

# **ALLERDALE HIGHWAYS WORKING GROUP**

**Meeting date: 27<sup>th</sup> May 2022**

**From: Executive Director – Economy & Infrastructure**

## **KESWICK & SURROUNDING AREA TRAFFIC REGULATION ORDER REVIEW**

### **1.0 EXECUTIVE SUMMARY**

- 1.1 *The purpose of this report is to provide Members of the Highways Working Group (“the Working Group”) with the background and details of proposed changes to The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 2020, following statutory consultation and advertisement of the Order referred to in paragraph 3.1 of this report.***
- 1.2 *A copy of the Notice, which summarised the proposed restrictions is attached as Appendix 1.***
- 1.3 *Plans showing the proposed changes are attached as Appendices 2, 4, 6, 8, 10, 12, 14, 14.1, 16, 18, and 20.***
- 1.4 *A summary of responses received to each proposal is attached as Appendices 3, 5, 7, 9, 11, 13, 15, 17, and 19.***
- 1.5 *A copy of the Council’s Statement of Reasons for proposing to introduce the Order, is attached as Appendix 21.***
- 1.6 *The report will enable Members of the Working Group to make a recommendation to Allerdale Local Committee in considering whether to approve the Order for implementation, taking into account letters of representation received during statutory consultation and advertisement.***

## **2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS**

- 2.1** *The proposed traffic restrictions are designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.*
- 2.2** *The restrictions which are proposed comply with Cumbria County Council's forward plan of creating a safe and secure community, whilst providing a high quality environment for all.*
- 2.3** *There are no Equality implications at this stage.*

## **3.0 RECOMMENDATION**

- 3.1** *That having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this report, the Working Group recommends that Local Committee agrees that "The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 2020, ("the Order") be brought into operation, as advertised, except for the following: -*

- (a)** That in respect of Proposal 7, the extent of the "No Waiting At Any Time" on the south side of the carriageway on High Hill, Keswick, be reduced to allow for some on-street parking availability to remain where safe to do so, to the extent shown on the plan attached as Appendix 14.1.

## **4.0 BACKGROUND**

- 4.1** Concerns have been raised by residents and Local Members regarding a variety of locations throughout Keswick and the surrounding area, after observing possible safety issues, disruption to local bus services and suggesting improvements to the operation of the highway network.
- 4.2** Officers undertook site assessments, proposing solutions for alleviating issues where applicable. These proposals require amendments to The County of Cumbria (Various Roads, Keswick) Order 2020. Due to the lengthy processes involved when amending a Traffic Regulation Order, this has presented an opportunity to also address some other minor issues.
- 4.3** Informal consultation was carried out from 6th December 2021 to 3<sup>rd</sup> January 2022 which included 15 proposals. Following the comments received from the initial consultation, Local Committee agreed that 5 of those proposals would be abandoned.
- 4.4** Formal statutory consultation and advertisement took place between 22<sup>nd</sup> April to 13<sup>th</sup> May 2022 which included 10 proposals. Details of each proposal and a summary of responses are shown as follows:

#### **4.4.1 Proposal 1 – U2355 Braithwaite**

To Introduce a No Waiting At Any Time restriction (double yellow lines) along a section of the U2355 which would extend from the existing double yellow lines at the junction to the School Keep Clear markings. On a number of occasions, vehicles have parked on this unrestricted section which has then prevented access to the local bus service, causing the service to be cancelled. A location plan detailing the extents of the proposal are shown in Appendix 2.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 3.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.2 Proposal 2 – C2058 Ella's Crag, Stair**

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of the C2058 opposite the property known as Ella's Crag due to obstructive parking. Vehicles have been parking in the turning area, which obstructed access and egress from C2058 Newlands Pass to Stair and vice versa. The double yellow lines are currently in place under a Temporary Traffic Regulation Order due to safety concerns.

A location plan detailing the extents of the proposal are shown in Appendix 4.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 5.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.3 Proposal 3 – C2057 Grange**

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of the C2057 in Grange village, due to obstructive parking and to supersede the existing seasonal waiting restrictions to No Waiting At Any Time. The double yellow lines relating to this proposal are currently supported by a Temporary Traffic Regulation Order.

A location plan detailing the extents of the proposal are shown in Appendix 6.

A total of 3 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 7.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.4 Proposal 4 – Station Road, Keswick**

Introduction of a maximum 3 hour waiting limit on existing Disabled parking bays located on Station Road, which currently operate without a time limit.

