

Pendle Traffic Liaison Meeting
Monday 1st December 2025 at 14:00
Virtual – Microsoft Teams

Minutes

In Attendance:

Mark Whittle (chair)	Lancashire County Council – Traffic and Safety
Usman Ahmed	Lancashire County Council – Traffic and Safety
Kelly Holt	Lancashire County Council – Development Control
Janet Simpson	Lancashire County Council – Development Control
Claire Garfield-Lane	Lancashire County Council – Traffic Orders
Karen McAuley	Lancashire County Council – Road Safety
Scott Whalley	Pendle Borough Council
Gary Makin	Lancashire Constabulary

1. Apologies –

Matthew Hargreaves - Lancashire County Council – Traffic and Safety
Deborah Nowell - Lancashire County Council – Traffic Orders
LCC Parking Service – currently no officer in post

2. Agreement of previous minutes – No Comments

3. Current TROs and SLOs

Location	Town	Measures	Current Situation
Bradley Road East	Nelson	Limited Waiting Bay outside nursery	Order sealed 03/11/2025, in force from 17/11/2025
Oxford Road & Hollins Road	Nelson	Existing SKC	Order sealed 03/11/2025, in force from 17/11/2025
Various	Trawden	NWAAT Scheme	Informal consultation completed, mixed responses – to be discussed
River Way	Barrowford	DPB amendment	Works ordered, awaiting completion
Cross Street	Earby	DPB TRO	Works completed, awaiting sealing
Halifax Road, Chapel House Road, Hill Place	Nelson	New NWAAT	Works ordered, awaiting completion
Commercial Road	Nelson	New NWAAT	Works ordered, awaiting completion
Earby Road	<u>Salterforth</u>	New NWWAT	Approved under non-key, awaiting completion of works before sealing
Station Road	Barnoldswick	New Bus Stand and confirmation of existing restrictions	Approved under non-key, awaiting completion of works before sealing
Barley Lane	Barley	New NWAAT	Approved under non-key, awaiting completion of works before sealing

Location	Town	Measures	Current Situation
Albert Square	Barnoldswick	New NLAAT	Informal consultation completed – responses received
Keighley Road	Colne	New NWAAT and Bus Stop box	Informal consultation completed – one response received. To be included in next countywide parking order.
Pendle Lane (Spring Mill Court)	Fence	New NWAAT	Informal consultation to be sent out within next 2 weeks

The proposals awaiting informal consultation will be completed, when possible, in line with current resource constraints and priorities. All in attendance were advised to contact MW if any of these proposals are required progression as a priority.

4. Parking Concerns / Requests for Restrictions

4.1 Albert Street, Colne – parking issues for resident

Request received from a resident of Albert Road, Colne for restrictions on the frontage of block 49 to 59 to help with parking issues from local businesses. Issue raised at previous TLM where all agreed for LCC to conduct an informal consultation for a new Limited Waiting bay to assist with turnover and parking for residents towards the start and end of the limited waiting times, although this would mean residents would not be able to park all day. Residents were made aware of this before the informal consultation was conducted and wrote in to notify LCC that they would not support the restriction, therefore the informal consultation was not carried out. With no other potential solution, all in attendance agreed that this proposal should not be taken further.

4.2 Every Street, Nelson – Disabled Bay

Request for change to TRO disabled bay on Every Street near Scotland Road. LCC received an enquiry from the dental practice on the corner close to Scotland Road for the disabled parking bay to be refreshed. On inspection, LCC found that there is a TRO for the disabled bay, however the bay is not where the TRO specifies and the TRO description would not meet current standards. Although the bay may have originally been provided by Pendle Borough Council pre-2006 as a residential bay, LCC would have no objection to keeping the bay and correcting the TRO as the bay is in a town centre location and could be of some continuing benefit to the wider community. All in attendance agreed that LCC should proceed with correcting the TRO and having the bay refreshed and enforced.

