Pendle Traffic Liaison Meeting
Tuesday 8th September at 14:00pm
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
Clare Duffy	Lancashire County Council – Traffic Orders
Karen McAuley	Lancashire County Council – Road Safety Engineering
Scott Whalley	Pendle Borough Council

1. **Apologies –**

Matthew Hargreaves	Lancashire County Council – Traffic and Safety
Nayim Jogee	Lancashire County Council – Parking Services
Janet Simpson	Lancashire County Council – Development Control
Gary Makin	Lancashire Constabulary

2. **Agreement of previous minutes –** No Comments

3. **Current TROs and SLOs**

Location	Town	Measures	Current Situation
Various	Trawden	NWAAT Scheme	Approved – awaiting completion of works
River Way	Barrowford	DPB amendment	Works complete – awaiting sealing
Cross Street	Earby	DPB TRO	Works complete – awaiting sealing
Halifax Road, Chapel House Road, Hill Place	Nelson	New NWAAT	Works complete – awaiting sealing
Commercial Road	Nelson	New NWAAT	Works complete – awaiting sealing
Earby Road	Salterforth	New NWWAT	Works complete – awaiting sealing
Station Road	Barnoldswick	New Bus Stand and confirmation of existing restrictions	Works complete – awaiting sealing
Barley Lane	Barley	New NWAAT	Works complete – awaiting sealing
Albert Square	Barnoldswick	New NLAAT	Approved – awaiting completion of works
Keighley Road	Colne	New NWAAT and Bus Stop box	Approved – awaiting completion of works

Location	Town	Measures	Current Situation
Pendle Lane (Spring Mill Court)	Fence	New NWAAT	Formal consultation completed – awaiting approval before ordering works
Wheatley Lane Road	Fence	New NWAAT	Informal consultation completed, responses to be reviewed
Every Street	Nelson	DPB TRO	Awaiting formal consultation
Ball Grove Drive	Colne	New NWAAT	Awaiting informal consultation
Pinder Street	Nelson	New NWAAT	Informal consultation completed – awaiting formal consultation
Brunswick Street	Nelson	DPB TRO and NWAAT confirmation	Formal consultation completed – awaiting approval before ordering works
Chapel Street (junction with Livingstone Walk)	Brierfield	NWAAT	Formal consultation completed – awaiting approval before ordering works
Albert Road	Colne	Existing NW confirmation	Awaiting formal consultation
Vicarage Road	Kelbrook	NWAAT reduction	Formal consultation completed – awaiting approval before ordering works
Gibfield Road	Colne	New NL and amended NW	Second informal consultation completed – to be discussed

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. Kirby Road, Brierfield – HGV parking issue (follow up)

Report from Tony Brown from PBC of business tenants of Kirby Road are being affected by Steadplan truck/van dealers, who are leaving trucks/trailers parked on the road. MW advised that we have notified our Parking Services team however have not received any specific comments about parking offences in this area. SW advised that he has not received any further comments or complaints regarding the parking situation. All in agreement to continue monitoring and enforcing on any existing contraventions and report back at the next meeting.

4.2. Gibfield Road, Colne – school parking issues (follow-up)

Follow-up from previous discissions regarding school peak time parking issues on Gibfield Road. In the previous informal consultation, several respondents requested the existing No Waiting times to be changed to 2.30pm-3.30pm instead of the current 3pm-4pm, along with the new proposed No Loading restrictions for the same times.

MW noted that a variety of responses had been received, including support from residents of Gibfield Road and objections from residents of neighbouring streets where potential issues could be pushed onto. SW advised that there are a number of things attempted previously to alleviate the issues, including an improved cycle link and promoting the use of the Asda car park for parents. Given the responses to the second informal consultation, all were in agreement that one final informal consultation should be carried out to only propose No Loading At Any Time restrictions where double yellow lines are currently present as these are the most vital locations for keeping clear of parked vehicles, and that the proposal should also include extending the existing double yellow lines closest to Penrith Crescent from their current extent up to the junction. The final proposal will also include the previously proposed Bus Stand.

4.3. Keighley Road, Colne – Limited Waiting Bay Amendment

An issue has been brought to our attention regarding the limited waiting bay outside nos. 3 to 7 Keighley Road in that the TRO does not appear to match the current sign which has been in situ for a number of years. To ensure the bay can be enforced and reflects is proximity to the town centre, it is proposed to amend the restriction to original signed days and times, i.e. Limited Waiting Mon-Sat 8am-6pm 1 hour No Return Within 2 hours. All in attendance agreed to go to an informal consultation.

4.4. Norfolk Street, Nelson – Proposal to Revoke Historic Missing Single Yellow Line

It has been highlighted to us that there is a historic TRO for single yellow lines (No Waiting 8pm-3am) on Norfolk Street on both sides between Pendle Street and Kendal Street, and that the restrictions do not appear to have

been signed or marked on site since at least 2009. KH notes that there was a planning application submitted in 2022 requesting permission to change a premises to become a commercial outlet, however it is unsure if this is going ahead and would likely not affect any proposal to remove the restrictions or provide any justification for the restrictions to be reinstated. All in attendance agreed that the historic order could be proposed to be revoked.