A location plan detailing the extents of the proposal are shown in Appendix 8. No responses were received to this proposal.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.5 Proposal 5 – Station Street/St John's Street, Keswick**

To introduce a "One Way" system travelling southbound along Station Street and St Johns Street. The "One Way" system is currently in place under a Temporary Traffic Regulation Order which was initially introduced as a measure to facilitate COVID restrictions. However, the Keswick Transport Improvement Study has recommended that this measure is introduced on a permanent basis to improve the safety of vulnerable road users.

A location plan detailing the extents of the proposal are shown in Appendix 10.

A total of 9 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 11.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.6 Proposal 6 – U2231 Castle Lane, Keswick**

Introduction of a 6'6" width restriction along the U2231 Castle Lane, Keswick for its entire length due to the narrow carriageway width.

A location plan detailing the extents of the proposal are shown in Appendix 12.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 13.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.7 Proposal 7 – Vicarage Hill, Keswick**

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of Vicarage Hill, Keswick on both sides of the carriageway from its junction with Crosthwaite Road extending in a westerly direction for approx. 50m. This proposal follows a request for measures to address vehicles being parked on the verge in close proximity to the junction and bend causing obstruction to visibility, which are alleged to have contributed to near misses with cars and cyclists. Reports have also been received of vehicles parking on the triangle during the summer months.

A location plan detailing the extents of the proposal are shown in Appendix 14.

A total of 4 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 15.

Due to comments received and in light of how this area is used by residents of Vicarage Hill, and by parents and staff relating to Keswick School, Officers have amended this proposal by reducing the extent of the proposed “No Waiting At Any Time” on the south side of the carriageway to allow for some on-street parking availability to remain where safe to do so.

Officers recommend implementing this proposal **in-part only**.

A location plan detailing the amended extents of the proposal are shown in Appendix 14.1.

#### **4.4.8 Proposal 8 – Springs Road, Keswick**

Introduction of No Waiting At Any Time restrictions (double yellow lines) along a section of Springs Road, Keswick in order to maintain access to a Flood Water Retention Basin which may require access by HGV's.

A location plan detailing the extents of the proposal are shown in Appendix 16.

A total of 2 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 17.

Officers recommend implementing this proposal **as advertised**.

#### **4.4.9 Proposal 9 – Brundholme Road, Keswick**

Introduction of No Waiting At Any Time restrictions (double yellow lines) along a section of Brundholme Road, Keswick to prevent obstructive parking and improve access to properties.

A location plan detailing the extents of the proposal are shown in Appendix 18.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 19.

Officers recommend implementing this proposal **as advertised.**

#### **4.4.10 Proposal 10 – Seatoller**

To remove the existing seasonal “No Waiting” between 9am – 7pm Good Friday to 31 October restrictions and replace them with No Waiting At Any Time restrictions. This location is becoming increasingly obstructed between October and April and therefore Officers propose to rationalise the waiting restrictions for clarity.

A location plan detailing the extents of the proposal are shown in Appendix 20.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 21.

Officers recommend implementing this proposal **as advertised.**

### **5.0 OPTIONS**

- 5.1 The Working Group may recommend that Local Committee agree the recommendation at paragraph 3.1.
- 5.2 The Working Group may recommend that Local Committee agree the recommendation at paragraph 3.1 IN PART.

### **6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 There are no direct budgetary implications arising from the recommendation in paragraph 3.1. However, should the Local Committee subsequently approve the implementation of the Order, implementation costs of £19,000 approx. will be required from the Local Committee Highways Capital budget.
- 6.2 Should the Local committee subsequently agree to implement the Order, there will be an ongoing maintenance commitment from the Local Committee Highways Revenue budget. (SEA 12/05/22)

## 7.0 LEGAL IMPLICATIONS

- 7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 (“the 1984 Act”) detailed below, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report. for the reasons specified in the Statements of Reason attached as Appendix 21, namely: -
- (a) for avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising, or
  - (c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians), or
  - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
  - (f) for preserving or improving the amenities of the area through which the roads run.
- 7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -
- (a) The desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on amenities of an area;
  - (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;
  - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (e) any other matters appearing to the authority to be relevant.
- 7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the

Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (17.5.2022)

