

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

26 February 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)
Traffic Engineer	TE

1. Apologies

None.

2. Matters arising

None.

3. Previous Minutes

TL(TE) reported that the minutes for the meeting on 29 January 2025 have been agreed and are on [the website](#).

4. Orders for Consideration

a) Rastrick schemes

(i) Oaklands TRO

This issue stems from a long-standing complaint from the bus operator, some residents and former Councillor Whitaker. At times, the intensity of parking on Oaklands obstructs traffic flow, in particular local buses have occasionally had to be redirected to other routes, adversely affecting the bus service.

Fundamentally the purpose of the highway is to allow all traffic to move along it, parking can be allowed, but only when traffic can flow reasonably. In this case the parking, in particular on the bends, is restricting the flow of buses, and so proposals were developed to introduce parking restrictions to improve through traffic flow ([see figure 1](#)). These initial proposals were consulted with Councillors, emergency services, bus operators and residents.

In response we received three responses (one objection and two in support).

The objection was received from a resident, suggesting that the restrictions would make parking worse, and that they would not be enforced. In response, the TRO Governing Body (GB) agreed that some parking may be displaced, but maintaining

traffic flow was the priority. *Parking enforcement is under pressure across the whole of Calderdale, but the proposed restrictions will enforced*

We received support from the bus operators, and two of the Ward Councillors. One of the Councillors is making separate investigations into alternative parking provision for the area.

The GB discussed the issue, considered the proposal and voted on whether the scheme should progress to the next stage.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the proposal can proceed to statutory consultation.

The GB:

- (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.

(ii) Carr Green Lane TRO

This scheme stems from long-standing complaints from residents (largely via Ward Councillors) of poor parking around the school area at drop off/collection times and around the times of football matches. The inconsiderate parking affects access to the Cemetery, emergency service access to the football club and access to residents properties.

The proposed scheme ([see figure 2](#)) is a compromise of allowing traffic flow to continue unhindered, but trying to maximise parking where possible (to reduce displacement of parking).

The scheme has been consulted with Residents, Councillors, and emergency services. We received two comments in response (not objections) suggesting that the proposals were excessive, and that isolated permit parking may be an option. These comments will be addressed during the statutory consultation.

The GB discussed the issue, considered the proposal and voted on whether the scheme should progress to the next stage.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the proposal can proceed to statutory consultation.

The GB:

- (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.

(iii) Crowtrees Lane TRO

The planning consent for a new store at Sovereign House on Crowtrees Lane, Rastrick generates a condition ([24/01079/VAR](#) item 11) to seek parking restrictions to protect the sightlines to the proposed entrance/exit.

The proposal ([see figure 3](#)) has been consulted with residents, Councillors, and emergency services and no objections have been received against the parking restrictions.

CL(GSSC) questioned whether the proposed parking restrictions should extend further along Crowtrees Crescent to ensure that the junction remained clear of parked cars. The GB discussed this and agreed this should be added to the proposal prior to statutory consultation.

It is noted that the planning conditions also include the provision of a formal crossing in the vicinity of the store. Note that formal crossings are not part of the TRO process; they are dealt with under section 23 of the Road Traffic Regulation Act 1984, and are therefore outside of the scope of the GB. Whilst this is beyond the scope of the TRO GB, the proposed location of the crossing was included in the consultation documents for clarity, and this generated some objections. These objections will be considered separately by the ADoSI as the Head of Highways when the formal Notice process is commenced.

The GB discussed the proposal, and voted on whether the scheme should progress to the next stage.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that subject to the change discussed above, the proposal can proceed to statutory consultation.

The GB:

- (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.

b) Barkisland

Concern has been raised regarding the speed of vehicles approaching Barkisland village from the southern direction. Currently the majority of the B6114 Saddleworth Road is subject to a national speed limit with a 30 mph speed limit on entry to the village.

Speed surveys on B6114 Saddleworth Road have shown the 85th percentile speed is in the region of 50 mph.

As a result it is proposed to reduce the existing national speed limit to 40 mph to provide a buffer zone on the approach to the village.

The proposed scheme is shown on [figure 4](#) below. The scheme has been consulted with Residents, Councillors, and emergency services. We received no objections.

