

**Pendle Traffic Liaison Meeting
Monday 25th November 2024 at 10:00
Virtual – Microsoft Teams**

Minutes

In Attendance:

Mark Whittle (chair)	Lancashire County Council
Matthew Hargreaves	Lancashire County Council
Usman Ahmed	Lancashire County Council
Kelly Holt	Lancashire County Council
Janet Simpson	Lancashire County Council
Maggie Isherwood	Lancashire County Council
Claire Garfield-Lane	Lancashire County Council
Karen McAuley	Lancashire County Council
Gary Makin	Lancashire Constabulary
Scott Whalley	Pendle Borough Council

- 1. Apologies –** No apologies.
- 2. Agreement of previous minutes –** No Comments
- 3. Progression on points raised -** Discussed ongoing TROs and SLOs. CGL to let Traffic Team know when next Countywide Orders are ready to formally advertise.
- 4. Current TROs and SLOs**

Location	Town	Measures	Current Situation
Colne Road	Earby	Loading bay / NWAAT	Works complete – awaiting sealing
Wenning Street	Nelson	NW / NWAAT	Works complete – awaiting sealing
Skipton Road	Colne	NWAAT & Bus Clearway	Works complete – awaiting sealing
Skipton New Road	Foulridge	NLAAT / Loading bay / LW	Works complete – awaiting sealing
Halstead Lane / Gisburn Road	Barrowford	Confirmation of what is on site / change to the Taxi Rank Restrictions	No works required – awaiting sealing
Massey Street	Brierfield	Existing NWAAT (confirmation only)	No works required – awaiting sealing
Halstead Lane	Barrowford	Existing NWAAT (confirmation only)	No works required – awaiting sealing
Hacking Street	Nelson	Extension of NW	Works complete – awaiting sealing
Norfolk Street	Nelson	SKC outside Al Ikhlāas School	Works complete – awaiting sealing
Gisburn Road	Barrowford	NWAAT	Works complete – awaiting sealing
Carr Road Canal Bridge	Nelson	NWAAT	Works complete – awaiting sealing

Location	Town	Measures	Current Situation
Bradley Road East	Nelson	Limited Waiting Bay outside nursery	Formal consultation completed – awaiting cabinet report/decision
Oxford Road & Hollins Road	Nelson	Existing SKC	Formal consultation completed – awaiting cabinet report/decision
Walton Lane	Nelson	Bus stop clearway	Proposed restrictions to be reviewed
Victoria Road	<u>Earby</u>	Proposed PoD Gable of 7 Victoria Road, Earby	Formal consultation completed, no objections – awaiting sealing
<u>Alkincoats Road</u>	Colne	NWAAT	Informal Consultation to commence & discussion re dropped crossing
Gisburn Road	Barnoldswick	New Bus Stop Markings	Included in next countywide parking order, awaiting formal consultation dates
Wheatley Lane Road (331 to 359)	Fence	New NWAAT	Included in next countywide parking order, awaiting formal consultation dates
Bridge Street	Colne	New NW Mon-Sat 8am-6pm	Informal consultation <u>completed</u> , objections received
Commercial Road	Nelson	New NWAAT	Informal consultation underway
Charles Street	Nelson	New NWAAT	Informal consultation underway

5. Parking Concerns / Requests for Restrictions

5.1. Stansfield Street, Nelson – Revoked DPB to become Loading Bay.

Request from CC for the disabled bay on Stansfield Street (currently being revoked) to become a loading bay for the nearby businesses. Matthew Hargreaves suggested possibly putting a time limit on the loading bay for the deliveries to unload safely. Scott Whalley raised a point that there is no justification for the loading bay to be inserted as loading/unloading can be done on the main road, where loading is permitted on the existing double yellow lines. Gary Makin and Karen McAuley also agreed to this point. All in attendance agreed that LCC should not proceed with proposing a loading bay at this location at this time.

5.2. Church Street, Barrowford – RP Request.

Request for residents parking scheme on Church Street, Barrowford. Maggie Isherwood has previously refused the enquiry about resident parking on Church Street as it does not meet the requirements of the policy. It is known that Church Street is a popular parking location on all days and at all times. Another concern raised was the speeding of vehicles and suggested implementing parking restrictions such as double yellow lines on either side of the highway creating staggered restricted parking areas and passing places for vehicles. All in attendance agreed that LCC should not proceed with the resident parking request.