4.5. Sackville Street, Brierfield – DYL reduction

A local resident has requested the double yellow lines on Sackville Street to be reduced in length from their junction with Railway Street on the basis that it would provide additional much needed parking in the area. Upon inspection it is noted that Sackville Street is one-way from its junction with Railway Street and there is therefore less requirement for the section closest to the junction to be kept as clear as it currently is. SW advised he would support the reduction up to the existing road hump. All in attendance agreed that an informal consultation should be carried out with local residents and businesses for the restriction to be reduced as requested.

5. Speed / Traffic Concerns

5.1 Skipton Old Road, Foulridge – Moorlands

Issue raised at the previous meeting regarding long vehicles (specifically coaches) getting stuck on Skipton Old Road when taking guests to the Moorlands rental property.

This issue has been investigated regarding what could or could not be provided to help prevent this from occurring in the future. MW advised that traffic restrictions would be ineffective, e.g. length, width or weight restrictions, as there are various properties along Skipton Old Road which would require legitimate access by larger vehicles, such as delivery vehicles or farm traffic. Any such restriction would need to be provided with an 'except for access' clause, of which coaches would be permitted as they would be gaining access to a property within the affected area. MW advised that the only apparent solution at this time would be to provide advisory signs to indicate that Skipton Old Road is unsuitable for long vehicles. KH advised that the issue of coaches getting stuck is known to have happened a couple of times and that the developers have been advised to inform would-be guests not to travel by coach to the property due to the nature of the road. All in attendance agreed that MW and UA should consider what advisory signs would be appropriate in line with current regulations and proceed with arranging for their installation.

6. LCC Development Control

Buttercup Nursery, Trawden

KH advised there is a pre-app for site next to the nursery to allow further parking in the area. The property has been purchased by the owners of the nursery in order to create a car park. KH notes that the applicant wishes to move the bus stop. MW advised that it would be for LCC's Bus Services team to determine if a satisfactory nearby location could be found to relocate the existing bus stop.

SW noted that there were previous discussions of a possible buildout at this location to assist with pedestrians crossing Church Street as visibility is naturally limited by the nearby buildings and geometry of the road, and questioned whether some funding could be received as part of the development. MW noted that LCC officers have recently been informed that, unlike the previous year, we have a small budget for improved tactile mobility crossings and would ask the question about whether some of this funding could be allocated to assist with the request for the buildout. KM confirmed that, due to the current excellent road safety record in this area, the Road Safety Engineering team would be unable to provide any support in terms of funding of any such scheme.

Barrowford Cemetery and Pendle Heritage Centre

KH queries whether there are any known issues around the access point to Pedle Heritage Centre and Barrowford Cemetery off Colne Road. SW and MW confirmed that there are no known issues to Pendle Borough Council or LCC Highways at this location at this time.

Greenfield Road, Colne

SW confirmed the ongoing issue of the TRO for the Prohibition of Driving restriction on Greenfield Road, Colne in that the original TRO document cannot be located at this time. SW provided confirmation that there is a gate part way along Greenfield Road however it is left open most of the time, allowing vehicles to use Greenfield Road as a 'rat run'. MW noted that he will check the historic files in the office in a further attempt to locate the original order document.

7. Pendle Borough Council items

Salterforth Road, Earby – speed concerns

MW described the various concerns submitted via the West Craven Committee as the following in relation to speeding vehicles:

- The existing 40 mph section should be reduced to 30 mph as vehicles are entering the 30mph section of Salterforth Road, Earby at higher speeds than 30 mph.
- The existing 30 mph sections should be reduced to 20 mph to reduce speeds and improve safety.
- A formal pedestrian crossing such as a zebra crossing should be considered for near the playground to improve pedestrian safety.

- An additional signs should be provided to highlight the presence of the nearby playground.

MW detailed the current available speed data which indicates all of the average and 85th percentile vehicle speeds are below the 40 mph speed limit and the 30 mph speed limit on Salterforth Road, Earby. MW also noted that there is no data to suggest that the speed of vehicles travelling along this length of road is creating or contributing to a collision record.

KM confirmed that the speed data and positive collision record would result in this location being ineligible for consideration for any additional measures, such as traffic calming or formal pedestrian crossings, from the Road Safety Engineering team.

KM further noted that the 40mph section was previously derestricted and subject to the national speed limit for this type of road. The current positive collision record is indicative that this reduction in speed limit has been successful in addressing previous road safety issues.

KH notes that there are 2 developments planned for this area. Future speed reduction requests could be put forward via the planning application process, however MW reiterated that based on the current speed data and collision record there would be no justification to request this and any reduction in the existing speed limits would only likely lead to non-compliance issues. Furthermore, the lack of street lighting along the current 40 mph section could result in enforcement issues if that section is reduced to 30 mph without changing the adjoining street-lit 30 mph sections.

SW notes that there was historically a fatal injury collision on the now 40 mph section of this road. MW reiterated the previous point that the speed limit has since been reduced to 40 mph and the current speed and collision data indicate that there is no quantifiable road safety issue to be addressed by engineering measures or speed limit changes.

MW confirmed that officers will consider a suitable location to provide a new 'playground' warning sign on the westbound approach to mirror the existing sign which is present on the eastbound approach.

Gisburn Road Primary School, Barnoldswick – parking issues

SW notes that there are reported parking issues around Gisburn Road Primary School around school drop off and pick up times. Officers to monitor and report back to next TLM.

8. **Police Items** – None

9. **LCC TRO Team** - None

10. **LCC Road Safety** - None

11. **LCC Parking Services** - None

12. **Any Other Business** - None

13. **Provisional date of next meeting**

    Week commencing 30th November depending on availability.