

## Statutory Consultation of Traffic Safety Measures South Lakeland 2002 Order (Variation Ulverston No. 7)

### Statutory Consultees

No responses were received from any of the statutory consultees

Note:

TRO = Traffic Regulation Order

DYs = Double Yellow Lines

### Summary Table of responses received

RESPONSE NUMBER	RESPONDENT	SUPPORT/ OBJECT	COMMENTS SUMMARY	CCC RESPONSE
1	Resident from Fallowfield Avenue	Object	<p>The proposed DYs terminating near the top of Fallowfield Avenue should be extended a further 4 meters to allow vehicles leaving the Avenue better visibility.</p> <p>A review should be undertaken of parking restrictions down Fallowfield Avenue as it can be difficult currently. The proposed plan for Daltongate is likely to aggravate the problems.</p>	<p>It is not possible to approve additional restrictions as part of this TRO without further advertising.</p> <p>If approved it is intended to remark restrictions and Keep Clear on Fallowfield Avenue and implement a new sign to dissuade non-resident parking.</p> <p>It is recommended that the TRO is approved and monitored with consideration of Fallowfield Avenue.</p>

<b>2</b>	<b>Resident from The Knoll</b>	<b>Support - requests extra DYL</b>	We are glad that you are looking at the issue. We support all of the proposals EXCEPT that the double yellow lines on the north of Daltongate immediately after the road heading to Stone Cross must be extended from this junction to past the entrance for the Business Centre.	It is not possible to approve additional restrictions as part of this TRO without further advertising. It is recommended that the TRO is approved and monitored with consideration for future consideration of this issue.
<b>3</b>	<b>Resident from Daltongate</b>	<b>Support</b>	Initially had reservations in respect of concerns with regard to speeding vehicles. Has now indicated support.	Issues with vehicle speed is a separate issue to these proposals. It is recommended that speed is monitored if the TRO is implemented for future consideration. Recommended the TRO is approved.
<b>4</b>	<b>Resident from The Knoll</b>	<b>Support</b>	We agree to implement the restrictions proposed. We do feel that additional DYLS along the whole length may assist with the volume of traffic and speeds of vehicles.	It is not possible to approve additional restrictions as part of this TRO without further advertising. Removing all the parking may contribute to higher vehicle speeds on Daltongate. It is recommended that the TRO is approved and monitored.
<b>5</b>	<b>Daltongate Business</b>	<b>Support</b>	This is welcomed by us as a business, as we are aware that the current arrangements allow for cars to parked in ways that lead to potentially hazardous access to and from the business park.	Recommended the TRO is approved.
<b>6</b>	<b>Resident from The Knoll</b>	<b>Support</b>	I wholeheartedly agree with the proposed "No waiting" restriction proposals for Daltongate and Thomas Way. It is well overdue. 30/07/2020 Having previously replied to this consultation.....I wish to reiterate my support for the above proposal.	Recommended the TRO is approved.
<b>7</b>	<b>Resident from The Knoll</b>	<b>Support</b>	The only concern I have is that the traffic travelling along Daltongate from the east, having moved to the right hand side of the road to pass the permitted parking to the left of the exit from The Knoll will not have returned to the left hand	It is not possible to approve additional restrictions as part of this TRO without further advertising.

			side of the road by the time it reaches the junction with The Knoll. The slight bend in the road causes a blind spot. The new proposals don't really address this issue.	It is recommended that the TRO is approved and monitored with consideration for future consideration of this issue.
8	Resident from Kennedy Place	Support	The Thomas Way proposal makes sense to protect shoppers. Agrees but to add the following: The stretch of Daltongate between Fallowfield Ave and Stockbridge Court gets quite narrow and it often feels unsafe as a pedestrian due to the speed cars travel and the volume of traffic. I would like to suggest that it become one way to reduce the traffic and stop people using it as a shortcut. Also some sort of traffic calming or speed restriction idea would be helpful.	It is not possible to approve additional restrictions as part of this TRO without further advertising.  It is recommended that the TRO is approved and monitored with consideration of vehicle speeds and volumes for future consideration of these issues.
9	Resident from The Knoll	Support	Need must be given to motorists coming to work or shop in Ulverston. The temptation will be for these motorists to start using the local housing & business driveways. e.g. Fallowfield Ave, The knoll and Daltongate Business Centre as alternatives. As a way of solving the problem I suggest double yellow lines on the bends and introducing a 20mph speed limit on all the old roads in Ulveston. This has been a useful solution in Dalton.	It is not possible to approve additional restrictions as part of this TRO without further advertising.  It is recommended that the TRO is approved and monitored with consideration for future consideration of this issue.
10	Resident from Fallowfield Avenue	Support	Indicated that response is written representing a number of local residents. Indicates overall support of these proposals, although with concerns at western end between the Business Centre and A590 junction that restrictions do not remove parking on the bend. Also raises additional points: 1. Regular red light jumping by Motorists at the A590/Daltongate/Thomas way Junction (Safety Issue) 2. Motorists exceeding the speed limits at the A590/Daltongate/Thomas way Junction (Safety Issue) 3. Parking on Daltongate causing visibility restrictions resulting in Accidents, Near Misses and confrontations between opposing drivers. (Safety Issue) 4. Speeding Motorists on Daltongate mostly Taxis with blatant	It is not possible to approve additional restrictions as part of this TRO without further advertising.  If approved it is intended to remark restrictions and the Keep Clear on Fallowfield Avenue and implement a new sign to disuad none resident parking.  It is recommended that the TRO is approved and monitored with consideration of vehicle speeds and volumes for future consideration of these issues.