## **8 CONCLUSION**

8.1 That the Order be brought into operation as per the recommendation in paragraph 3.1 of this report.

**Angela Jones**  
**Executive Director – Economy & Infrastructure**

*May 2022*

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## **APPENDICES**

***Appendix 1 – Statutory Notice***

***Appendix 2 – Proposal 1- Braithwaite - Location plan***

***Appendix 3 – Proposal 1 - Braithwaite – Summary of Responses***

***Appendix 4 – Proposal 2 – Stair – Location plan***

***Appendix 5 – Proposal 2 – Stair – Summary of Responses***

***Appendix 6 – Proposal 3 – C2057 Grange – Location plan***

***Appendix 7 – Proposal 3 – C2057 Grange – Summary of Responses***

***Appendix 8 – Proposal 4 – Station Road, Keswick – Location plan***

***Appendix 9 – Proposal 4 – Station Road, Keswick – Summary of Responses***

***Appendix 10 – Proposal 5 – St John’s Street, Keswick – Location plan***

***Appendix 11 – Proposal 5 St John’s Street, Keswick – Summary of Responses***

***Appendix 12 – Proposal 6 - Castle Lane, Keswick – Location plan***

***Appendix 13 – Proposal 6 - Castle Lane, Keswick – Summary of Responses***

***Appendix 14 – Proposal 7 – Vicarage Hill, Keswick – Location plan***



**Appendix 14.1 – Proposal 7 -Vicarage Hill, Amended extents as per the Recommendation**

**Appendix 15 – Proposal 7 – Vicarage Hill, Keswick – Summary of Responses**

**Appendix 16 – Proposal 8 – Springs Road, Keswick – Location plan**

**Appendix 17 – Proposal 8 – Springs Road, Keswick – Summary of Responses**

**Appendix 18 – Proposal 9 – Brundholme Road – Location plan**

**Appendix 19 – Proposal 9 – Brundholme Road – Summary of Responses**

**Appendix 20 – Proposal 10 – Seatoller – Location plan**

**Appendix 21 – Proposal 10 – Seatoller – Summary of Responses**

**Appendix 22 – Statement of Reasons**

Electoral Division(s): Keswick  
Bothel and Wharrels

*\* Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/> Yes*
Key Decision	<input type="checkbox"/> No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/> N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/> No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/> N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/> No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/> N/A*
Has an equality impact assessment been undertaken?	<input type="checkbox"/> N/A*

***N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.***

**PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS**  
***[including Local Committees]***

**County Council Local Committee for Allerdale – Friday, 4<sup>th</sup> March 2022, 10am**

**CONSIDERATION BY OVERVIEW AND SCRUTINY**

***Not Considered by Overview and Scrutiny.***

**BACKGROUND PAPERS**

***No background papers.***

**REPORT AUTHOR**

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## Appendix 1

### THE COUNTY OF CUMBRIA (VARIOUS ROADS, KESWICK AND SURROUNDING AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 2020

1. The Cumbria County Council hereby give notice that it proposes to make the above Order under Sections 1, 2, 19, 32, 35, 35A, 38, 45, 46, 47, 49, 51, 53, 64 and 84 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to: -
  - (a) Consolidate the provisions of The County of Cumbria (Various Roads, Keswick and Surrounding Area) (Consolidation of Traffic Regulations) Order 2020 and the following proposed restrictions, into one concise Order;
  - (b) Introduce the following proposals:-
    - (i) To replace the “Parking for Disabled Persons Vehicles Only, At All Times” restriction on Station Road, Keswick, with a “Parking for Disabled Persons Vehicles Only, Waiting Limited to 3 Hours, No Return within 3 hours” restriction;
    - (ii) Extend the “No Waiting At Any Time” restrictions on the following: -
      - i) U2355 (south-east side), Braithwaite - by 55m; and
      - ii) Brundholme Road, Keswick (south east side) – by 35m;
    - (iii) Introduce “No Waiting At Any Time” restrictions on the following: -
      - i) Brundholme Road, Keswick (west side);
      - ii) C2058 Braithwaite to Buttermere road (junction to Stair) (west side);
      - iii) Springs Road, Keswick (both sides); and
      - iv) Vicarage Hill, Keswick (north and south sides);
    - (iv) Replace the “No Waiting between Good Friday and October inclusive” restriction on the C2057 Portinscale – Grange in Borrowdale Road (north and south sides), with “No Waiting At Any Time” restrictions;
    - (v) Replace the “No Waiting between 9.00 am and 7.00 pm, Good Friday to 31<sup>st</sup> October inclusive” restriction on the Keswick – Rosthwaite – Buttermere (B5289) Road (both sides) (Seatoller), with “No Waiting At Any Time” restrictions;
    - (vi) Introduce a “One-Way Traffic” restriction on Station Road/St John’s Street Keswick, from the junction with Penrith Road to the junction with Derwent Street; and

- (vii) Introduce a “6’6” Width Restriction” on the U2231 Castle Lane, Keswick.

