

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

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)
Assistant Programme Manager (for part of the meeting)	APMan

1. Apologies

None, therefore, the Traffic Regulation Order Governing Body (GB) meeting is quorate.

2. Matters arising

None.

3. Previous Minutes

TL(TE) reported that the minutes from the 26 March 2005 meeting are being finalised.

The minutes from the 26 Feb 2025 and 21 May 2025 meetings have been agreed and have been published [on the website](#).

4. Orders for Consideration

a) Portland Place/Prescott Street, Halifax (TRO)

This proposal was previously presented to the GB on 26 March 2025, following the completion of the informal consultation. At that meeting approval was given to proceed to the statutory consultation.

The statutory consultation (involved posting Notices on site, advertised in the newspaper, and entries on the website) commenced on 8 May 2025 and closed on 29 May 2025. Two comments/objections were received during this period (see [Appendix A](#)).

The GB discussed the proposals, and the objections.

CL(GSSC) asked whether the proposals had been subject to a Road Safety Audit. APMan confirmed that one had taken place, and this had not been raised as an issue.

APMan confirmed that all reasonable lining and signing measures will continue to be developed to discourage the left turn.

The GB voted on the proposals to determine whether the scheme should progress.

Outcome

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

b) Regent Street etc, Hebden Bridge (TRO)

These proposals were previously presented to the GB on 9 October 2024, following the completion of the informal consultation. At that meeting approval was given to proceed to the statutory consultation (minutes are available [here](#), item 3d)).

The statutory consultation (involved posting Notices on site, advertised in the newspaper, and entries on the website) took place between 10th April and 2nd May 2025.

No responses were received regarding Regent Street and Hangingroyd Lane, and one comment was received for Victoria Road, as summarised below.

As parking on the road is currently free, the area is subject to a high demand for longer stay parking, leaving the residents having to compete for spaces. The objection is that the proposal reduces the available spaces and further increases pressure on parking. The objector requests that a resident parking zone be introduced.

Whilst the parking difficulties can be acknowledged, the proposal only seeks to provide the same basic protection that drivers should already be applying (in line with rule 243 of the Highway Code) and so this proposal should not effectively reduce available parking. The request for resident parking restrictions will be logged but will need to be investigated further and consider other areas of the town too.

The GB discussed the proposals and voted on whether the scheme should progress.

Outcome

It was unanimously agreed (ADoSI, CL(DAM), CL(T) and CL(GSSC)) that the objections be overruled, and the TRO should be implemented as advertised.

The GB:

- (i) Approves the making and implementation of the Order as proposed and holds that the objections be overruled.
- (ii) That the objectors be informed

c) Rochdale Road, Greetland (TRO)

These proposals were previously presented to the GB on 9 October 2024, following the completion of the informal consultation in December 2023. At that meeting approval was given to proceed to the statutory consultation (minutes are available [here](#), item 4a)).

Principally, this introduces a length of 'no waiting at any time' restriction on the B6133 Rochdale Road at its junction with the new development known as Juniper Avenue. The restriction is required to maintain sight lines for vehicles leaving the new development.

It is also proposed to introduce a length of 'no waiting at any time' restriction on Juniper Avenue itself to prevent obstructive parking near the junction and maintain sight lines for vehicles entering.

The statutory consultation ran between 17th April and 9th May, and no responses were received.

As no objections were received to the statutory consultation, no decision is required by the GB, and so this is for information/record only.

5. Any other business

None

6. Date of Next Meeting

16 July 2025 at 14.30

Appendix A – Portland Place/Prescott Street (Formal Consultation)

	Comment received	Governing Body response
Objections (2 responses)		
1	<p>This is an unsafe proposal designed to correct a basic error in the original scheme. It is standard practice for Pelican crossings at junctions to require all traffic lights to be at red before the green crossing light is illuminated as this is the safest possible means of protecting pedestrians and motorists.</p> <p>If you decide to ban left turns there is absolutely no guarantee that this will be observed by all drivers and I believe that there is a real danger to pedestrians if they are allowed to cross Prescott Street when the lights are green on Portland Place. I am sure there are many motorists who regularly take this left turn and have done so for many years. The TRO will not guarantee that they will cease to do this.</p> <p>The best solution is to change the traffic lights to the standard operating process for light controlled crossings and limit the risk to pedestrians using this crossing.</p>	<ul style="list-style-type: none"> • The proposals are to design guidance. The reduction of red phases allows for greater traffic flows through the junction. • This restriction was erroneously missed on our last TRO consultation in March 2024, and we are correcting this with this TRO. • Although there is no way of physically preventing all drivers from making an illegal movement, the design will look to implement all reasonable measures to discourage in the form of lining and signing. To help with this we are also looking into the traffic light phasing.
2	<p>Could I initially enquire whether this is a genuine consultation as the road signage is already in place which hints decision already done ? If not why has there been considerable expenditure on signs if the matter is really under discussion?</p> <p>I would object strongly to the closure of the left turn from A629 into Prescott Street. The Prescott Street/ Clare Road is home to a thriving business community including solicitors, accountants, insurance, funeral home, garages and more all of whom contribute substantial business taxes and all rely on safe and efficient vehicle access for both customers and staff.</p> <p>Closing the A629 left turn will force vehicles wanting to access Prescott street onto a back street rat run on Coleridge Street (a cobbled narrow street) or via Clare Road from Horton Street.</p>	<ul style="list-style-type: none"> • Unfortunately, this consultation has taken place late, as it was erroneously missed on our last TRO consultation in March 2024, and we are correcting this with this update. • The proposals are to design guidance. The reduction of red phases allows for greater traffic flows through the junction. • We agree that the Prescott Street/Clare Road area is home to thriving business community. The design has been considered to understand the impact of the left ban on the wider network; we do not consider this to damage the business community due to other simple alternative routes available. • We would anticipate that road users accessing Clare Road from the Fountain Street area would use a route via Wards End - New Road -

Appendix A – Portland Place/Prescott Street (Formal Consultation)

	Comment received	Governing Body response
	<p>Clare Road is already congested due to parking with cars barely able to pass without encouraging further traffic.</p> <p>On a wider perspective, I would seriously question the planning process with regard to this junction as a whole. Previously the traffic lighted junction seemed to work well for both vehicles and pedestrians. Now after months of chaos and presumably major expense, we find that the improved (?) junction cannot accommodate pedestrians without a major left turn closure, damaging the business community. Equally the loss of 2 outbound lanes and continuing to allow right turn into Prescott street blocks outbound traffic causing congestion back to town centre. To cap this chaos, the new tarmac laid by the former swimming baths has already been dug up barely before it has set. To sum up, huge amounts of taxpayers money has been spent to change a working junction to one which now has problems.</p>	<p>Clare Road (as existing). Users wishing to access other areas or passing through, would use Wards End - New Road - Union Street.</p>