

Staveley 20mph Speed Limit TRO 2020**Consultation Summary**

RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

Abbreviations

Dft – Department for Transport

Statutory Consultees

A summary of these responses and objections now follows together with recommendations:

Ref No.	Support/Conditional/Object	Comment	Our Response
Staveley SENS Group	Support	<ul style="list-style-type: none"> • The Sustainability & Energy Network in Staveley (SENS) was formed in November 2007 to discuss sustainability action in the village, by looking at ways to reduce the energy use, explore the potential for hydro-electric schemes, promote cycling and walking, renewable technologies and to raise awareness of and take action on climate change. Recognises that its scope is to "... amend the proposals to be less onerous, but not more". In this respect, and from the perspective of the SENS group: <ol style="list-style-type: none"> 1. welcome the proposals in general and for your work on bringing these forward 2. In terms of the 20mph proposals: These are all welcome in terms of how they will contribute to <ol style="list-style-type: none"> a. Calming traffic in the village centre generally b. Making it safer c. Make it more credible for more people to get around 	<ul style="list-style-type: none"> • Supports the proposals. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Should the proposals be approved signage is regulatory as set out in the Traffic Signs Regulations and General Directions 2016 and therefore cannot be deviated from through request from the community. • Recommended the proposals are approved.

		<p>by active travel more often</p> <p>If possible, would like to work with you to see if there are possibilities in the future (ideally the near future, but not so that it compromises the implementation of the proposals as currently specified) to</p> <ul style="list-style-type: none">• Work on signage – identifying opportunities to include the community more broadly in design and messaging to complement that required• Explore extensions to the 20mph zone. <p>Our ideal is indicated by the green brackets in the “masterplan” attached to this message (from 2012). This would provide whole-village clarity to the messaging that people moving under their own steam have priority over cars and other motorised traffic across the village; this is effectively how the village currently functions, but these behaviours are compromised by the main road still engineered as an “A” road (from before the bypass was constructed) and speeds not calmed across the whole village.</p> <p>3. With respect to the parking proposals: welcome these in terms of how they</p> <ol style="list-style-type: none">a. Improve (make less bad?) the frequency and seriousness of the episodes of mini-gridlock that plague Main Street. recognise that there are no clear solutions to this so will be interested how the adjustments proposed will improve this.b. Ease the conflicts and frustrations between local residents and people visiting. Again, accept that finding solutions to this is difficult. <p>recognise that some people who live in the proposed areas own more than one vehicle. Whilst politically tricky, welcome the proposals in terms of sending a clear message that the highway is not a free car park for multiple cars, especially when the resource (i.e. the space available) is limited.</p>	
--	--	--	--

		<p>If it is possible to make any amendments, they would be:</p> <ul style="list-style-type: none">a. To increase parking periods for visitors to 2 hours along the Main Street. People visit to use the park, head to cafes (etc), and 1 hour parking is likely to be insufficient.c. To clarify for residents how car-based visitors to their houses would be managed. <ul style="list-style-type: none">• 4. More broadly, the attached “masterplan” (from 2014 so some other elements now no longer priorities) sets out three connected sets of ideas that relate to these proposals, namely<ul style="list-style-type: none">(i) low speed zones,(ii) safe walking / active travel routes that reflect the actual demand lines across and around the village and(iii) a rethinking of the public realm to rebalance priorities between traffic and “hanging around” and pedestrian crossings - which have conceived as “public squares”.Whilst recognise that these are beyond the scope of the current consultation are keen that developments and proposals such as those of the current consultation contribute to the broader sustainability vision for the village. Relevant ongoing SENS-led projects include<ul style="list-style-type: none">• a programme of Community Street Audits based on the Living Streets methodology[1].Working with the broader community, these walk the known “desire lines” to identify how infrastructure could be improved to them safer and more attractive for active travel users. hope that the issues that identify (wider pavements, locations for crossings, shared space etc) will be useful for CCC/SLDC / W&FC either to build into their ongoing maintenance	
--	--	--	--

