

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: COLNE AND DISTRICT COMMITTEE

DATE: 9 MARCH 2017

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GREENFIELD ROAD, COLNE

PURPOSE OF REPORT

To update members on the situation regarding speeding on Greenfield Road and to advise about the costs for proposed traffic calming measures.

RECOMMENDATIONS

- (1) That the report be noted.
- (2) That members note the cost of traffic calming measures on Greenfield Road and decide whether or not to fund the works from the CDC Capital Programme 2017/18.

REASON FOR RECOMMENDATIONS

To prevent speeding on Greenfield Road and deter it being used as a rat-run.

ISSUE

Background

1. Improvements to the Whitewalls Drive end of Greenfield Road were carried out a number of years ago as part of a planning gain. The planning gain was for an access route to public open space situated to the right of Greenfield Road (from Whitewalls Drive). This had the backing of all the residents in the houses 90–100 Greenfield Road.
2. The intention at the time was to include resurfacing the road past numbers 103–118 but due to objections received from some residents at this stretch of Greenfield Road this was not possible because the Council required 100 per cent approval from residents in order to do works to an unadopted road.
3. The Pendle Cycle Way was put in over Greenfield Road and included only for signage and access points.

4. There was a misunderstanding that the improved road surface was done as part of the cycle way which is only a permissive cycle way and is not officially designated.
5. In 2014 following enquiries by residents about the condition of the road it was established that, although unadopted, the road is actually owned by Pendle Council. The whole site belonged to Pendle Council Estates but parts were sold off to residents to create gardens. Unusually, the road remained in Council ownership.
6. Pendle Council could, therefore, improve this stretch of Greenfield Road without permissions from residents.
7. The road was resurfaced in March 2015 with Central Capital funding of £14,500 agreed by the Executive in October 2014 following a referral from Colne and District Committee. The actual cost was £13,863.

Current Position

8. The original plans for the road improvements included traffic calming measures because some residents were concerned that by improving the road more people would use it as a rat-run.
9. In addition, there is a "Prohibition of Driving" order on Greenfield Road since November 2003. This means that no person, except for access or upon the direction of/or with the permission of the police, is permitted to drive on Greenfield Road from its junction with Whitewalls Drive to its junction with Colne Road. Traffic signs are in place at either end of Greenfield Road showing this prohibition (see attached plan at Appendix 1). These signs are clearly not being adhered to.
10. There was no money to include the proposed traffic calming measures at the time the resurfacing was carried out in 2015.
11. We recently received complaints from residents of 109 Greenfield Road, backed by other residents of Greenfield Road, stating that people now speed along Greenfield Road since the road resurfacing.
12. The situation has worsened since the works to Junction 13 started, with people using Greenfield Road as a rat-run to avoid waiting at the road works' traffic lights and the number of cars now using this road has increased substantially.
13. Taxis have also started to use Greenfield Road at night causing more disturbances for the residents.
14. We now propose to install the original traffic calming measures which we could not afford when we did the resurfacing work.
15. The existing road humps on Greenfield Road leading off Whitewalls Drive and past numbers 90–100 also need some attention as they have worn away.

Estimated Cost

16. The cost to install new bitmac road humps from the entrance onto Greenfield Road off Colne Road up to numbers 103–118 is £1,187.17 and to reinstate the humps from the stretch past numbers 90–100 leading up to Whitewalls Drive is £2,100. The total estimated cost including preliminaries and contingencies is therefore £3,775.65.

17. However, residents of 109 felt that the existing road humps were not effective and so we could look into alternative traffic calming measures, such as narrower humps similar to the ones on the towpath past Barrowford Locks, but at more regular intervals, if members wish.

IMPLICATIONS

Policy: The land belongs to Pendle Council and therefore the Council can do the works without residents' permissions, although it has no obligation to do so legally.

Financial: There is no funding available for the road humps and the full amount would need to be funded from Colne and District Committee if approved. There are insufficient funds available in the capital programme for 2016/17 and should this would have to be considered for 2017/18.

Legal: The cycle route over Greenfield Road is only permissive and not an officially designated cycle route, so LCC has no responsibility for maintenance. Although Pendle Council has no legal responsibility for upgrading the road/cycle path we are interested in keeping the route maintained for cycle use. The Council's Environmental Action Group (EAG) currently maintains this stretch of Greenfield Road for cycle use on a quarterly basis.

Risk Management: If the scheme is approved and work is carried out, then there is no legal obligation for Pendle Council to maintain the road in the future.

Health and Safety: None arising directly from the report.

Sustainability: None arising directly from the report

Community Safety: None arising directly from the report.

Equality and Diversity: None arising directly from the report.

APPENDICES

Appendix 1: Scheme drawing.

Appendix 2: Estimated costs.