The GB discussed the issue, considered the proposal and voted on whether the scheme should progress to the next stage.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that subject to the change discussed above, the proposal can proceed to statutory consultation.

The GB:

- (ii) 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.

c) Slack Lane SLO

There have been long standing concerns regarding the speed limit through Slack on Smithwell Lane, Slack Bottom and Widdop Road. The road is used by horse riders and cyclists and is a pedestrian route to Heptonstall Junior & Infant School and Heptonstall itself. As a result it is proposed to reduce the current 40 mph speed limit to 30 mph. It is also proposed to reduce a short length of Widdop Road to 30 mph as it approaches the junction of Smithwell Lane ([see figure 5](#)).

The proposal has been informally consulted with residents, Councillors, and emergency services.

At the close of the consultation, we had received one response suggesting that the proposed Speed Limit should be extended further to Acre Lane. In applying National guidance (Department for Transport Circular 01/2013, "Setting Local Speed Limits") this states that speed limits on rural roads (roads that have a through route purpose) should be 60 mph.

A speed survey near to Acre Lane showed that the average speed was 24.9 mph and ther 85% was 31.5 mph, which suggests that 30mph was more appropriate.

A short length of 30 mph has been included on Widdop Road to allow motorists to adjust their speeds approaching the junction.

CL(GSSC) suggested the location of terminal signs be checked to ensure they are suitably visible. It was agreed that this would take place prior to any statutory consultation.

The GB discussed the issue, considered the proposal and voted on whether the scheme should progress to the next stage.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that subject to any change resulting from the discussion above, the proposal can proceed to statutory consultation.

The GB:

- (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) 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 on Hollins Mill Lane. The requirements of adjacent businesses are being considered in attempts to find a suitable compromise solution. 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 March 2025 at 14.30