		<p>programmes or recognise as coherent programmes for improvement in their own right. are not doing this to “demand” a shopping list of interventions, but to help make sense of what the broad community would like to see in order to help CCC(etc) prioritise works.</p> <ul style="list-style-type: none"> • Development of the “Village Squares” idea due to general local popularity (e.g. https://www.surveymonkey.co.uk/r/jackscorner https://ms-my.facebook.com/folkinthefells/posts/a-wee-play-at-jacks-corner-staveley-lakedistrictfolkweekend/399278032347903/) <p>These are places that people already cluster or are places where there is significant demand for – and risks of – crossing the road. Rethinking the public realm (infrastructure design) in the zones so that “hanging around” and crossing is attractive and safe would bring wide benefits to quality of life in the village.</p>	
<p>County Councillor member for Sedbergh and Kirkby Lonsdale Division</p>	<p>Support</p>	<ul style="list-style-type: none"> • Happy with the proposals - all combine to make Staveley a more pleasant place to visit and enable the retail establishments to function more effectively with the potential of more customers via a higher turnover of parking spaces. • For those drivers looking for free long-stay parking, there is always plenty of parking on Windermere Road as you head west out of Staveley, close to where the road re-joins the bypass. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
<p>Local Primary School</p>	<p>Support</p>	<ul style="list-style-type: none"> • Welcome the overall aims of both the parking management modifications and especially speed limits. • On the speed limits; strongly support the proposed 20mph limit in all of the roads leading to the school. This will help to make for safer walking, cycling and scooting to the school. 	<ul style="list-style-type: none"> • Support the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of

		<ul style="list-style-type: none"> • Appreciate that although speeds rarely exceed 20mph near to the school anyway, it sends a strong “civilising” message across the village that helps to make our children safer. • Whilst do recognise the scope of this consultation is “...to be less onerous, but not more”, would like to take this opportunity to suggest the following for future consideration. Following a near-miss incident near the school involving two children and a car in the summer term, the Governing Body and the Friends of Staveley School have decided to actively review the school’s travel plan. Whilst this is ongoing, there are some long-standing issues that would note here: • Speed limits: Key walking routes to school include four segments of road not included in the 20mph limit, namely <ul style="list-style-type: none"> • Kendal Road - from the entrance to Caldrigg Fold towards the Eagle & Child • Crook Road from the bypass bridge • Danes Road & Windermere Road • Barley Bridge area The opportunity for speed limit signage to include input from the school – as messages from school children <ul style="list-style-type: none"> • Road crossings & pavements There are key road crossings in the village that are used by large volumes of children daily that are not regulated in any way. Key ones include: From Station Road to the Village Hall (across Windermere Road / Main Street). Key walking route from Crook/Station Road & Beck Nook 	roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. <ul style="list-style-type: none"> • In terms of signage, may have seen 20mph Zone signs that have an additional lower panel, often with a bespoke drawing from the local school or community message. However, a different sign (20mph 600mm red and white roundel) is prescribed for speed limit terminal positions. There is very limited scope of change to this, therefore we have not approached the community, or SENS to have input in to their design. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future. • Recommended the proposals are approved.
--	--	---	---

		<ul style="list-style-type: none"> • Across Silver Street at its junctions with (i) Windermere Road / Main Street and (ii) Back Lane Key walking route to/from village centre All limbs of the central junction outside the Spar / Beehive (Post Office) / entrance to the Millyard On Main Street (i) at the playground/Pavillion, (ii) outside the Eagle & Child and (iii) at the Junction with Caldriigg Fold. (ii) & (iii) are necessary for children walking from Caldriigg Fold Pavements: <ul style="list-style-type: none"> • There is a key missing pavement on the west side of Silver Street between the Village Hall and School Lane • Very narrow leading to people walking in the (busy) roads at the junction of Station Road & Windermere Road and Main Street (i) opposite the Pharmacy and (ii) between the playground/Pavilion and Spar (village centre). 	
<p>Staveley and Ings Parish Council</p>	<p>Support</p>	<ul style="list-style-type: none"> • Councillors are fully supportive of this order but feel it needs extending to cover longer lengths of roads as follows: Kendal Rd- should be extended to at least Sandyhills farm, possibly as far as the level crossing. Windermere Rd- should be extended along to include Danes Rd and as far as the bypass. Crook Rd. – should be extended as far as the Overbridge on the A591 Kentmere Rd – should be extended as far as Raven Garth Ings Village has not been included. A 20mph zone is requested for the village also as this was promised in the last consultation. Brow Lane – whilst this is included in the 20 mph zone, there is a need for “slow” signs for school. 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.

