

## **Consultation on L.D.F – Emerging Options within Lower Allithwaite Parish**

Following discussions with Lower Allithwaite Parish council, the District Councillor for the Cartmel, Allithwaite and Grange West Ward and also local residents I wish to make the following comments on then Emerging Options within the L.D F framework.

The comments and observations are both generic and specific; that is they address general concerns that I and constituents have and also there are specific comments on the issues confronting the two villages.

### **General Comments**

#### **Local Road Infrastructure**

- There is widespread concern about the local road and communication infrastructure within the parish and also within the wider neighbourhood. As County Councillor I have recently been engaged with the Parish Council in carrying out an audit which identified road safety issues and difficulties which discourage active travel within and beyond the two villages. Some small improvement work has already been completed with the support of Cumbria Highways. The Audit is ongoing and the agreed out comes and improvement strategy will be incorporated with in the village plan.
- Increase population density within the Cartmel peninsula as well as within the Parish itself will impact significantly on Cartmel village. It is on a through route to the A590 for much of the Cartmel valley from Flookburgh to the north and for traffic from Grange travelling westwards to Ulverston and Barrow.
- There also be a significant impact on Allithwaite village. The road from Grange to Flookburgh through the village is difficult for both drivers and non motorists. There are a number of blind bends and areas of restricted width including the narrows. For much of its length there is no footpath. In the upper part of the village there are a number of interlinking lanes and roads which are already well utilised.
- Traffic within the Parish will increase as the two schools in Cartmel experience rises in pupil numbers. Development within the adjoining Lower Holker Parish together with the large number of houses which could be developed in Grange West will significantly impact on the road traffic through out the Parish.

*A strategic overview needs to be developed which identifies road improvements which ensure safe movement of traffic and conserve if not improve the quality of life within the villages.*

## **Discouragement to Active Travel and Safe Ways to School**

- Increased development within then two villages will generate extra traffic. The rural roads from Cartmel to Grange and Flookburgh and also the road upto the A590 present safety issues for vehicular traffic but even more so for walkers , horse riders and cyclists. Increased use will magnify the dangers and problems.

*County and District Councils need to factor this into planning and to consider what steps needs to be taken to ameliorate difficulties. This could for example include speed limits on our rural roads or improvement work to improve safety or to reduce speeds. One example would be the creation of village entrances.*

- The Parish Council, the two Cartmel schools and I are currently working on a scheme to try to improve safety within the ‘Cartmel School Zone’. Improvements need to take place to assure the safety of children. Both Schools have ‘Travel to Schools Plans’ but because of existing dangers and difficulties few children make their own way to school.

*Active travel within the two villages and also to neighbouring communities is difficult. As part of a coherent planning approach both District and County should work with then Parish to further develop a footpath and hopefully cycle network which needs to be designed in as ‘planning gain’ which developers should be supporting.*

### **Specific issues**

#### **Allithwaite Village**

- - Active travel within the village is particularly difficult. This is most certainly the case from entering the village at the Narrows on Flookburgh Road until the footpath on Holme Lane is reached
  - At the bottom of Holme Lane there is a footpath up to the village outskirts. At the bottom back to the junction with the Square and up Church road there is no footpath. Pedestrians have to walk on a narrow section of road where drivers have late and poor visibility.
  - Pupils going to Allithwaite School cannot safely be left to find their own way to school.

*Planning gain should be actively pursued to ensure provision of community footpaths to link Holme Lane with Quarry Lane and also from the vicinity of the Narrows through to the Vicarage Lane area. Creating a footway alongside the existing carriage way will be difficult – hence the suggestion that we seek to create community footpaths as specified planning gain.*

- Increased traffic on the Flookburgh Road through the Narrows will require revised traffic management arrangements to resolve matters. The situation there is already unsatisfactory. The audit mentioned above considered existing

problems but no solution was suggested. The Highways Engineer working with the audit group suggested further review would be necessary.

- Residents on Holme Lane regularly complain about the speed of traffic entering and leaving the village and leaving the village. The problem was considered within our audit and some small measures to raise driver awareness have been carried out. The Highways Engineer felt that it might be necessary to carry out further work which might include engineering a village entrance to better manage traffic speeds and flows.

*It is particularly important that a coherent and strategic approach to planning ensures that the difficulties are overcome by built in planning gain if the health and safety and well being of residents is to be assured.*

### **Cartmel Village**

#### **Cartmel School Zones**

- Traffic management and pupil safety issues are already a matter of concern and are being actively considered. The schools it would appear could take additional pupils but this will add further to the congestion and problems which exist at the beginning and end of the school day. The difficulties and dangers pupils face in travelling on foot or by bike have are mentioned above.

*Solutions to improve traffic management and pupil safety need to be agreed and in place before any development takes place.*

#### **Resident and Visitor Safety**

- Cartmel is a historic settlement and it is important it retains its structure and identity. The village attracts large numbers of visitors and the streets are busy with pedestrians.

*20 mph speed restrictions and other measures should be considered to assure pedestrian safety.*

#### **Road Safety**

- Traffic entering and leaving the village on Cark Road face a blind summit. The road here is very narrow and is used by a significant number of pedestrians walking to Cark Shaw Wood and beyond. If development were to take place behind Headless Cross a junction on this stretch of road would significantly increase the dangers faced by both drivers and pedestrians.

*It is difficult to see how these dangers could be ameliorated without costly engineering work. Any solution could result in increasing the speed of traffic entering the village. Any solution must consider pedestrian safety. In an ideal world any pedestrian provision would be continued with a new footpath to Cark.*

- Concerns have also been expressed at traffic speed on Aynsome Road on the northern side of the village. The Primary School is on a split site on either side of the road and during the day pupils regularly have to cross the road.

*Traffic management measures in the vicinity of the Primary School are likely to be considered as part of an ongoing Cartmel School Zone Initiative. However it may be necessary to consider a village entrance.*

- There is a blind bend at the village entrance where the present 30mph speed restrictions begin. Residents have expressed concern about traffic speed in this area. Development in the field behind the secondary school and the houses on Hags Lane would require a junction on Hags Lane. The junction would presumably be on the bend by the existing 30mph sign. This is a hazardous corner.
- Pedestrians also face hazards on the lower part of Hags Lane The footpath is not continuous and in places pedestrians have to walk in the road.
- The road from the edge of the village up the up the hill from the edge of the village is both unsuitable and unsafe for pedestrians. This is the main link to Grange and is used regularly by hikers and tourists. Parents recognise the danger and school age children rarely walk this route.
- The road from Allithwaite presents similar difficulties for both vehicles and pedestrians.

## **Conclusion**

**It is particularly important that a coherent and strategic approach to planning ensures that the difficulties are overcome by built in planning gain if the safety, health and well being of residents is to be assured.**

**Developments should be accompanied by improvements to infrastructure which ensure the safety, health and well being of residents. Improvements to infrastructure should not follow development.**

**The district and county Councils must engage with local communities and the Parish Council to develop a coherent and strategic overview which protects communities quality of life.**

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