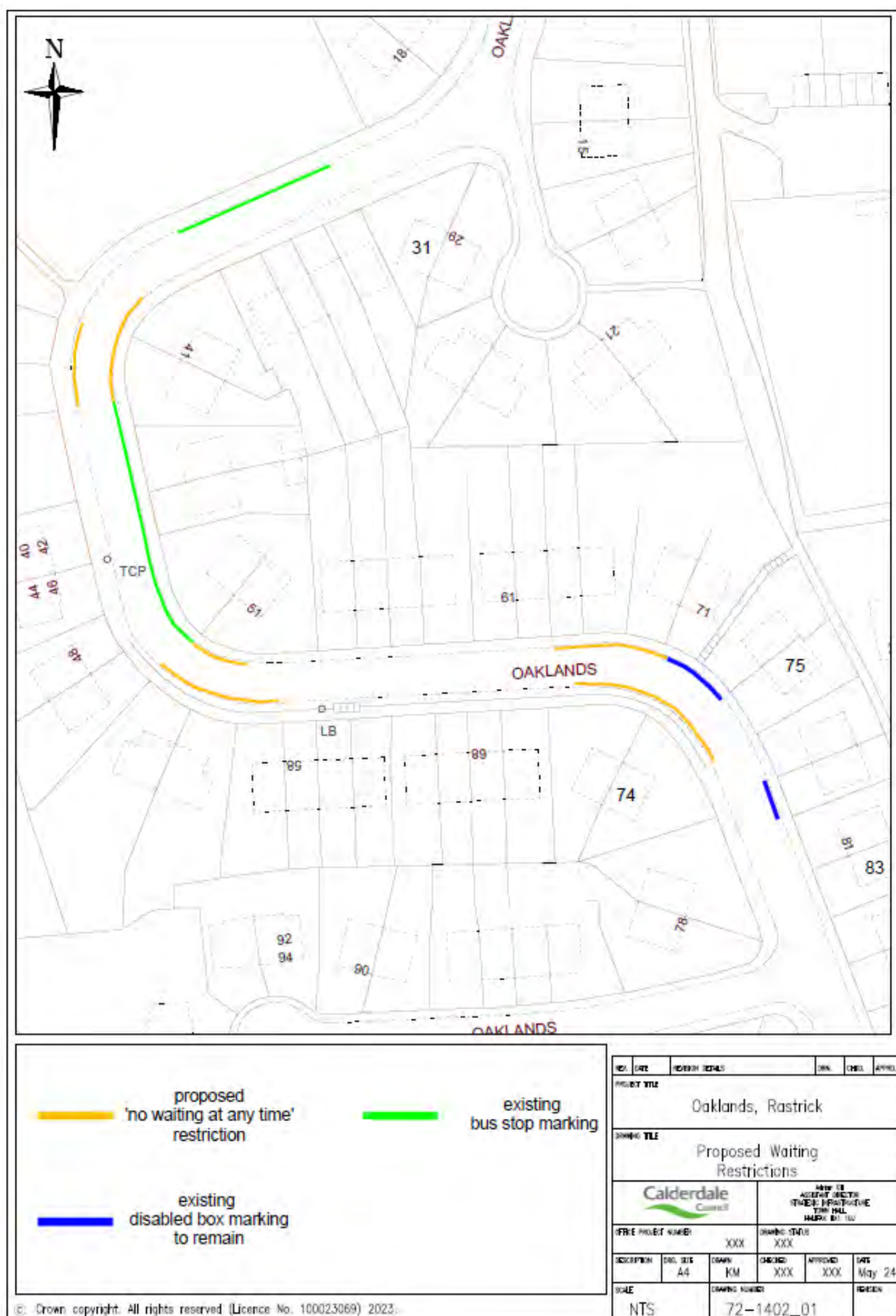


Figure 1

MINUTES OF TRO GOVERNING BODY