		<p>Pedestrian crossings – these are needed at 2 places. Gowan Bridge which is very busy with children crossing to access the Playground and at Caldripp fold on Kendal Rd which is a busy housing estate. Pedestrians have to cross a busy road.</p>	<ul style="list-style-type: none"> All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Recommended the proposals are approved.
--	--	--	--

Summary of Statutory Consultees

- Total of 4 representations
- 1 in full support;
- 1 supports, asks for a wider 20mph Zone and;
- 2 support with future works suggestions. Crossings or ideas to promote cycling and walking in the village.
- Recommended that the proposals are implemented as advertised.

Public Response to Consultation

Respondent	Support/Concern/Object	Comment	Our Response
1	Concern	<ul style="list-style-type: none"> A route in Staveley, advertised as Miles Without Stiles, suitable for use by families with pushchairs, wheelchair users, and the like, continues to operate on a route which is signed as the national speed limit i.e 60mph. During initial consultation in 2019, pointed this out, but heard nothing. understand that the proposed 20mph zones are restricted to those with street lighting, but it absurd is to continue to suggest that 	<ul style="list-style-type: none"> Concerns raised. The statutory consultation was for 21 days as is set out in the Local Authorities Traffic Orders Procedure (England and Wales) Regulations. This was extended by an additional week following requests for further time to respond.

		<p>a road is suitable “for all users” when cars and bikes travel up to 60mph.</p> <ul style="list-style-type: none"> • The route is not coloured on your plan...it is the “back” road to Burneside, south from Barley Bridge, on the east of side of the Kent. About a 1/4 of a mile south of Barley Bridge, there is a gate, and then on a path leading eventually into Staveley Mill Yard, creating an attractive circular route on the level. Unfortunately, the very people for whom the route was created, are unable to use it. 	<ul style="list-style-type: none"> • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
2	Concern	<ul style="list-style-type: none"> • Would like to register concern regarding the distance of the 20mph zone on Crook Road. Ref page 2 C5059 Crook Road. • This is an extremely difficult area: speed is excessive, there is no pavement for pedestrians, parking/deliveries are a frequent hazard. Please would you consider extending the 20mph zone to beyond the Health Centre. 	<ul style="list-style-type: none"> • Concerns raised. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road,

			<p>and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
3	Concern	<ul style="list-style-type: none"> • Principal concern is that can find little evidence that the representations made to CCC have been taken into account since the 2019 consultation. Furthermore, the Staveley Community Plan has been prepared and adopted reflects the views of residents on both parking and speed limits. Has this been taken into account? • An increased 20mph zone was asked for by the Staveley community for many good reasons however the 20-mph zone has been reduced rather than increased. There is no explanation why this is the case. • Can refer you to the Arnside scheme which protects all roads within the boundary of a much larger but similar village This is not the case in the Staveley - significant areas of housing and walking/cycling routes remain unprotected. • As far as am aware this analysis for Staveley has not been put in the public domain. If this document exists (which it surely must take account of the consultation) can please have a copy by lunchtime tomorrow so that can have the opportunity of commenting on its 	<ul style="list-style-type: none"> • Concerns raised. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at

		<p>content. Would you also please let the Parish Council and our local district and county councillors have a copy. If this is not available, please let me know</p> <ul style="list-style-type: none"> • Staveley is not on a through route to anywhere, most vehicles are either owned by the community or travel into the village to service them. Reducing speeds on the principal arterial roads which have no or inadequate walking/cycling provision and a single crossing point is insignificant in relation to benefits that would be gained. <p>would urge you to consider whether the speed zoning should be suspended and addressed directly with the Parish Council / Community Plan Group. A partial solution is not helpful and will likely never be addressed</p>	<p>this time, nonetheless they can be listed for consideration in a future scheme.</p> <ul style="list-style-type: none"> • Recommended the proposals are approved.
4	Object	<ul style="list-style-type: none"> • Why is it necessary ask ? The money would be better spent repairing the main roads in the Lake District. 	<ul style="list-style-type: none"> • Objects to the proposals. • Request has been made to introduce a 20mph from the community via the parish council and County Councillor. • The proposals aim to improve road safety for all highway users. • Recommended the proposals are approved.
5	Object	<ul style="list-style-type: none"> • Write to lodge complete and utter objection. • Believe this approach is a heavy-handed response for a non-existent problem at the request of a limited number of individuals. Incidents and accidents related to speeding are non-existent, therefore this approach is entirely a waste of time and money, in a time when resources are limited. • Will also argue that current speed limits are not monitored nor enforced. Therefore, going to the expense of implementing such a scheme is absolutely worthless. You or the parish council could a achieve 	<ul style="list-style-type: none"> • Objects to the proposals. • Request has been made to introduce a 20mph from the community via the parish council and County Councillor. • Recommended the proposals are approved.

