not receive a fully representative response.

As noted above, the experiment cannot continue beyond 14 March 2025 and the time remaining (including the time required to advertise any applicable notices) does not allow for more consultation with the residents. It is therefore considered unlikely that we will be able to get any consensus on the experiment's future.

Whilst the Council does not need to have a majority response to make the experiment permanent, in the circumstances of this request (the private road), it would be fair to reflect the level of response and the content in their decision in considering the success. The latest responses leave us unable to determine the level of success and so the outcome should be that the experiment is not made permanent.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the experiment should be closed.

The GB:

- (i) Agrees that no further action in respect to the experiment
- (ii) Instructs that the residents be informed of the outcome

c) Christ Church Pellon School, Halifax – School Street ETRO

This scheme was introduced to promote a 'School Streets' project, tackling the issues caused by peak time school traffic (the start/end of the school day) and creating a better environment around schools (see [plan](#)).

The experiment prevented vehicle access to the affected area (the unadopted section of road at the school entrance) during peak times. Road closures were put in place when the school opens and closes (8.15am to 9am and 2.45pm to 3.30pm). Access was retained for permitted residents (6-18 Plane Trees) and emergency vehicles. The experiment was consulted with the adjacent residents before it commenced. Whilst the restrictions do not require physical barriers to prevent access, the school would generally place temporary barriers during operation.

Despite the road being unadopted, as noted in section b) above, the highway authority (the Council) has the powers to introduce a TRO on any road.

This experiment started on 14th September 2023, with it ending 18 months later (14th March 2025). The formal consultation period ran between 14th September 2023 to 14th March 2024.

Only one comment was received during the formal consultation period, this related to issues of traffic continuing to enter the restricted area. After investigations, it appeared that this issue was occurring outside of the restricted times, and therefore not considered a relevant objection.

To get a better reflection of the current thoughts of the affected residents, a further consultation was sent out to adjacent residents and the school in early January, the closing date for responses is 31 January 2025. We received no further comments.

Whilst it is believed that barriers are not consistently being placed during the operating period (due to the school's limited resources), the restrictions will continue to be enforceable by the police. Should the council obtain powers under Part 6 of the Traffic Management Act 2004 for CCTV enforcement in the future (a decision is hoped for in Autumn 2025) we reserve the option to support the restrictions further at that time.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the ETRO should be made permanent.

The GB:

- (i) Approves the making and implementation of a permanent order and holds that the objections be overruled.
- (ii) Instructs that the objectors be informed of the outcome

d) Old Lane/Donkey Hill, Boothtown

ADoSI raised this issue regarding reported excessive parking on this unadopted road and is seeking options for resolution.

As the road is unadopted, further investigations will be needed to confirm the status of the road and what options are available to us. This will be responded to in a future meeting.

Outcome

This was brought to the GB for information only; no decision was required by the GB at this stage.

5. Any other business

a) Brighouse TIP

TL(TE) reported that the proposed TRO changes affecting Brighouse town centre will be subject to informal consultation shortly. This was brought to the GB for information only; no decision was required by the GB at this stage.

b) Hollins Mill Lane, Sowerby Bridge

TL(TE) reported that investigations are continuing to find potential solutions for the inappropriate parking. The requirements of adjacent businesses are being considered in attempts to find a suitable compromise. This was brought to the GB for information only; no decision was required by the GB at this stage.

6. Date of Next Meeting

26 February 2025 at 14.30

Appendix A – Stafford Road (Formal Consultation)

	Summary of comments received.	Governing Body responses to comments received/Notes
Objections (2 responses)		
1	In March [<i>the initial consultation</i>] this was blamed on the road improvement works being carried out at the bottom of Salterhebble Hill but no reason is given in the most recent letter. What factors are you considering have changed recently that "an increase" has now occurred?	<ul style="list-style-type: none"> • The issue of right turning from Huddersfield Rd had been reported before the works commenced at Salterhebble Hill, this is not a necessarily a recent issue. • The reasons for the closure point are recorded in the Statement of Reasons which is available on the website. This quotes: - <i>... Several complaints have been received from residents that compliance by drivers of the right turn ban from Huddersfield Road into Stafford Road is poor, creating a risk to pedestrians and increasing through traffic. It has also been observed that occasionally, drivers are ignoring the one-way section of Stafford Road and using it as access onto Huddersfield Road.</i>
	You state that pedestrian, cyclist and driver safety will be improved by this change. I feel that if road traffic is not able to turn left as they drive along Huddersfield Road towards Halifax then the alternative options would be to turn left up Dryclough Lane and then right at the lights to go along Skircoat Green Road or to continue along Huddersfield Road until the left turn at Heath Royd before turning left again onto Skircoat Green Road. I believe this is a net reduction in driver safety in this area.	<ul style="list-style-type: none"> • Dryclough Lane is a more suitable route for drivers wanting the left turn, Stafford Road is a residential street, not a thorough route. • Whilst there is a diversion required for residents, it is not significant and any increase in traffic numbers on Skircoat Green Road etc will be minimal. • We do not consider that Heath Royd etc, is a likely route, it is much more likely that drivers would use Dryclough Lane.