MEETING – 29 January 2025 – 14.30 to 16.30

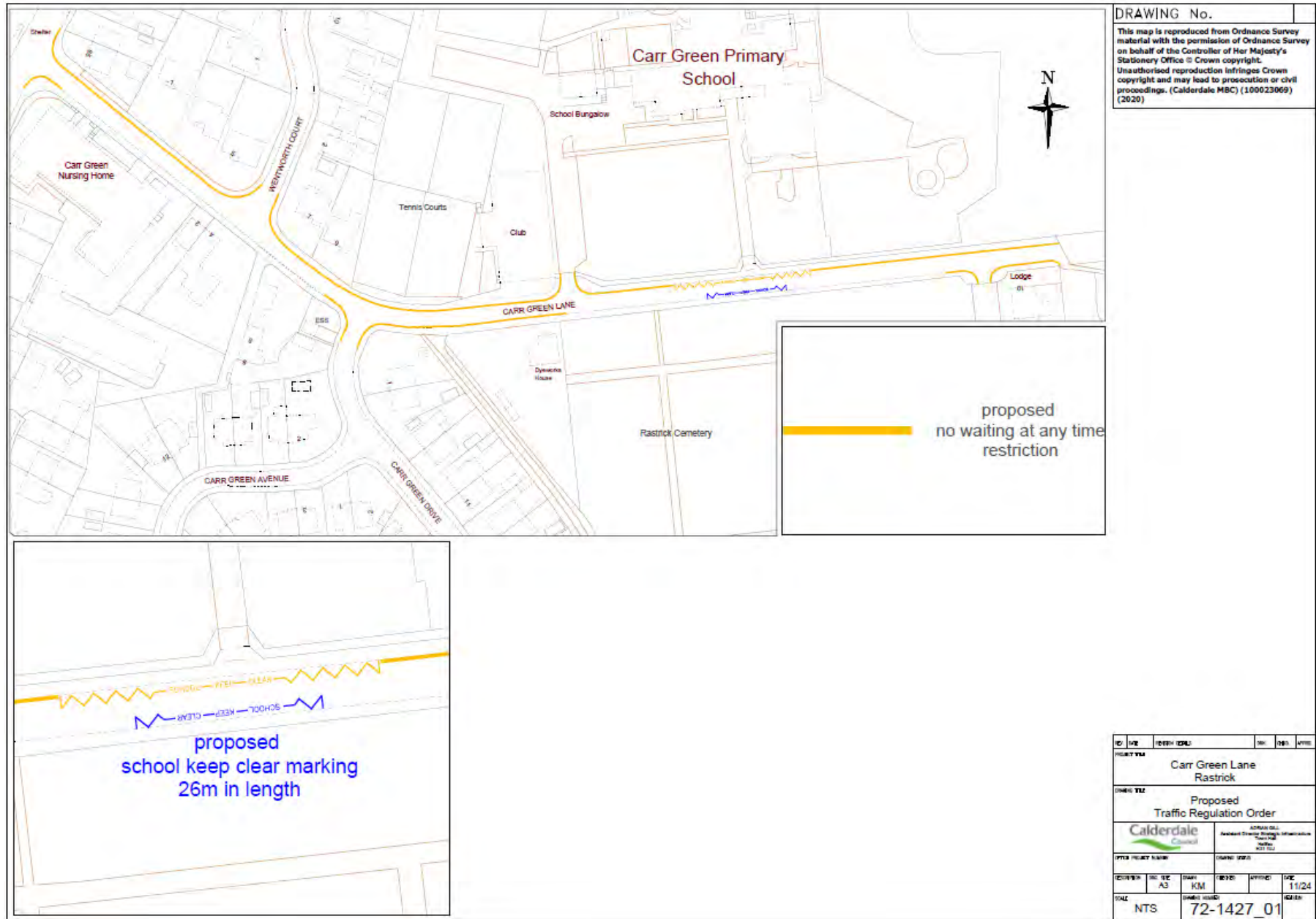