		<p>the same outcome by chatting to local business owners and reminding them of the beautiful place in which to live. Or maybe some community lead scheme to help, or dare say, just do a day with a mobile speed camera from time to time.</p> <p>Finally, would like to object to the visual impact this scheme will have. Staveley village is beautiful, and proposed intentions are to erect new signs, paint on crumbling roads, and smear red all of the place.</p>	
6	Support	<ul style="list-style-type: none"> Strongly support the proposed introduction of a 20mph limit on various roads in the centre of Staveley. In many cases this reflects the low traffic speeds which already occur, but it is particularly useful to have this limit on Main Street, Kentmere Road and Windermere Road, where speeds do sometimes seem to be higher. The 20mph proposals properly reflect the risks associated with narrow streets, extensive parking and pedestrian movements, and will make the village safer and more attractive for residents and visitors. 	<ul style="list-style-type: none"> Supports the proposals. Recommended the proposals are approved.
7	Support	<ul style="list-style-type: none"> Fully support this proposal but am disappointed that it is not extended to the level crossing on Kendal Road side 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.

			<ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
8	Support	<ul style="list-style-type: none"> • Strongly support the proposed introduction of additional parking, stopping and waiting restrictions on various roads in the centre of Staveley. These will help to improve visibility, traffic flow and safety, particularly on the roads used by children walking to school and at the junction of School Lane and Silver Street, where parking very close to the junction seriously restricts visibility for vehicles exiting School Lane and access along Silver Street for HGVs. welcome the proposals, which prioritise road safety and provision of parking for local residents. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
9	Support	<ul style="list-style-type: none"> • The speed limit reduction has full support. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
10	Support	<ul style="list-style-type: none"> • 100% behind all the 20 mph zones and in principle the parking restrictions. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
11	Support	<ul style="list-style-type: none"> • The 20mph limit is a wonderful idea by the way. There's a bottle neck and blind spot both. Tractors and artic lorries come hurtling along this point. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
12	Support	<ul style="list-style-type: none"> • There was a serious incident involving a young child at the junction of the Banks and Crook Station Road. Visibility pulling out from the Banks is difficult If traffic were slowed coming from the Crookfield area down past the doctors to the junction it would help and 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural

		<p>perhaps prevent further incidents As previously mentioned that road has no pavement.... 30mph no pavement parked cars etc What is the criteria ? Yes support the present proposal however it does not cover two housing estates both with pavement and road crossing issues that have not been considered.</p>	<p>village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
13	Support	<ul style="list-style-type: none"> • Very supportive of the measures being proposed. • Believe they could go further with surface treatments changing traffic behaviour without limiting turning circles etc. for large vehicles e.g., at the junction at the heart of the village that needs more than 20mph – it needs different style paving to give the space back a bit to pedestrians. And by the Abbey care home – here is another natural ‘entrance’ to the village that could do with redesigning and simple measures such as kerb widening, different surfaces, etc. addressing vehicle/pedestrian priority. • It is a good step forward! 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
14	Support	<ul style="list-style-type: none"> • Write to fully endorse the proposed introduction of a 20mph speed restriction within the village of Staveley. 	<ul style="list-style-type: none"> • Supports the proposals. • All requests relating to other restrictions or additions to the

