**Pedestrian and Traffic issues in Allithwaite**

Summary Table

The data we feel we need to collect is in bold and details of any we know about included in italics

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| --- | --- | --- | --- |
| Road / area | Main issues | **Data needed** *data available* | Possible solutions |
| **1.Country Lanes** | SAT NAV and use as short cuts – threats from new developments | **Jack Hill – urgently needed volume and speed***Residents have completed some survey work showing 3 cut through vehicles in about 1 hour at speed* | All country lanes need improved signage**Jack Hill** – as suggested by CC highways re align entrance to top end, keep hedges and existing widths, regular pinch points introduced along road.  |
| **2.B5277 – Holme Lane** | Speeding traffic no direct pedestrian link to Jack Hill and Kirkhead rdFootpaths end at the bottom. Pedestrians use road on dangerous bend rather than longer footpath route |  **Volume and speed****toward bottom of Holme Lane***planning application SL/2014/0351**85TH percentile at 30mph speed limit 40mph from Grange, 32mph from Village*  | As suggested by CC highways – Move 30 mph back add Village entrance and narrowing at intervals. New direct pedestrian crossing linking Jack Hill to Holme lane through proposed new development at Jack hillNew central safe crossing space at exit to the village as proposed by Jack Hill developer |
| **3. B5277 –Flookburgh Rd** | No pedestrian footpaths , the Narrows causes confusion and is frightening to pedestrians, speed of traffic – no clear crossing points or directed pedestrian routes. | **Volume and speed at Flookburgh entrance by 30mph sign***AECOM study by The Pheasant speed 85th percentile 28mph northwards 30mph southwards**CCC may have some data from around 2010* | Village entranceGhost footpathsOff road footpaths links to village one identified from the end of the Narrows to Boarbank Lane subject to delivery of housing development at Barn Hey |
| **4. The Square, Back Orchard rd**  | Parked vehicles, no pedestrian routes | **Do we need Volume and speed on both?** | CC highways - Possible one way system would allow parking and ghost footpaths |
| **5. Church rd, Cartmel rd** | Parked vehicles , intermittent and poor quality footpaths past school and playground | **Volume and speed of traffic at cartmel entance and by playground** | CC highways some white lined passing places done Survey re improved crossing places for children to playground and school needed – 20mph at all times. |
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**1.Country Lanes**

**These are all narrow country lanes which are valued for recreational purposes and the bio diversity of their hedgerows and verges and need** **protecting.**

Jack Hill

Locker Lane

Wraysholme Lane

Templand Lane

Boarbank Lane ( from Locker Lane over Applebury Hill)

Templand Lane

Wartbarrow Lane

Vicarage Lane

**Problems and threats**

 SAT Nav directions increase use by traffic – Large vehicles cause damage to both verges and road surfaces.

Land allocated for development close to Jack Hill, Locker Lane and Vicarage Lane threatens their use for recreational purposes and pedestrian safety unless carefully surveyed and appropriately integrated.

Jack Hill in need of urgent research and traffic calming measures as its use as a cut through is already well documented. Locker Lane and Wartbarrow Lane have also been mentioned by residents as having increasing problems.

Residents have tried to conduct their own survey to identify speeding traffic and those using the road as a short cut

**Possible solutions**

Signage – Narrow Lane – No SAT NAV ?

Designation as Quiet Lanes – 20m.p.h and pedestrian/ symbols painted on lanes at entrances and at intervals.

Physical traffic slowing / calming measures needed on Jack Hill.

 **B5277**

This road has long been seen to divide the village. Residential areas and facilities are located on both sides – thus the Pubs are located to the south of the road and school, shops, church, playground , community center and community orchard are all located to the north.

Accidents regularly occur to vehicles entering the village from both directions.

**Problems and threats**

**2. Holme Lane (B5277)**

Pedestrian footpaths on the B5277 are found only on the Holme Lane part of the road and these are incomplete on both sides side.