Figure 2

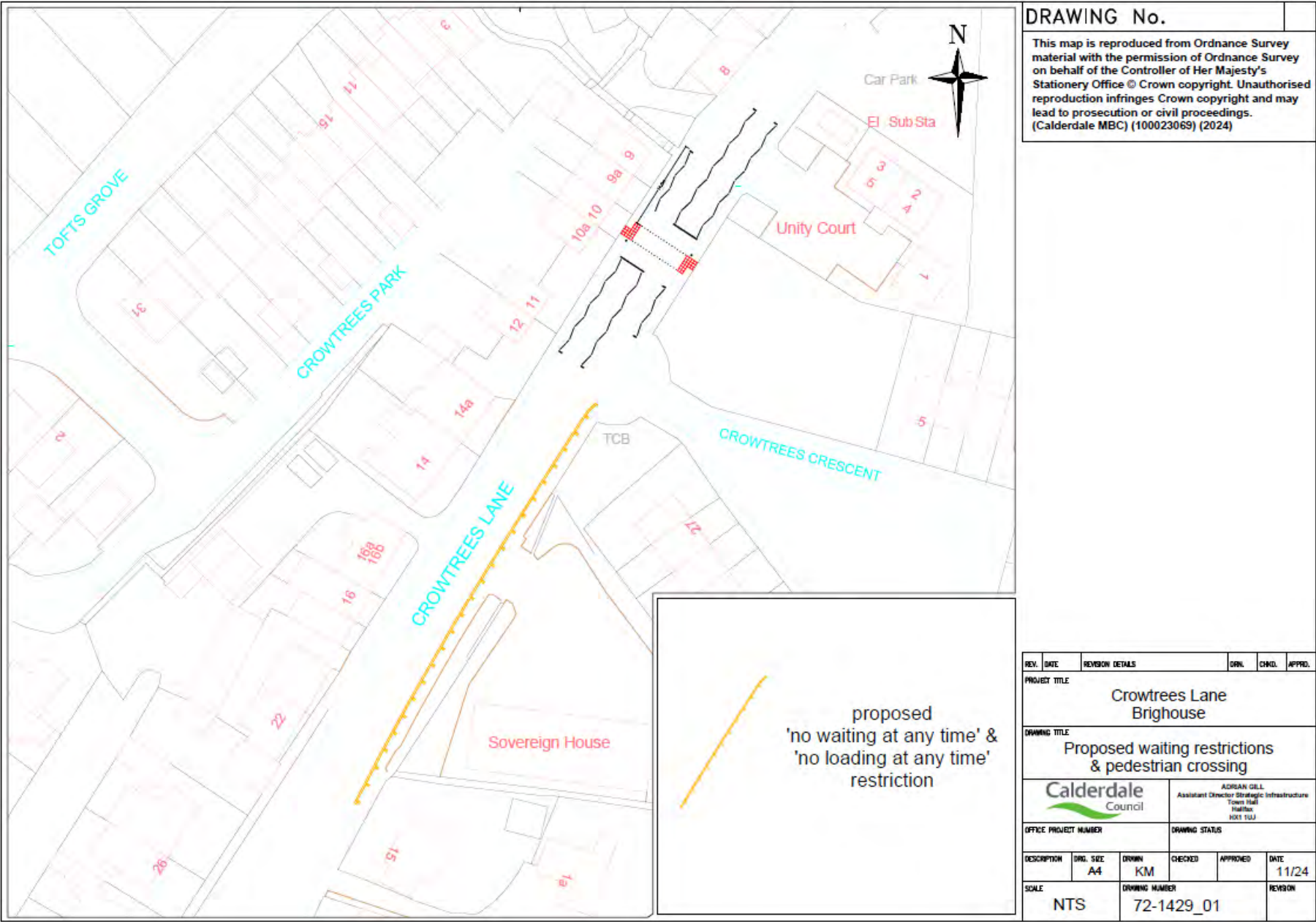


Figure 3