		<ul style="list-style-type: none"> • The village continues to grow in every respect: residents, businesses and visitors. Staveley needs this 20mph restriction to ensure the safe movement of cars, cyclists & pedestrians. • The children's playground on Main Street additionally requires a pedestrian crossing to allow parents and children to access the playground from the pavement on the other side of the road. remain very concerned about the need for enforcement of the new 20 MPH speed limit. Staveley really needs speed cameras to enforce the new restrictions. 	<p>proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme.</p> <ul style="list-style-type: none"> • Recommended the proposals are approved.
15	Support	<ul style="list-style-type: none"> • The speed limit reduction has full support. 	<ul style="list-style-type: none"> • Supports the proposals. • Recommended the proposals are approved.
16	Support	<ul style="list-style-type: none"> • In favour of the proposed 20mph Speed limit, especially late at night traffic often exceeds 30mph at the park end of Main Street over Gowan Bridge towards Kendal Road. This traffic includes buses, HGVs and farm vehicles. • However, the Council needs to visit/observe the traffic issues more closely over a period of time to appreciate the actual issues of the section of Main Street from 75-77 to the Gowan Bridge. • The A591 Highways signage also adds to the issues on this section of Main Street and through the village. The first signage to Staveley from Kendal highlights to Kentmere, this encourages HGV access to Kentmere for the factories at the west end of the village, Mill Yard and further up Kentmere valley through the village via Main Street. HGV access for Kentmere should be via the Ings side/west end of the A591 bypass road to prevent unnecessary large vehicles through this 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at

		<p>tight section on Main Street. This would reduce the volume of large vehicles trying to pass each other by 75-77 and by the Gowan Bridge. Making this section of road safer for pedestrian users and the home owners.</p>	<p>this time, nonetheless they can be listed for consideration in a future scheme.</p> <ul style="list-style-type: none"> Recommended the proposals are approved.
17	Support	<ul style="list-style-type: none"> Many thanks to you and your colleagues for the very welcome traffic improvement schemes in Staveley which read about today in your document. Would like to make 2 representations in respect of these schemes? <ul style="list-style-type: none"> 1) Where Silver Street joins Windermere Road to the Silver Street junction with School Lane please is it possible to mark out a pedestrian walking strip with an unbroken white line to protect pedestrians including schoolkids when walking up to school? Visited Cartmel recently and saw they had such a scheme on a similarly narrow street with lots of pedestrian traffic. 2) Please is it possible to repaint the junction markings where Back Lane joins Main Street by the Spar? These are now faded away and are crucial to allow pedestrians to cross with right of way under the new Highway Code. 	<ul style="list-style-type: none"> Supports the proposals. All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Existing road marking that are included in the scope of this scheme and are currently faded will be remarked should the proposals be approved. Recommended the proposals are approved.
18	Support	<ul style="list-style-type: none"> Extend proposed 20mph speed limit to the end of Kendal Road (south end of the village) where the current 30mph limit ends. Create a Stop or Give Way sign at the junction of Back Lane and Silver St. 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a

			<p>need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
19	Concern	<ul style="list-style-type: none"> • Two housing estates in Staveley that appear to have been omitted and forgotten • Crook Road leads onto Station Road could the 20 mph be extended up to Crookfield please? There is an estate on Crookfield, adults and children walk from here to the school, there is no pavement, often a bit dark under the bridge there is a doctor's surgery and opposite this a meat delivery business, there are usually a lot of cars coming and going and also parked on the road meaning that pedestrians walking with no pavements may have to step out and around parked car. The junction from the Banks out onto Crook Road Station Road has poor visibility under the bridge (needs a mirror opposite by the Crook Road Station Road sign) and with parked cars on Station Road. Please could a traffic slow sign from the doctor's surgery also be installed giving traffic opportunity to slow down as vehicles pull out from The Banks. • Where on the map is Caldryk Fold? This is a dangerous exit from this housing estate onto Kendal Road with no pavement ! People have to cross over Kendal Road on a difficult stretch to find a pavement....children waiting for school busses at a 	<ul style="list-style-type: none"> • Concerns raised. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme.