The only potential pedestrian crossing point to Kirkhead rd and the route to the station is not a direct route and many pedestrians are seen taking the dangerous short cut on the actual road round the bend at the Grange entrance to the village. This crossing also leads onto a muddy verge with raised curb making it impassable for wheel chairs or pushchairs. There is also limited vision back towards the village and at this point vehicles are beginning to accelerate out of the village .

The B5277 between Grange and Allithwaite is a wide straight, derestricted road which invites vehicles to increase their speed. There is no village entrance but the bend at the top of Holme Lane and the hedge on the northern side of the road, which obscures visibility, do act to slow traffic a little.

Planning application SL/2014/0351 completed an indicative speed survey at the 30 mph speed limit sign but only from 9.15 am onwards – this showed 85th percentile speed of traffic entering the village from Grange to be 41mph and 32mph leaving the village ( this would not include the speed and volume of traffic at the time children were crossing and walking to school and the time when other surveys show that the journey to work traffic travels at far greater speeds.) This planning application seems to have agreed to move the 30mph further back towards Grange and also to create a narrowing village entrance as suggested by CC highways.

The recent planning application for Jack Hill SL/2014/ 0800 initially refused to agree to provide a direct crossing through the development at the point on Holme Lane suggested by CC Highways but did eventually agree to provide an access point at a different point which would probably be more expensive to develop. They did agree to install a central island refuge at the top end of Holme lane and improve the existing crossing from Holme Lane to Kirkhead rd –

we are not sure of the current state of either of these applications.

Holme Lane itself is also fairly wide and straight leading to traffic increasing in speed before it meets the sharp bend at the entrance to the part of the road which is called The Square.

 (B5277) The Square provides the link between Holme lane and Flookburgh rd.

There are no footpaths or verges for pedestrians to take refuge in – this is a particularly dangerous part of the road for them. A recent foreign visitor voiced his alarm at the speed of vehicles travelling through this residential area.

A right hand junction is obscured by the bend. Traffic waiting to turn right blocks the road.

Large vehicles approaching from the other direction and wishing to turn left often have to pull over to the wrong side of the road and even reverse before being able to complete their turn as the road junction is narrow and further narrowed by parked vehicles. This is the route used by busses and this shunting maneuver is observed frequently.

**3.Flookburgh Rd (B5277)**

There are no pedestrian footpaths along this section of the road, no safe crossing points and through the Narrows no separation distance for pedestrians from vehicles. Even slow moving vehicles can be frightening to pedestrians , wheel chair users and push chairs.

Traffic entering the village from the Flookburgh direction has good visibility through the narrows – this leads to vehicles tending to accelerate towards the Narrows. The existing system gives priority to vehicles leaving the village and causes many disputes – residents living close to the narrows report frequent bouts of verbal abuse and the use of unacceptable language. Part of the problem is that the dip in the road hides traffic entering the village from that leaving the village who believe they have the right of way.

The sharp bends do act to slow traffic through the village however particularly at times when children are using the road to get to school traffic speeds were identified in a survey conducted by AECOM as part of the Land Allocation process at a point close to the Pheasant pub. The results of the survey showed that speeds northbound past the site were on average lower than speeds southbound, due to the bend in the B5277 to the site. The 85th percentile AM peak (7am-9am) speeds were 27.4mph northbound and 30.7mph southbound. The 85th percentile PM peak (4pm-6pm) equivalents were 27.9mph and 29.7mph. The average over the course of the day was 27.4mph northbound and 29.6mph southbound.

**Possible Solutions**

**2. Holme Lane -**

Village entrance to narrow road by the repositioned 30mph sign

Pedestrian crossing with central reservation to Kirkhead rd

Further road narrowing points along Holme Lane

A new pedestrian crossing by the Holmestead with direct pedestrian route through any new development to Jack Hill.

Further road narrowing of road at the bottom of Holme Lane.