4.3 Ball Grove Drive, Colne – DYL request

Request for parking restrictions due to chaos at peak school times. Request received from County Councillor for parking restrictions along Ball Grove Drive from the junction with Keighley Road to the car park, the effect of which is desired to ensure parents use the car park instead of that section of Ball Grove Drive as it is not wide enough for parking and two-way traffic at peak times. MW showed image of vehicle driving along the footway as there was insufficient room for two-way traffic and both vehicles had entered the area where the road narrowed due to parked cars on one side. MW suggested double yellow lines on both sides to allow the free movement of traffic, inevitably pushing parking onto the nature reserve car park operated by Pendle Borough Council (PBC). SW gave no objection to this and supported that parents should be using the currently underutilised free car park. GM raised concerns that if parking was removed then vehicles may begin to speed, creating a new safety hazard particularly around school times, and suggested staggered parking restrictions to retain some parking but allowing passing places, or just placing restrictions where the visibility is limited. MW confirmed that we had not received any previous enquiries suggesting speeding is an issue at any other

time, i.e. when the road is clear of parked vehicles. KM raised the question of whether LCC had previously contacted the school to try to encourage the use of the car park in the school newsletter or other means. MW confirmed that the school has not been contacted, but this could be a first line of action before proposing a TRO, although LCC would monitor the situation to see if parents choose to act on this suggestion. All in attendance agreed that LCC should contact the school as an initial action and monitor before bringing to the next TLM with various proposals for parking restrictions if necessary.

4.4 Pinder Street, Nelson – DYL request

Request from business for a short section of DYLs on Pinder Street to improve HGV movements on and off the site. Business is requesting a short section of double yellow lines to improve access for HGVs entering and exiting their site. GM asked to confirm the details of what manoeuvres the vehicles are making. UA confirmed that the vehicles are trying to use the available space to effectively make a U-turn. All in attendance agreed that LCC should go to a formal consultation to propose a limited amount of double yellow lines.

4.5 Wheatley Lane Road, Fence – DYL request

Request from resident to introduce DYLs to prevent vehicles overrunning the footway outside properties which immediately front the footway. MW detailed that this has been to a previous TLM some time ago and briefly covered the history. The same resident as before is requesting the same double yellow lines to assist with preventing vehicles from driving along the footway by keeping a section clear on the opposite side, allowing for a passing place. All in attendance agreed that LCC should go to informal consultation for a short section of double yellow lines to assist with this issue.

4.6 Brunswick Street, Nelson – DPB and DYLs

Disabled parking bay reportedly (and evidenced to be) being abused by non-Blue Badge holders. A disabled bay was provided this year after a successful application by a nearby resident. Since then, another resident of the area has been parking in the bay with the knowledge and assertion that the bay cannot be enforced, so they are not committing any offense. MW confirmed LCC's current policy that we can provide a TRO if a bay is being misused. KM queried whether the size of the bay would change. MW confirmed that a shorter bay was provided due to the double yellow lines on one side providing additional assistance with access into and out of the bay, and that the bay would be lengthened to the minimum of 6.6m if a TRO is provided. MW also noted that many of the double yellow lines in the immediate vicinity do not appear to match the historic TROs, so LCC would be looking to amend the legal orders to match what is on site at the very least, with a view to remove some of the yellow lines where possible to allow for additional on-street parking for residents. MW confirmed that Brunswick Street is a bus route and that LCC's Bus Services team will be contacted prior to any proposal going forward for consultation. All in attendance agreed that, providing any proposed changes to

the existing yellow lines would not impact the bus services or cause any other safety issue, LCC should proceed with an informal consultation.

4.7 Trawden - NWAAT

Informal consultation completed, bringing this back to the TLM to discuss. SW brought to our attention that the parking consists on the north side and occasionally on the south side outside Slack Booth Farm. SW suggested we extend the DYL to go past Slack Booth Farm. JS brought to our attention that there is a new development opposite floats mill. SW confirmed members of the public were aware of the development during the meeting that was held. SW brought to our attention that there are a couple of car parks for residents to use but are parked up most of the time with no other space for creating additional car parks. MW made us aware the budget for our mobility crossing has been put on hold for the time being. All in attendance agreed that LCC should go to formal consultation but also include a short extension to the DYL going past Slack Booth Farm.