		<p>bus stop on the corner by Stock Bridge Farm and a bend in the road....The road from The Eagle and Child up to and past Caldryk Fold ...possibly to the two houses presently being renovated Lilly Fell and One Ash...there is a farm entrance opposite must be 20mph The 30mph signs are around this area and simply need changing to 20 mph and pulling back to ensure traffic has slowed before reaching Caldryk Fold....which is part of Staveley and not being considered for some reason! Please visit the area and amend this mistake!</p>	<ul style="list-style-type: none"> • Recommended the proposals are approved.
20	Concern	<ul style="list-style-type: none"> • Having looked at the proposal (map), personal view is it's a waste of time for a number of reasons. • The areas marked in green are pretty much 20pmh already due to the traffic congestion or the Twenty's plenty rule or how narrow the roads are already. Apart from hours outside the normal daytime traffic, you will get traffic going fast, for example, have seen traffic fly down the main street at about 40-50mph at around 7.30am. You could make it 5mph, but it wouldn't make much difference as you will still get drivers going at fast speeds due to the lack of Police on the roads to catch them. As regards the plan, can't see why the more dangerous spots are not 20mph... like Windermere Road up to Brow Lane junction where there are many children who cross along that road to go to school with traffic speeds between 40-50mph. • Or the Crook Road where there are no footpaths for the many who go to the doctors or again children's walking from the estate near Bypass bridge. Traffic can be around 30-40mph down that narrow section. 	<ul style="list-style-type: none"> • Concerns raised. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme.

		<ul style="list-style-type: none"> • Or up to the estate going out on Kendal roads, where kids have to cross by the farm. Traffic can be 40-60mph along there. • Hope this makes sense as should be protecting our children and elderly in the village 	<ul style="list-style-type: none"> • Recommended the proposals are approved.
21	Support	<ul style="list-style-type: none"> • Very happy with the proposal to introduce a 20mph speed limit in some roads in Staveley. A child was injured in the road on Station Road recently, so it will be a relief that the speed limit will decrease to 20mph. Our route to school is covered by the proposal so that is brilliant. Also delighted that the roads near the playground are included. However, feel strongly that the 20mph limit should extend further along Crook Road, at least to the Doctors' Surgery, and ideally to Crookfield. In the proposal, the 20mph zone ends just after the railway bridge. Beyond this there is no walkway/pavement, and it is dangerous for pedestrians walking to the Doctors' Surgery. This is also on the walk to school for many children who live in and around Crookfield. Extending further along Kendal Road would also be an excellent idea. 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
22	Support	<ul style="list-style-type: none"> • Having lived in the village for over 12 years are strongly in favour of a 20mph speed limit however urge you to reconsider where the 20mph limit starts, especially on Kendal Road (everyone that lives on this road feels the same way about the 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural

		<p>traffic speeds) where regularly witness dangerous driving and where many children and adults, both villagers and visitors (dales way) walk and cross the road.</p>	<p>village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
23	Support	<ul style="list-style-type: none"> • Staveley is such a wonderful village. So pleased that safety for those living in the village and those visiting is being prioritised. • The plans will benefit all ages, children attending the local school to elderly residents and of course everybody visiting the village. • The current speed limit allows cars turning onto Kendal Road from the A591 to drive up to 50mph as they approach the village. The first 30mph sign is set beyond the Staveley village sign and barely 5 metres from two residential driveways. In other words, drivers are only advised to reduce speed to 30mph as they reach these driveways with the result that even drivers noticing the change in speed limit from 50mph to 30mph are still driving 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with

		<p>over 30mph as they pass these driveways and the driveway into Sandy Hill Farm.</p> <ul style="list-style-type: none"> As a minimum, the 30mph sign should be located as soon as you turn onto Kendal Road from the A591, either before the railway crossing or immediately after. This would allow a further reduction in speed to 20mph where the current 30mph sign is positioned. The 20mph speed restriction should carry through to the other side of the village. 	<p>many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Recommended the proposals are approved.
24	Support	<ul style="list-style-type: none"> Agree completely with the 20 mile speed limit for Staveley but from the south it should start from stock bridge farm and crook road should extend to the bypass bridge. There is also a need for a zebra crossing across main street to the park. 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme.

			<ul style="list-style-type: none"> Recommended the proposals are approved.
25	Support	<ul style="list-style-type: none"> The 20mph zone is very welcome but should without question be extended to Caldrigg Fold on Kendal Road, and Crookfield on Crook Road. There should be a crossing point installed opposite the playground as visibility for pedestrians is poor due to the height of the new bridge. 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Recommended the proposals are approved.
26	Support	<ul style="list-style-type: none"> Support but feel none of the 20mph limits go far enough in every direction <ul style="list-style-type: none"> 1) going North towards Kentmere, C5056 20mph stops before the awkward junction by the bridge / goods entrance to factory where lorries often sit on that corner and then reverse to turn round that 20mph should go as far as the next residential turning, Raven Garth (about 500 ft on google 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the