			<p>disregard for other road users. (Safety Issue)</p> <p>5. Poor Visibility when exiting left from Fallowfield avenue onto Daltongate. (Safety Issue)</p> <p>6. Motorists using Fallowfield Avenue as a free car Park for Ulverston Town Centre and Railway Station often blocking pavements. (Nuisance)</p> <p>7. Restricted Visibility at the Junction of Daltongate and Queen Street.(Safety Issue)</p> <p>Had reservations, and now supports. Stressed that the proposals does not rectify the safety concerns at the pinch points in question along Daltongate.</p>	
<b>11</b>	<b>Resident from Stockbridge Lane</b>	<b>Undetermined</b>	Requests clarity as to whether the scheme provides Resident Parking Permits. Concerned that use of a car is essential as part of daily lives but that an SLDC permit at £470 is beyond financial ability.	The proposals do not provide residents parking nor permits. Parking on street where available will be unrestricted.
<b>12</b>	<b>Resident from Rossie</b>	<b>Support</b>	Indicates thanks for the consultation and for clarification of the consultation extent. Indicates support for the proposal and that it proceeds successfully.	Recommended the TRO is approved.
<b>13</b>	<b>Resident from The Knoll</b>	<b>Support</b>	Overall indicates support for the proposals. Does raise some concerns that DYLS along the length of Daltongate or for extended sections could exacerbate the possibility of speeding traffic. At present traffic is forced to proceed with caution, due to the narrowness of the available road-way which is in operation when there some parked cars there.	Additional restrictions cannot be considered as part of this TRO therefore are not able to be included. It is recommended that the TRO is approved and monitored.
<b>14</b>	<b>Resident from Daltongate</b>	<b>Support</b>	I have no off road parking at my property, this at the moment is not a problem to me and my family as we just park on the roadside a short walk for our property at no cost. With the new proposed no parking restrictions this would seriously impact myself and family as we would be forced onto a pay and display car park.	Whilst additional DYLS are recommended they are for short lengths leaving spaces for parking along Daltongate which will remain unrestricted. It is recommended that the TRO is approved and monitored.

<b>15</b>	<b>Resident from Machell Close</b>	<b>Support</b>	Is in broad support of the proposals. As a resident of Machell Close is confronted daily by speeding vehicles on Daltongate and the added dangers and frustration of excessive, inappropriate parking.	It is recommended that the TRO is approved and monitored with consideration of vehicle speeds and volumes for future consideration of these issues.
<b>16</b>	<b>Resident from Stockbridge Lane</b>	<b>Undetermined</b>	We all feel concerned on The Field that if parking restrictions are brought in on Daltongate people will start parking their cars, vans on The pavement in The Field for the day which we do not want....We all try hard in keeping The Bank looking neat and tidy for the community and really do not want cars parking on our land.	It is recommended that the TRO is approved and monitored for displaced parking and future consideration of these issues if necessary.
<b>17</b>	<b>Resident from Machell Close</b>	<b>Undetermined</b>	As a resident Machell Close and in light of your recent survey ref parking and traffic volume on Daltongate I would urge you to send a council officer to view the situation in situ. The seriousness of the situation cannot be appreciated by looking at a map without having knowledge of bends and inclines in the route. At present residents face a rat run of danger every time they leave their house to face an intolerable situation.	A number of site visits have taken place to look at issues raised. Traffic monitoring is going to be undertaken to look volumes and speeds of vehicles using Daltongate. It is recommended that the TRO is approved and monitored.
<b>18</b>	<b>Resident from Kennedy Place</b>	<b>Object</b>	Sadly the most dangerous part of this walk is not helped by the proposed changes. The restrictions on the southeast side of the road seem to end just after the Fallowfield Avenue junction and do not extend to Tollgate house where the road is most constricted. A vehicle (not always the same vehicles) is almost always parked at the back of Tollgate house which further restricts the roadway (this free parking is the closest to the centre of town and is therefore in high demand). On the other side of the road, the pavement is at its narrowest, so much so that it is necessary to walk on the road when pushing a pram/pushchair, when walking a dog.	Additional restrictions cannot be considered as part of this TRO therefore are not able to be included.  We have advised that their concerns have been documented for future consideration.
<b>19</b>	<b>Resident from Kennedy Place</b>	<b>Object</b>	The road requires traffic calming measures not double yellow lines, of which I see no purpose.	Parking has been raised as a safety issue. Issues with vehicle speed is a separate issue to these proposals. It is recommended that