5.3. Trawden NWAAT.

Parking restrictions requested by Trawden Parish Council to improve vehicle movements. A point had been made that this had been discussed at previous meetings. Matthew Hargreaves advised that the proposed restrictions have been designed to keep the restrictions to a minimum. Janet Simson raised a point that the land opposite the junction with Floats Mill has a planning application for a new development. Scott Whalley raised a point by implementing this proposal, it would accommodate vehicular movements more efficiently as the area is known for poor parking. Scott also suggested there should be approximately 8-10 parking bays to accommodate residents in the area. Janet Simpson raised a point if there has been any communication with the bus services with a reply from Scott Whalley suggesting due to regular traffic jams on Church Street, with the removal of parked vehicles on the corners of the highway will improve visibility for busses, large vehicles, and pedestrians as there is a nearby nursery. Matthew Hargreaves suggested this will be discussed with the Parish Council first and if no issues occur, LCC will proceed with an informal consultation. All in attendance agreed that LCC should proceed with the parking restrictions and go through with a consultation.

5.4. Station Road, Barnoldswick – Parking restrictions.

Request for changes to parking restrictions following bus which received a Penalty Charge Notice for parking in the bus stop for too long. This is due to the bus stop being marked and signed as a bus stop, not a bus stand. This location may be ideal for a

bus stand for bus drivers to stop there longer than 10 minutes to utilise the nearby facilities, where there is currently no provision for buses to stop for this. A proposal for the first 12 metres of the existing bus stop to be made into a bus stand was presented and discussed. All in attendance agreed that LCC should proceed with the idea of implementing a bus stand as proposed.

Mark Whittle asked Scott Whalley of any information about the Disabled Parking Bay outside the Civic Hall as it has a TRO on where we would look to revoke the TRO and remove the bay as there are 2 disabled bays in the car park. Scott Whalley suggested the gradient of the car park may not have been accessible for users, therefore a bay was provided outside the Civic Hall. Scott also raised a point that the bay does not be regularly utilised therefore, maybe look to remove. Matthew Hargreaves raised a point because of the yellow lines being singular, anyone can park on them after 6pm. Another point made by Matthew was to amend the single yellow as it goes through the disabled bay. Scott Whalley confirmed there are events that do take place in Civic Hall in the day and evenings but could also confirm with Councillor Whipp if the bay is needed. All in attendance agreed that LCC should proceed with the parking restrictions and go through with a consultation.

5.5. Earby Road, Salterforth – Follow up.

Repeat reports of vehicles parking between Sykes Close and the blind bend before Klondike Hill. Residents report that vehicles parked on the north side result in eastbound vehicles being on the wrong side of the road when approaching the bend, resulting in westbound vehicles occasionally leaving the carriageway and colliding with property. There are yellow-backed warning signs present on both approaches which indicate the presence of the bend and pedestrians in the carriageway due to the lack of footways around the bend. Request is for double yellow lines to be provided on both sides between the bend and Sykes Close.

This proposal has been brought up again in this meeting to discuss the objections from the consultation. Mark Whittle stated in the consultation, residents in the local area wish to extend the parking restrictions. Gary Makin raised a point asking about any speeding concerns in the consultation as there have been some concerns on the south side of the lines from the corner and a concern was by adding parking restrictions, this could possibly increase speeds. All in attendance agreed that LCC should proceed with adding 20m of parking restrictions on both sides and conduct a second informal consultation.

6. Speed / Traffic Concerns

6.1. Hargreaves Street, Nelson – One Way.

Petition received from residents of Hargreaves Street requesting the top half of the street should be made one-way to relieve congestion at busy times. Janet Simpson raised a point that there is a cash and carry on Every Street with the concern of large vans loading/unloading. Scott Whalley raising a concern that there are problems

across Manchester Road and does not approve because by diverting traffic up another street, this would move the problems the next street. Matthew Hargreaves raised a point if Hargreaves Street was changing could this then cause an issue with the surrounding streets in the area. All in attendance agreed that LCC should not proceed with the one-way system.

6.2. Lancashire Moor Road, Trawden.

There are concerns of road safety on Lancashire Moor Road, Trawden. There is however a signs improvement scheme in progress for the bend at Coombe Hill Cross. The main issue is vehicles travelling from the east to the west have high speeds. On site, there is one chevron sign and to improve visibility when approaching the bend, another sign alongside road markings could be provided. A site visit has been completed and confirmed that there is a dip in the road approaching the bend that catches the undertray of cars. Therefore, by also providing a new 'uneven road' sign alongside a new adverse camber sign on the approach from west to east will make people more aware when on approach. Gary Makin raised a concern approaching the east side, there has been two collisions within the past six months and asked for chevrons to be provided from the east side. Karen McAuley supports Gary on providing the signs on the east side. Mark Whittle raised a concern about the previous three collisions showing head on by the bend. Gary Makin suggested to view a copy of the plan. All in attendance agreed that LCC should proceed with providing additional chevron signs on the approach from east to west.