		<p>maps).</p> <p>2) Kendal Rd, C5108 coming in clearly slowing to 20mph just at the Eagle pub/bridge is no good 20mph needs to continue about half a kilometre east to just BEFORE Caldriigg Fold, where people taking kids to school need to cross at busy times to path behind wall it's also entry to Dales Way, and there is no footpath from here to bus stop at Eagle and people with double buggys cannot use footpath on other side- too narrow and cars parking along by elevated houses, always a nightmare with so many cyclists too.</p> <p>3) going south on Crook Road, C5059 again, a family housing development and no footpaths as well as no paths at all to GP surgery, 20mph should extend from railway to the bridge over bypass</p> <p>4) Windermere Rd C5108. going west, from Village Hall all the way up and along Danes Rd to the bypass access to Brow Lane school route, 20mph fully residential, loads of parking both sides, and DOWNHILL- they WHIZZ by please, if you are going do this, do it once and make Staveley fully 20mph on all 4 routes in to village.</p> <ul style="list-style-type: none"> • Finally, joining the section Kentmere Rd, C5056 there is a specially created footpath "Miles Without Stiles" goes round along river, other side from Mill yard comes out on to back road (no name on google maps) where cars can do 60mph!!! up to bridge/Hall Lane junction this circular route should all be 20mph so wheelchairs and mobility scooters and kids with bikes can do that circular walk safely. 	<p>suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
27	Concern	<ul style="list-style-type: none"> • It is disappointing to see that this document is not really a consultation document but a statement of what 	<ul style="list-style-type: none"> • Concerns raised.

		<p>will take place with no additions to the scheme acceptable at this time.</p> <ul style="list-style-type: none"> • The 20mph zones really need to be extended to cover Kendal Road, (people walking along here from the Caldrigg Fold housing estate into the village) Crook Road (which has no footpaths along a large part and people are walking to the Crookfield housing Estate and to the doctors) and Windermere Road (many children have to cross this road on the way to school) as these are part of our Staveley with Ings Community Plan's safer walking routes for school children and residents walking around the village. • Also requiring some traffic speed reduction is the road section of the Miles without Stiles route around Staveley, which goes along the small narrow road from Barley Bridge toward Burneside, for a few hundred metres and which is still a 60mph road. • There seems to have been no consideration of the content of our local Community Plan for Staveley with Ings which includes traffic improvements. • There is no mention of any changes at Ings village. • Since the initial Consultation three years ago, some things have changed, and this includes Highways rules regarding the space between pedestrians and cyclists. Has this been considered, as this wouldn't be possible on most of the narrow roads currently remaining at 60mph or 30mph and a reduction of speed would be appropriate. • 20mph along the housing developments of Beck Nook, Fairfield Close, Gowan Crescent, Kent Drive and Scroggs Close could be taken out and the extra roads outlined above, included in the 20mph zone provide a more useful overall village scheme. 	<ul style="list-style-type: none"> • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • Initial consultation was for Staveley village and at this time Ings has not been included. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
28	Support	<ul style="list-style-type: none"> • The current plan is a great improvement on the previous (2019) consultation and very pleased about 	<ul style="list-style-type: none"> • Supports the proposals.

		<p>this. Thank you for taking into consideration our comments about the importance of including Station Road in the 20mph zone, this seems entirely logical and is most welcome. In September 2021 a youngster was knocked down by a car on Station Road,</p> <ul style="list-style-type: none"> • This new area of housing is home to young families who walk their children to school along the Crook Road into Staveley. There are no pavements, and there is an industrial unit with a lot of vans that turn and park on or near the road. The doctor's surgery is opposite the industrial units. The lack of a pavement makes it more hazardous for all ages, but especially the young and the elderly. The whole of this area where the Crook Road enters Staveley at the railway bridge is outside the proposed 20mph zone. cannot understand why this is the case. • It would have been logical to include the Crook Road, right up to the point at which it crosses the A591, in the 20mph zone. wanted to put concerns in writing and trust that you will share them with your team. 	<ul style="list-style-type: none"> • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
29	Support	<ul style="list-style-type: none"> • Agree with the 20mph speed limit through the village of Staveley. Having 2 small children trying to cross Windermere Road from Rawes Garth which do 4 times a day, is a stressful, worrying part of our day. The view from where cross is always a concern. You don't get a clear view of cars coming towards us. imagine the drivers don't have a good view of pedestrians either. • Also have an old dog who is quite slow at crossing, 20mph would definitely make life easier and less stressful. 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road,

