

**Traffic Liaison Meeting
Pendle
Heasandford Depot, Burnley, on
Thursday 22 June 2017**

Present:

Peter Bell (PB).....	LCC
Janet Simpson (JS).....	LCC
Simon Bucknell (SB).....	LCC
Harvey Danson.....	LCC
Tracy Price.....	LCC
Kathryn Hartley.....	LCC
Kelly Holt.....	LCC
Gary Makin (GM).....	Lancashire Constabulary
Scott Whalley (SW).....	Pendle Borough Council
Sandra Farnell (SF).....	Pendle Borough Council

Apologies: None

1. Minutes of last meeting

Trawden 20mph – SW asked if there were any updates from LCC with regard to the introduction of 20mph in the Hollin Hall area of Trawden. SW advised that Pendle had carried out some speed counts. SW would send the data to SB. We then discussed if the option for Pendle and LCC working in partnership if Pendle could fund the speed limit change. SB agreed that this was similar to what we had done in the Whitefield area of Nelson and could be considered. This item would be referred back to the TLM once SB had viewed the data.

2. TRO Proposals/Requests - None

3. Moving Orders – None

4. Speeding Issues

a) Valley Road, Barnoldswick – traffic speeds. This refers to the land adjacent to Silentnight car park which links Wellhouse Road to Rainhall Road. West Craven Committee had asked if it was possible to install a chicane in the area. SB advised that there were no accidents logged in the area. It was agreed that LCC would carry out a traffic count and also check on site to check if there were sufficient repeater signs. SW added that as there was a lot of industrial traffic using this route physical traffic calming measure would not be suitable.

b) Hallam Road/Townhouse Road junction Nelson – Traffic speeds/poor driver behaviour. SB advised that there were no collisions on record, but that this area was historically known for anti-social driving behaviour. LCC advised that they would look at additional lining when the area was re-surfaced. Pendle suggested that they would confirm strength of feeling locally for additional measures, with the potential for funding being provided by Pendle. And report back to the TLM with proposals.

c) Borrowdale Drive, Reedley – Excessive traffic speeds. SB advised the group that this route was used as a short cut from Pendle to Burnley to avoid congestion issues on the main road. There are no collisions recorded in the last 5 years. There is, however, a historical accident recorded with a car colliding into a private residence. At that time traffic calming measures were introduced on Borrowdale Drive and in particular around the area of the historical collision. SPiD's are regularly deployed in the area, and Brierfield and Reedley Committee have recently purchased an additional SPiD which can be used in conjunction with LCC's timetable. It was agreed that due to there being no record of any further collisions in the last 5 years and the already significant amount of traffic calming in the area the deployment of the SPiD was satisfactory and no additional action was required.

5. **Parking Issues –**

a) Knotts Lane, Colne – Parking outside Premier Shop. SB advised of a complaint with long stay parking outside the commercial premises on Knotts Lane. This resulted in double parking from shoppers using the Premier Shop on Knotts Lane. It was agreed that an advisory bay should be lined outside the shop and that this should be monitored prior to a limited waiting order being put in place.

b) Charles Street jcn. Scotland Rd Nelson – parking near junction. Pendle BC's Environmental Services Manager had advised of a problem with large vehicles exiting Charles Street onto Scotland Road due to vehicles parked at the junction. SB advised that the official TRO doesn't reflect what is currently on site. It was agreed to increase the double yellows at the junction to protect the junction and to reflect the official TRO.

6. **Road Layout Amendments/Requests**

a) Netherfield Road, Nelson – request for crossing facility at Netherfield Gardens. SB advised of a request from Nelson Area Committee for a crossing near to the One Stop shop. He added that there were no records of any accidents in the area and that there was already a zebra crossing at the bottom of Netherfield Road, and one further up. The group agreed that there was insufficient demand for a crossing in this area and that no further action should be taken.

b) Market Street, Colne – Request to upgrade zebra o/s Market hall to a Puffin. SB advised that he has met with Transdev. They felt that the crossing was causing congestion issues at peak times. The group agreed that upgrading this to a puffin would only increase the congestion. It was also agreed that the present slow moving traffic was a better scenario for the large amount of pedestrian activity in the town centre and mirrored the 20mph speed limit. It was agreed that no further action should be taken.

c) Market Street, Nelson – no entry sign/excessive speed. Both Pendle and LCC have received reports of traffic speeding and entering the No Entry side of Ellen Street Nelson (left hand side of pedestrian area off Market Street). SW advised that Pendle were looking at a lockable bollard to stop vehicle travelling from the corner of Althams towards Ellen Street. PB suggested no left turn signs on the back of the No Entry signs at the junction of Ellen Street and marking NO ENTRY on the ground into Ellen Street. The group agreed to go ahead with this suggestion.

d) Greenfield Road, Colne – Measures to re-enforce vehicle prohibition. The group were asked to look at measures from the Whitewalls Drive section through to Barrowford Road. The problems seem to have escalated since traffic has been using this as a short cut to avoid the recent Jcn. 13 improvement delays. SW advised that residents had been consulted on re-introducing the lockable gate at the Whitewalls Drive end. It was agreed that Pendle would continue to look at “beefing” up the current traffic calming measures. It was noted that at some time in the future it may be possible to introduce an automatic gate from Boundary Mill section 106 money. GM asked that it be noted that the vehicle prohibition in the area was self-enforceable and would not be monitored by the Police.

7. **Public Transport - None**

8. **AOB**

a) New LCC Administration & Cabinet member for Highways and Transport. SB advised the group that Keith Iddon was the new Cabinet member for Highways and Transport and would be supported by Andrew Snowden.

b) Blacko Barr Road, Roughlee Primary School – Reinstate school entrance marking. SB advised that the line markings outside the school needed reviewing. After a discussion it was agreed that all current TRO's should be revoked and that new lining should be introduced. SB agreed to bring a revised plan to a future meeting.

c) Strategy Group delivery issues. SB advised of a complaint with regard to deliveries to Strategy on the Lomeshaye Industrial Estate being wrongly directed to other businesses. It was agreed that Pendle would look at street nameplates for Churchill Way at the entrance to the Industrial Estate and that

the matter would be referred to the Economic Development department for a review of signage as a whole on the industrial estate.

d) Junction 13. SB advised the group that he would be attending a site visit this afternoon to discuss the current lane markings/signage. It was agreed that the main issues was coming from Nelson into Barrowford. The current lane markings are not feeding correctly with traffic having to sweep across 2 lanes. SB suggested that Barrowford traffic should be directed to the nearside lane.

e) Barnoldswick Signing Strategy. SB advised that works to erect the new signage in the Barnoldswick area has started & would be completed in the next 3 to 4 weeks.

f) Albert Street, Nelson – One-Way only. SF advised the group of a petition from residents of Albert Street, Nelson for the proposed introduction of resident's only parking, which also included a request for one-way traffic on Albert Street Nelson. The group advised that previous requests had been made and refused.

The group discussed the traffic in this area of Nelson and agreed that that we would be unable to support the need for a one way restriction as they can create road safety issues due to increased traffic speeds and limits permeability. It was agreed that the road markings on Manchester Road at the junction with Albert Street be re-lined to re-enforce the correct traffic flow and improve driver behaviour in this vicinity.

9. Date of Next Meeting

Thurs 19th October 2017