Holme Lane round into The Square

Road markings and signage to slow traffic and create safer pedestrian route

20 mph speed limit

**3. Flookburgh rd**

Pedestrian footpath marked where possible and the safest potential crossing points indicated.

Opportunities to create off road routes straight to the village when land allocated is developed should be examined and a requirement to leave potential access routes accessible if land is not immediately made available. The land opposite the Pheasant would provide an opportunity to provide a link via a permissive footpath directly up to Vicarage Lane to a point opposite the access to the primary school and the Community Orchard.

The land by the narrows behind Barn Hey – there is already an agreed route from the development up to the junction of Boarbank Lane and Locker Lane.

Another link from the Allithwaite side of the Narrows to link to this footpath when the orchard part of Barn Hey is developed would further help by giving pedestrians the opportunity to avoid the Narrows.

20 mph speed limit.

Village entrance narrowing the road at the 30 mph sign

Removal of the priority direction sign – Give way should be from both ends.

**4.The Square , Back Orchard rd, and 5. Church rd leading to Cartmel Lane**

Problems

The Square

No pedestrian route

Parked cars push pedestrians out into the road

Parked vehicles often pose problems for vehicles turning off the B road.

Many houses here do not have off road vehicle spaces and those that do often don’t use them as they are too narrow or have poor visibility for access.

The square leading into Church road

A bend obscures traffic

There is no pedestrian route

Traffic coming up Back Orchard rd often does not give way

Traffic turning down Back Orchard rd has poor visibility

Back Orchard rd

Parked vehicles effectively prevent large vehicles using this route

( It was supposed to be the route for busses entering the village but they can not get through and so have to make the problematic turn up into the Square )

Parked vehicles are often associated with the nursery which is held in the village institute, or holiday lets with no off road parking.

Church rd

Parked vehicles slow traffic down the road however the ‘passing areas’ are sometimes used for parking which can cause problems.

Some parked vehicles block access to homes.

Most houses do not have off road parking.

The footpaths are incomplete, not wide enough in places and of poor quality – unsuitable for wheel chairs and push chairs sometimes pushing pedestrians into the road.

Parked cars obscure the view of children wishing to cross to the play ground and school children crossing to use the Community playing fields for sport.

Cartmel Lane

Vehicles speed out of and into the village

**Possible solutions**

**4. The square / Back Orchard rd**

CC highways has suggested a one way system - - up Back Orchard rd and down through The Square – this may prove controversial but would provide opportunities for more parking on the square and a pedestrian footway.

It would restrict parking on Back Orchard rd and might make access to Sunny Brow difficult.

20 mph

double yellow lines.

**5.Church rd**

Improve footpaths to bring up to agreed standards.

An agreed crossing for the playground and school children – possibly to include road narrowing point.

20mph speed limit

double yellow lines in passing places.

**5. Cartmel Rd**

Village entrance with road narrowing.

**Other roads**

Green Lane

Residents should be consulted about the possibility of improving this lane when the land here is developed with a footpath linking the existing provision on Boarbank lane to that on Church Lane – however if the road is improved this must be a complete link and not partial.

Kirkhead rd

This road provides access to the railway station at Kents Bank

The top half of the road ( within our parish ) has good footpath provision however the link ends before the station is reached. The parish feel that this road does not have the capacity to become the main access for the large development proposed for Kents Bank – especially as direct access onto the B rd would be readily available.

**Links between villages**

Allithwaite to Grange – footpaths are in place

The pedestrian experience would be improved by slowing traffic, improving the state of the footpaths and regular cutting of verges and hedges which tend to grow over the path during the summer months.

Allithwaite to Flookburgh

No pedestrian links –

Cycle route may be signed via Wraysholme lane as part of the Morecambe Bay initiative.

Allithwaite to Cartmel

Road access narrow – busses often cause problems – many parts effectively single track.

Ghost footpaths and the removal of central white lines could improve the pedestrian experience .

Long term permissive footpath through fields may be needed

Important to retain the country lane feel.