				<p>speed is monitored if the TRO is implemented for future consideration.</p> <p>Recommended the TRO is approved.</p>
<b>20</b>	<b>Resident from Stockbridge Lane</b>	<b>Support</b>	<p>I agree with the proposals in Plan 1/1 but I feel the safety measures do not go far enough. In fact safety could be compromised and matters made worse at specific points. The section in question is between Fallowfield Avenue and Stockbridge Lane immediately to the north of the plan. Along this section Daltongate is at its narrowest, as is the pedestrian walkway which is barely wide enough for one person in the vicinity of the Old Goal House. My concern is that this section becomes even more dangerous than it already is with faster flows of traffic. Wants to extend Double Yellow Lines</p>	<p>Additional restrictions cannot be considered as part of this TRO therefore are not able to be included.</p> <p>It is recommended that the TRO is approved and monitored.</p>
<b>21</b>	<b>Resident from Stonecross Mansions</b>	<b>Object</b>	<p>We would like to oppose the plans, as we do not wish to see more double yellow lines along Daltongate.</p> <p>Instead we would also like to see a move to make Daltongate one way only to traffic, or an introduction of traffic calming measures. We would also like more street lighting along Daltongate and we would like the pavement widening where Fallowfield Avenue meets Daltongate. These are far more important issues than adding more double yellow lines.</p>	<p>Additional restrictions cannot be considered as part of this TRO therefore are not able to be included.</p> <p>It is recommended that the TRO is approved and Daltongate and surrounding streets are monitored for future consideration of other issues raised.</p>
<b>22</b>	<b>Resident from Stockbridge Lane</b>	<b>Support</b>	<p>Firstly the worst part of Daltongate is by the old toll house where it is narrow yet no DYs are proposed to be put down. Secondly the reduced number of parking places. I live on Stockbridge Lane and try to leave my car on Daltongate as I go to work on my bike. On the odd occasion I may have to go in my car and sometimes end up by the buisines centre.so sometimes I could be 1/4 mile from my house</p>	<p>Additional restrictions cannot be considered as part of this TRO therefore are not able to be included.</p> <p>Whilst additional DYs are recommended they are for short lengths leaving spaces for parking along Daltongate which will remain unrestricted.</p> <p>It is recommended that the TRO is approved and monitored.</p>

<b>23</b>	<b>Resident from Stockbridge Lane</b>	<b>Support</b>	I would welcome Traffic Humps to slow traffic speed . Another solution would be to make a Priority Right of Way with a speed hump , which would go some way to reducing the “Boy Racer” speeding vehicles, who rush up and down the road. If parking is disallowed on Daltongate, it will only end up at the nearest convenient street.	Speed issues are not able to be considered directly within this TRO. Additional restrictions cannot be added to the proposals without further advertising. It is recommended that the TRO is implemented and monitored for vehicle speeds and any displaced parking for future consideration.
<b>24</b>	<b>Resident from Daltongate</b>	<b>Support</b>	I broadly welcome these changes, it might be safer to have double yellow lines along the entire length of the north side of Daltongate	Additional restrictions cannot be considered as part of this TRO therefore are not able to be included. It is recommended that the TRO is approved and monitored.
<b>25</b>	<b>Resident from Fallowfield Avenue</b>	<b>Support</b>	I have no objection at all to your plans to change some of the parking on Daltongate but I am very worried about more people parking down Fallowfield Avenue as a result of this.	If approved it is intended to remark restrictions and Keep Clear on Fallowfield Avenue and implement a new sign to disuad none resident parking. It is recommended that the TRO is approved and monitored with consideration of Fallowfield Avenue.

#### Summary and conclusions:

- 18 responses were received in support of the proposals. 3 were not able to be determined as they referred to additional matters and did not indicate support or objection for the proposals presented in the consultation. 4 responses were in objection.
- The reasons for objection were as follows; displaced parking on surrounding streets; requests for traffic calming or one-way restricitons instead and that the proposals do not consider the narrowest pinch point near the old Toll House.
- Additional points raised across the responses were; concerns about vehicle speeds and traffic volumes; issues around the old Toll House and parking on the narrowest pinch point along Daltongate; concern for possible displaced parking on surrounding streets especially Fallowfield Avenue and requests for additional restricitons such as additional DYs, priority give way or One way traffic.
- It is considered that the proposals are aiming to address safety concerns raised for vehicles turning into and out of adjoining streets such as The Knoll and Fallowfield Avenue. Parking is maintained as much as possible to minimise the increase in vehicle speeds. Additional

requests for restrictions will be noted for future consideration. Traffic data monitoring is going to be undertaken before the scheme is implemented and will be repeated if approved to allow consideration and monitoring of the impacts for future consideration and discussion as necessary in due course.

- Overall the responses indicate that the proposals are supported and therefore it is recommended that the TRO be implemented as advertised.