			<p>and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
30	Support	<ul style="list-style-type: none"> • Feel that the proposed 20mph zone should be extended to include: <ol style="list-style-type: none"> 1)The full length of Windermere Road up to and including Seed Howe Cottages / Reston Mill House, Danes Road 2) Up to and including Crookfield/Middle Fell and the by-pass bridge on Crook Road. 3) Up to the Railway Level Crossing (adjacent to the Dales Way). 	<ul style="list-style-type: none"> • Supports the proposals. • The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be

			<p>listed for consideration in a future scheme.</p> <ul style="list-style-type: none"> Recommended the proposals are approved.
31	Support	<ul style="list-style-type: none"> Heartened to see the proposal for the 20mph speed limit to Staveley roads. Though with the amount of activity that happens at Barley Bridge junction on the Kentmere road feel the location of where the 20mph ends should be extended further to beyond the junction going out of the village. Or even extended to the end of the lay-bye further up than us, and where the last cul-de-sac of Ravensgarth junction is. Main concerns are that as soon as drivers know they are heading out of the speed limit they put their foot down, despite it being 30mph. 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features. All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Recommended the proposals are approved.
32	Support	<ul style="list-style-type: none"> Having lived in the village for over 12 years are strongly in favour of a 20mph speed limit however you seem to have overlooked the problem areas where speeds are regularly, ridiculously dangerous i.e., Kendal Road. Cars cross the bridge by the pub and increase their speed as they leave the village, or cars 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as

		<p>entering the village from Kendal only really slow down when they get to the pub and are crossing the bridge.</p> <ul style="list-style-type: none"> Strongly believe the 20mph speed limit should start just before Stockbridge farm on Kendal Road and run till at least Brow Lane on Windermere Road. On the Crook Road where there is no pavement and lots of children live, believe it should run to the bridge crossing the dual carriageway. 	<p>advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.</p> <ul style="list-style-type: none"> All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. Recommended the proposals are approved.
33	Support	<ul style="list-style-type: none"> Supports the proposals and requests the following; <ol style="list-style-type: none"> That the 20 mph speed limit is extended on Kentmere Road in a northerly direction past Raven Garth and extending to the property Stella Mount. Reason 1. Vehicles exiting the proposed 20 mph zone will accelerate, cause nuisance and danger to other road users. The T junction at Barley Bridge is busy with traffic, pedestrians, runners, cyclists, horse riders and vehicles unloading/loading at Kentmere factory. Visibility at the junction is marginalised. Parked vehicles on Kentmere Road make it 	<ul style="list-style-type: none"> Supports the proposals. The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.

		<p>narrow and at times only single lane.</p> <p>4. Walkers/cyclists load/unload/ reverse in the lay-by opposite Raven Garth. Speeding vehicles are a danger.</p> <p>5. Vehicles from 18 residential properties between Barley Bridge and Stella Mount turn on and off Kentmere Road. There is no pavement for pedestrians on this stretch of highway.</p>	<ul style="list-style-type: none"> • All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme. • Recommended the proposals are approved.
--	--	---	---

Summary

- 33 responses received.
- 6 raised concerns – requesting the consultation to be over a longer period, or to include roads leading out of Staveley to create a wider 20mph.
- 2 objected to the proposal.
- 25 in support for the proposals.
- The main request was to extend the 20mph.
- The proposed 20mph speed limit over the centre of the village, where mean speed is 24mph or less and associated characteristics of the rural village, will lead to self-compliance, as advised by DfT. Conversely, did not propose a Zone to include the suggested longer lengths of roads such as Kendal Road, Crook Road, Windermere Road, Kentmere Road, and Hall Lane because the means speeds indicated there would be a need to calm the traffic further with many sections of horizontal or vertical traffic calming features.
- All requests relating to other restrictions or additions to the proposed the 20mph scheme cannot be considered for implementation at this time, nonetheless they can be listed for consideration in a future scheme.
- Recommended that the proposals are implemented as advertised.