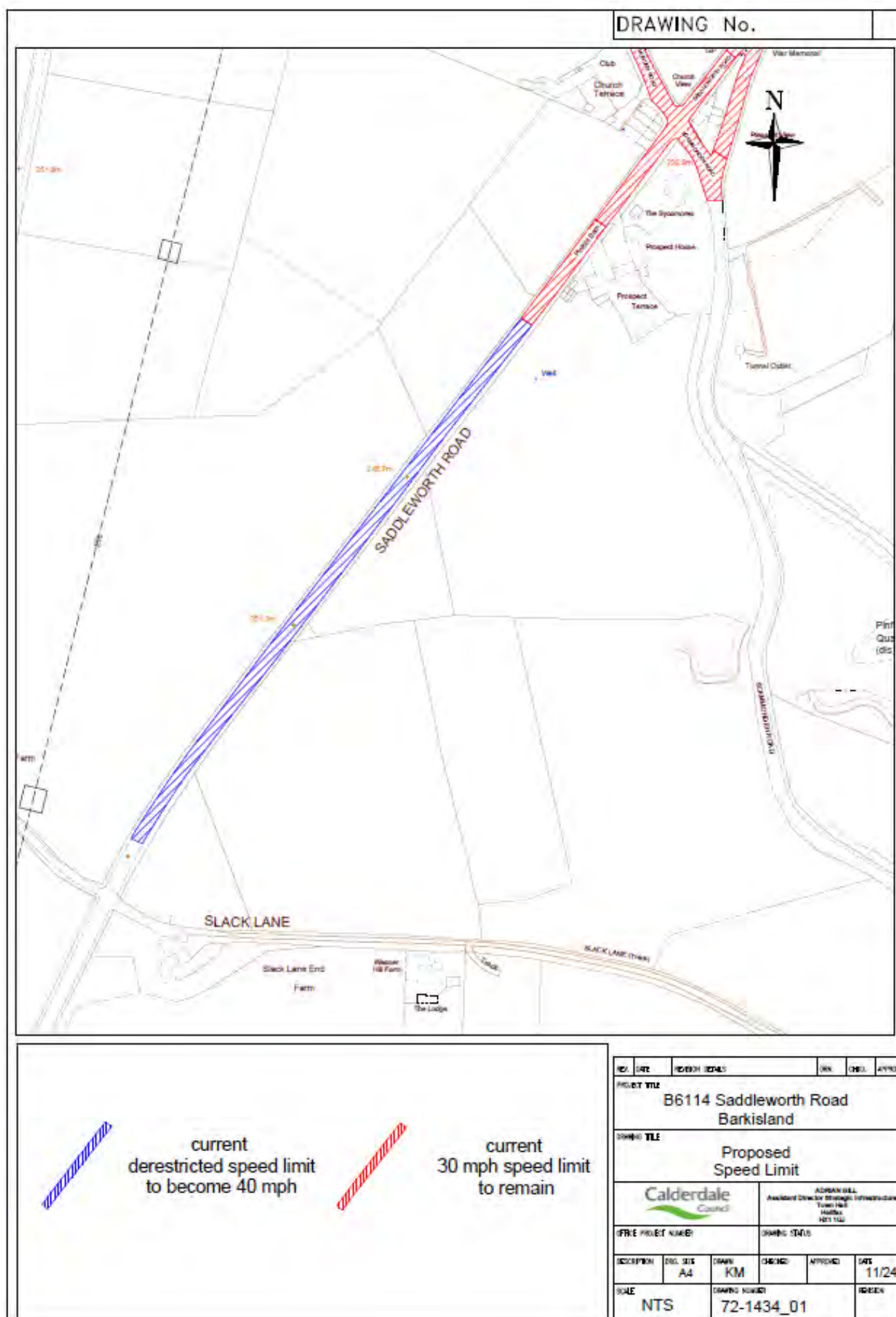


Figure 4

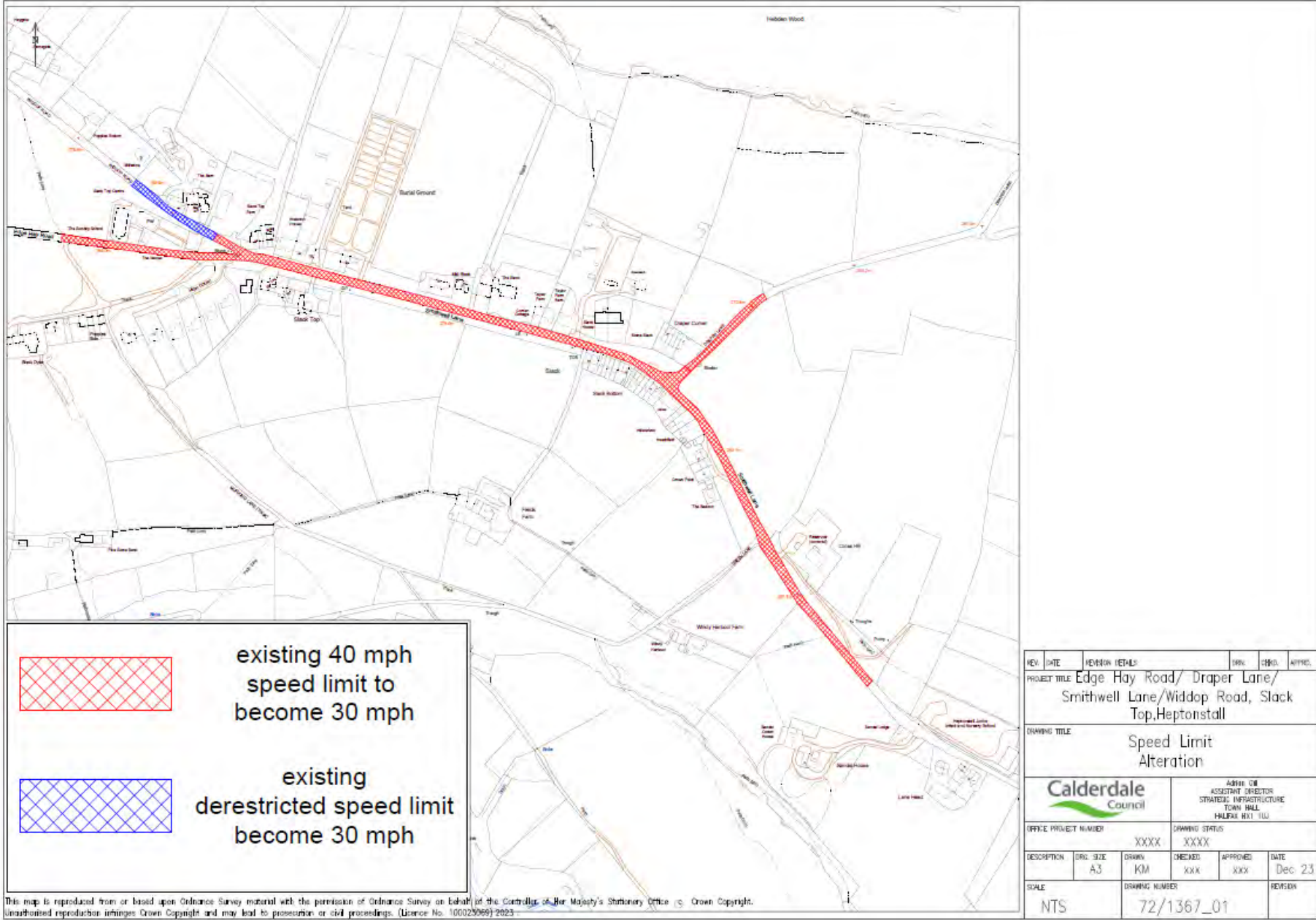


Figure 5