5 Speed / Traffic Concerns

Nothing to report

6 LCC Development Control

KH advised of a development off Barrowford Road between Barrowford and Fence. There is a planning application in progress for a new industrial estate off the south side of the bypass, near to the existing parking layby and to the right of the football ground, due to commence within the next 18 months. It will include a temporary access point being created and eventually a full-size roundabout once completed.

KH advised of the ongoing development of Colne Market. KH noted that LCC have not been approached for any S278 work in relation to the development and flagged it up as there are vehicles known to park outside the market hall on the footway. SW advised that there is a delivery driver who regularly drives between the first set of bollards and uses the widened footway to load and unload before driving off again between another set of bollards. KH notes that this is due to be covered by the zig-zag markings of the existing zebra crossing which are planned to be extended with the upgrade to a signalised crossing. SW advised to speak to LCC's S278 officer for more details, as well as LCC's officer for this development in particular.

7 Pendle Borough Council items

7.1 Church Street, Barnoldswick – taxi rank removal

Taxi Licensing at PBC propose to remove the taxi rank on Church Street, Barnoldswick under the Local Government (Miscellaneous Provisions) Act 76. MW advised that PBC plans to remove the 8pm-1am taxi rank on Church Street in Barnoldswick as it is not utilised. MW advised that LCC have no objection to this and that this matter was offered to be brought to the TLM as with any other change to how the public highway is regulated, despite that the taxi rank is not covered under the usual TRO legislation. SW asked whether the county councillors had been asked about this and advised that they should be consulted before PBC make any changes. MW confirmed that the other restriction in this area is a daytime Limited Waiting Bay, so the removal of the taxi rank would benefit nearby residents with overnight parking potential. All in attendance agreed that the TLM does not object to the planned removal of the taxi rank, but that PBC may benefit from consulting with the county councillors.

8 Police Items

Retrospective planning application causing issues on Harry Street, Salterforth. GM advised that a resident on Harry Street has created an off-road parking area without first gaining the required planning permission, and that this has caused some local tension and is currently with the ombudsman. KH advised that she is aware of this and receives weekly photos from a neighbour, i.e. the complainant. The issue is compounded by the complainant having previously had planning permission denied for an unrelated development.

9 LCC TRO Team

Nothing to report.

10 LCC Road Safety

Nothing to report.

11 LCC Parking Services

Not in attendance – nothing to report.

12 Any Other Business

Albert Square, Barnoldswick – proposed No Loading At Any Time restriction. MW outlined the proposal on what we are trying to implement which had been discussed at a previous TLM and brought to our attention the one objection raised. UA explained the objection was from a business fronting the town square itself and was of concern that some of the businesses closer to the proposed restrictions may no longer be able to load and unload. UA confirmed that other businesses in the area utilise the town square for loading and unloading when permitted to do so under the current prohibition of motor vehicles restrictions. All in attendance agreed that LCC should proceed with a formal consultation.

Water Street, Earby – widening of footway. SW brought up the ongoing works to widen the footway outside 2 to 14 Water Street. The county councillor and local businesses have requested for the existing single yellow line which runs along this section to be removed in order to allow for customer parking outside the shops. MW raised a concern that the remaining carriageway width may not be wide enough to accommodate parked vehicles whilst leaving a minimum carriageway width of 3.5 metres for emergency vehicles to pass. SW confirmed that the remaining carriageway width should be approximately 4.5 to 4.8 metres and agreed to send the drawings to LCC to consider before proposing the removal of the restriction. SW also noted that vehicles currently park there without any reported issues. All in attendance agreed that the restrictions could be proposed to be removed providing the remaining carriageway width supports this, and LCC to proceed with informal consultation if this is the case.

13 Provisional date of next meeting

Last 2 weeks of February or first week of March 2026, preferably not during any half term week which may affect attendee availability.