LIST OF BACKGROUND PAPERS



Report to Colne and District Committee dated October 2014

Appendix 1



KEY:

- Existing Road Hump
- Proposed Road Hump
- Existing Signage


Existing 'no through road' signage 

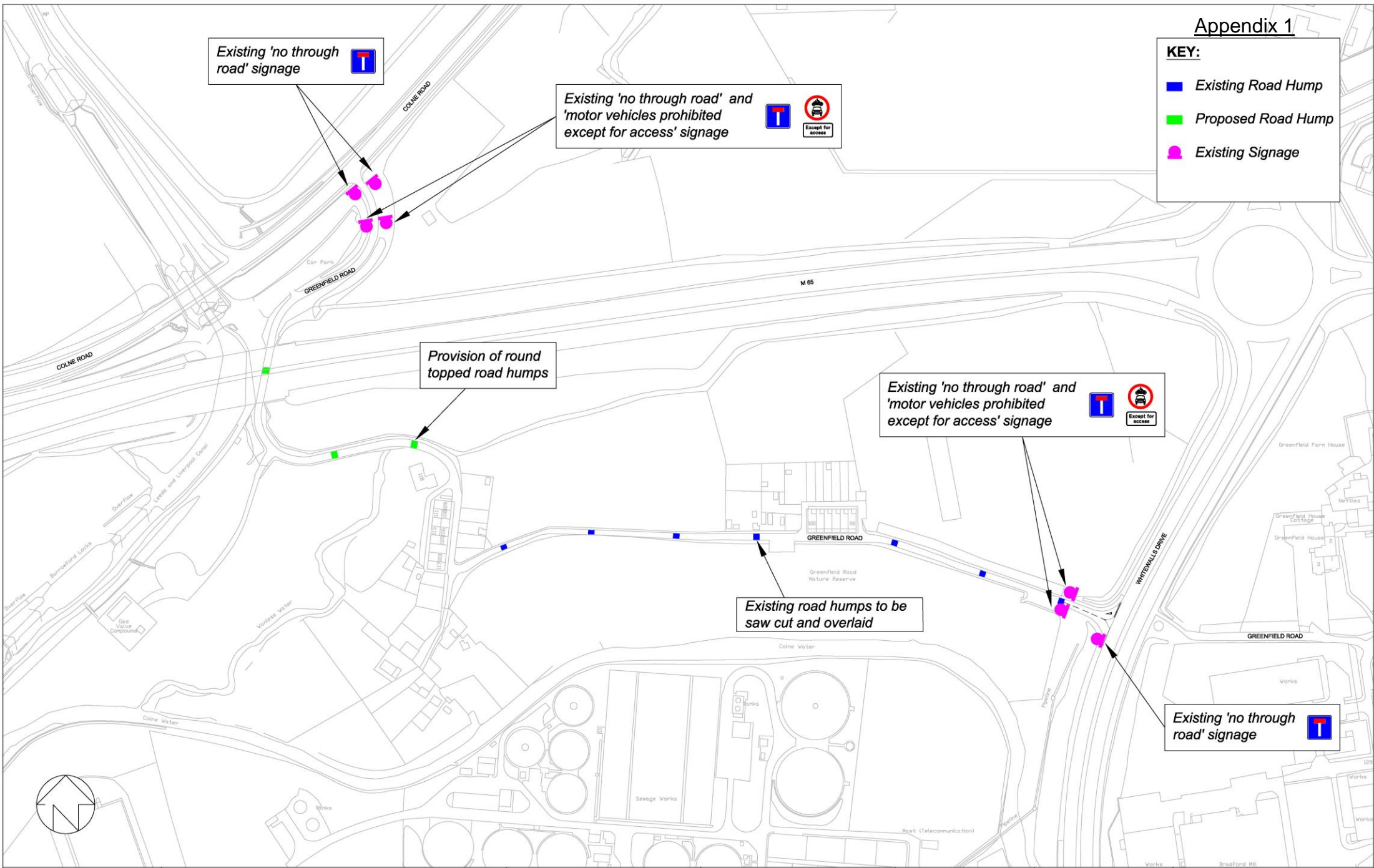
Existing 'no through road' and 'motor vehicles prohibited except for access' signage  

Provision of round topped road humps

Existing 'no through road' and 'motor vehicles prohibited except for access' signage  

Existing road humps to be saw cut and overlaid

Existing 'no through road' signage 



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PROJECT:
 Greenfield Road,
 Colne

DESCRIPTION:
 Proposed Traffic Calming

DRAWN BY: TW
FILE REF: /

CHECKED: ScW
SCALE: 1 : 100

DATE: February 2017
DRAWING NUMBER: E0308D / 1



ESTIMATE
GREENFIELD RD, COLNE - TRAFFIC CALMING

ITEM	UNIT	QTY	RATE	TOTAL
<u>Road Humps</u>				
Excavate 200mm wide, 75mm deep chase to contain macadam road hump, cart away and dispose including all saw cutting.	m	47	1.89	88.83
Clean off existing carriageway surface and apply bitumen emulsion.	m ²	46	1.50	69.00
Provide 55mm depth of 20mm dense bitumen macadam topped by,	m ²	46	13.47	619.62
20mm depth of 6mm dense bitumen macadam to provide finished cross section	m ²	46	8.82	405.72
				1,183.17
<u>Existing Road Humps</u>				
Saw cut and overlay existing road humps with bitmac	item	7	300.00	2,100.00
				2,100.00
				TOTAL 3,283.17
<u>PRELIMINARIES & CONTINGENCIES</u>				
			5% PRELIMINARIES	164.16
			10% CONTINGENCIES	328.32
			GRAND TOTAL	3,775.65