6.3. Trawden 20mph – Request for new 20mph scheme throughout Trawden.

Scott Whalley raised a point that residents in the local area have been to the parish council to introduce a request for a new 20mph scheme throughout of Trawden. The parish council are in support of this scheme but need to find the funding to move forward. LCC will pay towards the TROs, but it is up to the residents to petition to the councillors to move this scheme forward. Karen McAuley raised a concern on who would be paying for the 20mph signs and what speed data do we have within Trawden. Reply from Scott Whalley, the total cost would be 12k and an example of speed data being the 85th percentile just on Hollin Hall is between 24-25 mph. Gary Makin agrees with Karen McAuley suggesting that there is not enough data to justify the change in speed limit. Another point raised was that this could possibly cause problems in the future such as when a residents complaining that vehicles are travelling faster than 20mph and demand enforcement. Scott Whalley raised a point that there are major speeding concerns in the area, not enough footways, and a lot of 'rat running'. The 85th percentile speed for Church Street is reported to be well above 30mph. Gary Makin and Karen McAuley suggested that gaining data from all streets and areas would be more valuable to proceed with. Karen McAuley raised a point that in previous meeting with herself and the police, they regret providing 20mph zones because they simply cannot keep up with the complaints from the residents. Matthew Hargreaves suggested that Church Street does consist of double-parked vehicles and would think this would result in vehicles lowering their speeds however, there is a concern on a

section of Skipton Road due to its long and straight nature but again requires more data in order to proceed. Karen McAuley insisted on a copy of the plan. All in attendance agreed that Scott Whalley would gather more evidence and data on the area and come back to see what could be realistically considered.

6.4. Greenhead Lane, Fence, Burnley – Traffic Calming.

There has been a request for traffic calming measures along Greenhead Lane between Fence and Burnley. A traffic count shows that in some areas from the 5th of October 2021, the 85th percentile is 40mph northbound and 39mph southbound. Gary Makin raised a point that this scenario is not different from any other rural road even though a fatal has occurred on this part of the highway. Karen McAuley suggested that this site does not currently meet current policy requirements for introducing any measures but will add it on to the list to see if any changes do occur in the future. Kelly Holt also raised a point that the 85th percentile is 41-43mph at the north end, closer to the junction with Barrowford Road. All in attendance agreed that LCC should not proceed with the traffic calming measures.

6.5. Meadow Bank Road and Swaine Street, Nelson – Request for One way System.

There is a request for a one-way system on Meadow Bank Road and half of Swaine Street. There has been increased vehicle movements due to the mosque and how they are using the rear entrance for vehicles. Mark Whittle also raised a concern on the faded junction lines on the top of Swaine Street. Kelly Holt raised a point that we would have to look back on previous meetings to see what was discussed at the time. Karen McAuley raised a concern that there are parking issues, and this can result in difficulty for moving traffic. Mark Whittle suggested conducting more site visits to get a clear picture on the situation. All in attendance agreed that LCC should not proceed with the one-way system.

7. Developments

7.1.

Kelly Holt raised a concern that refuse wagons come down onto Fleet Street and the idea is to open access on Charles Street. Fleet Street do have speed humps so any large vehicles travelling over them will create a lot of noise and vibrations. This would need to be discussed with David Walker from Pendle Borough Council as Fleet Street is heavily parked. Most vehicles go down Fleet Street, but some do use Charles Street to then proceed onto Scotland Road.

8. Pendle Borough Council items

8.1. Nothing further from Scott.

9. Police – nothing to report.

- 9.1. Fatality on the highway on Saturday afternoon on Cockhill Lane, Foulridge, at Noyna Ford. An elderly couple attempted to drive through the ford, however when entered, the water level was too high and swept the car downstream where it came to rest at the foot bridge. The husband got out the vehicle and sadly drowned. Although this is not being treated as a fatal collision, a death occurred on the highway therefore this may require a site visit.

10. LCCHQ

10.1. Accessible Nelson.

The consultation has been sent out and ends on the 29.11.24. The TROs are for a list of things for example: parallel crossings, zebra crossings, limited waiting bays etc within area 5.

Nothing from Maggie.

Nothing from Richard.

Nothing from Karen

11. Any Other Business

11.1. River Way, Barrowford – Historic Disabled Parking Bay.

On River Way, there is a TRO for a disabled parking bay on the wrong side of the road. LCC would like to keep the bay for users of the community that visit the local shops. We would then look to amend the TRO so that it matches the bay on site and can be enforced. All in attendance agreed that LCC should proceed to formal consultation.

11.2. Fern Street, Colne – Historic Disabled Parking Bay.

The resident for this disabled parking bay did not meet our criteria and we found there is a TRO present for the bay on Fern Street. There were multiple issues raised from the applicant and family but by following policy we would look to revoke the TRO for the disabled parking bay and remove the white lines. Karen McAuley raised a point to follow the criteria. All in attendance agreed that LCC should proceed with a formal consultation to remove the TRO.

11.3. New Lines & Signs Work Review.

There is a review on the budget for the lines and signs works. The new signs and lines that have been ordered are now going on hold as there is a review on the budget. No new lines and signs work will be completed until at least April 2025.

12. Provisional date of next meeting – one Monday, Tuesday or Wednesday in the last two weeks in February 2025.