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	I expect that the closure will be effected through the use of concrete barriers to block off the street. These will look ugly and will not improve the aesthetic of the area and encourage parking just behind them for parents picking up children from Salterhebble Junior school or visiting the restaurant round the corner.	<ul style="list-style-type: none"> Should the point closure be made permanent, we will be seeking to create a more suitable proposal, potentially as part of the ongoing “Your Street Matters” scheme.
	Signing along this section of Huddersfield Road is already extensive because of the hospital and I do not believe that further signage will be particularly effective in communicating the roads available for traffic. Any vehicles whose drivers have not seen the sign will not be thinking about merging just prior to reaching Stafford Road and so will not have time to properly position themselves.	<ul style="list-style-type: none"> Should the closure be made permanent a clearer closure point will be sought. Indeed, this may allow us to remove some of the advanced signage.
	<p>The stated problem of right turns is probably far fewer than 1 in 100 of vehicle movements on Stafford Road and yet you are inconveniencing the other probably 99 along with them in your proposed solution.</p> <p>Any vehicles turning right will also likely be travelling at low speed and therefore easy for pedestrians to negotiate in any case.</p>	<ul style="list-style-type: none"> Stafford Road is a residential street, not a through route. Pedestrians are at the greatest risk and protected the least, the aim proposal is to protect pedestrian safety. Because drivers are likely to be concentrating on approaching traffic, it is more likely that drivers will be accelerating and not necessarily looking for pedestrians (this is backed up by other supporting comments).
	I have had multiple occasions where I have been preparing for a left turn onto Stafford Road and seen pedestrians about to cross the road so have activated a left indicator well in advance	<ul style="list-style-type: none"> Pedestrians have the priority regardless of your advanced indication.

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	of the junction and still they have walked out in front of me without paying any attention or looking for traffic properly.	
	The alternative routes for residents are inarguably longer than the current route and therefore cause increased CO2 emissions, going against sustainability initiatives.	<ul style="list-style-type: none"> The diversion route is not long, and increase will be minimal and not sufficient to justify not protecting pedestrians.
2	When we were originally contacted about this in March, the proposed closure was due to drivers making illegal right turns from Huddersfield Road due to the on-going road works on Huddersfield Road out of Halifax.	<ul style="list-style-type: none"> See A1 above.
Support (3 responses)		
1	<p>This is a tremendously sensible action in my view. Over the past three weeks, there have been numerous cars, including taxis, turning right into Stafford Road and then driving back out again to Huddersfield road, contrary to the no entry sign. over the past few weeks, at least three cars have turned right while I have been crossing the road and travelled up Stafford Road at tremendous speed. The road has clearly become a rat run and the amount of illegal right turning is tremendously dangerous. As I say, I have had to take quick evasive action on number of occasions due to people turning right and left onto Stafford Road who appear to have expedience and convenience to the four of their mind, rather than public safety</p> <p>I'm delighted that the local authority have responded so sensibly to this hazard and I was most gratified to see that the</p>	<ul style="list-style-type: none"> No response required

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	temporary closure would commence on the 14th of September 2023.	
2	<p>I recently returned home from a holiday to find a letter concerning the proposed closure of Stafford Road via Huddersfield Road. I was pleased to read that the closure was going to happen. The number of motorists making illegal right turns from Huddersfield Road is not a new occurrence but has increased considerably over the last few months. On several occasions I have been watching for motorists making a legal turn into Stafford Road only to have to stop suddenly as a car has appeared from the wrong direction. I am very surprised that an accident has not happened.</p> <p>In addition to this I have noticed that motorists are driving extremely fast up Stafford Road.</p>	<ul style="list-style-type: none"> • No response required
3	<p>I am writing regarding the temporary bollards at the end of Stafford Road. We were opposed to them initially however since they have been in place we do feel Stafford Road is much safer. It is much easier to cross the road with our children safely without worrying about cars speeding up the road.</p> <p>Nb this response was received later in the consultation.</p>	<ul style="list-style-type: none"> • No response required