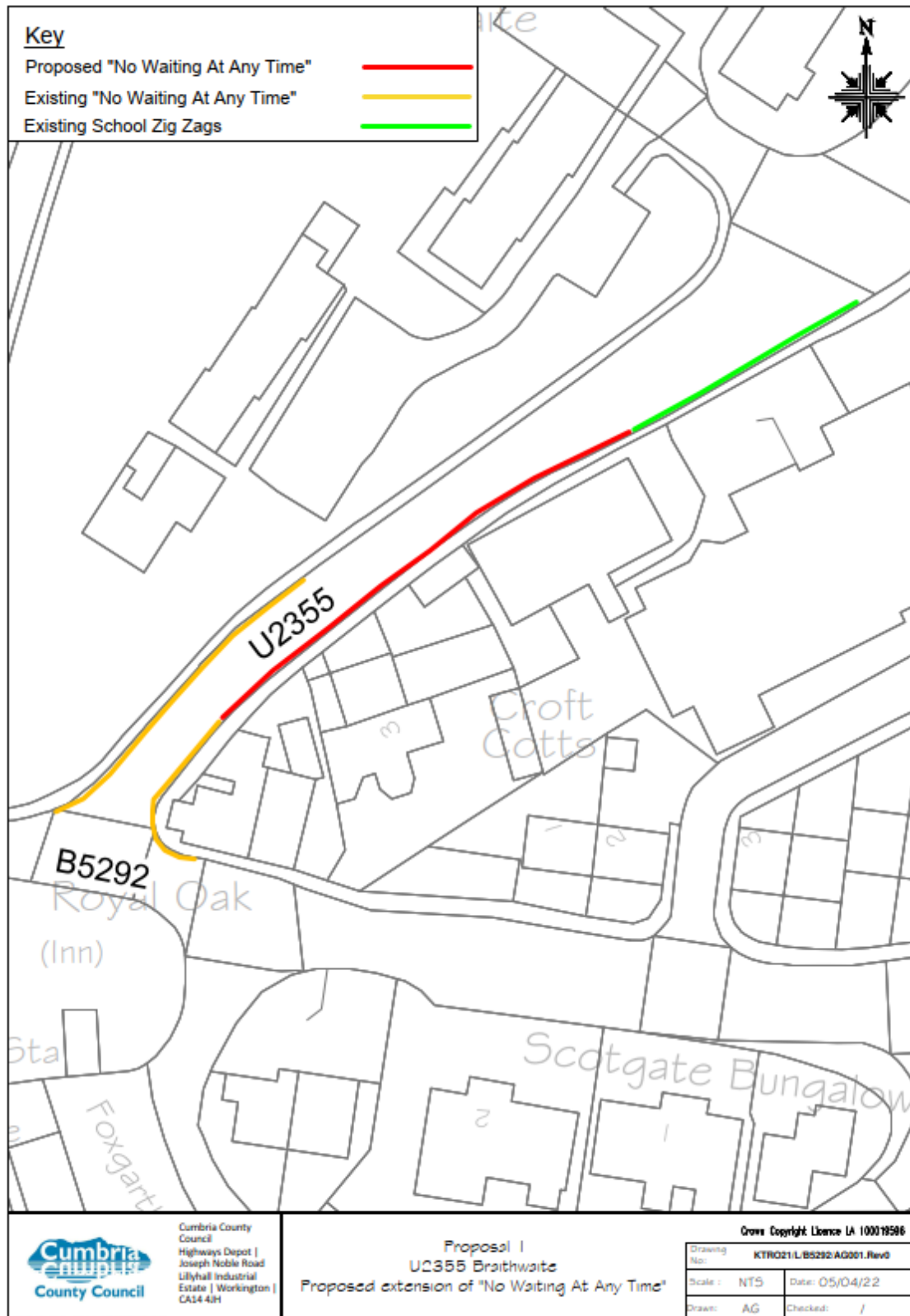
PLEASE REFER TO THE DOCUMENTS ON DEPOSIT FOR FULL DETAILS.

3. Full details of the proposed Order, together with plans showing the lengths of road concerned, and a statement of the Council's reasons for making the Order, may be viewed on the Council's website using the following link: - <https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>; on deposit at Keswick Library, Heads Lane, Keswick, CA12 5HD, and may otherwise be obtained by emailing [kim.baxter@cumbria.gov.uk](mailto:kim.baxter@cumbria.gov.uk). as can a copy of the Order to be consolidated and revoked.
4. If you wish to object or to make representations in relation to the proposed Order you should write to the undersigned, or email [kim.baxter@cumbria.gov.uk](mailto:kim.baxter@cumbria.gov.uk), not later than 13 May 2022, marking your correspondence with reference KB/4.4.1085/15.001790

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle, CA1 1RD

Dated 22 April 2022

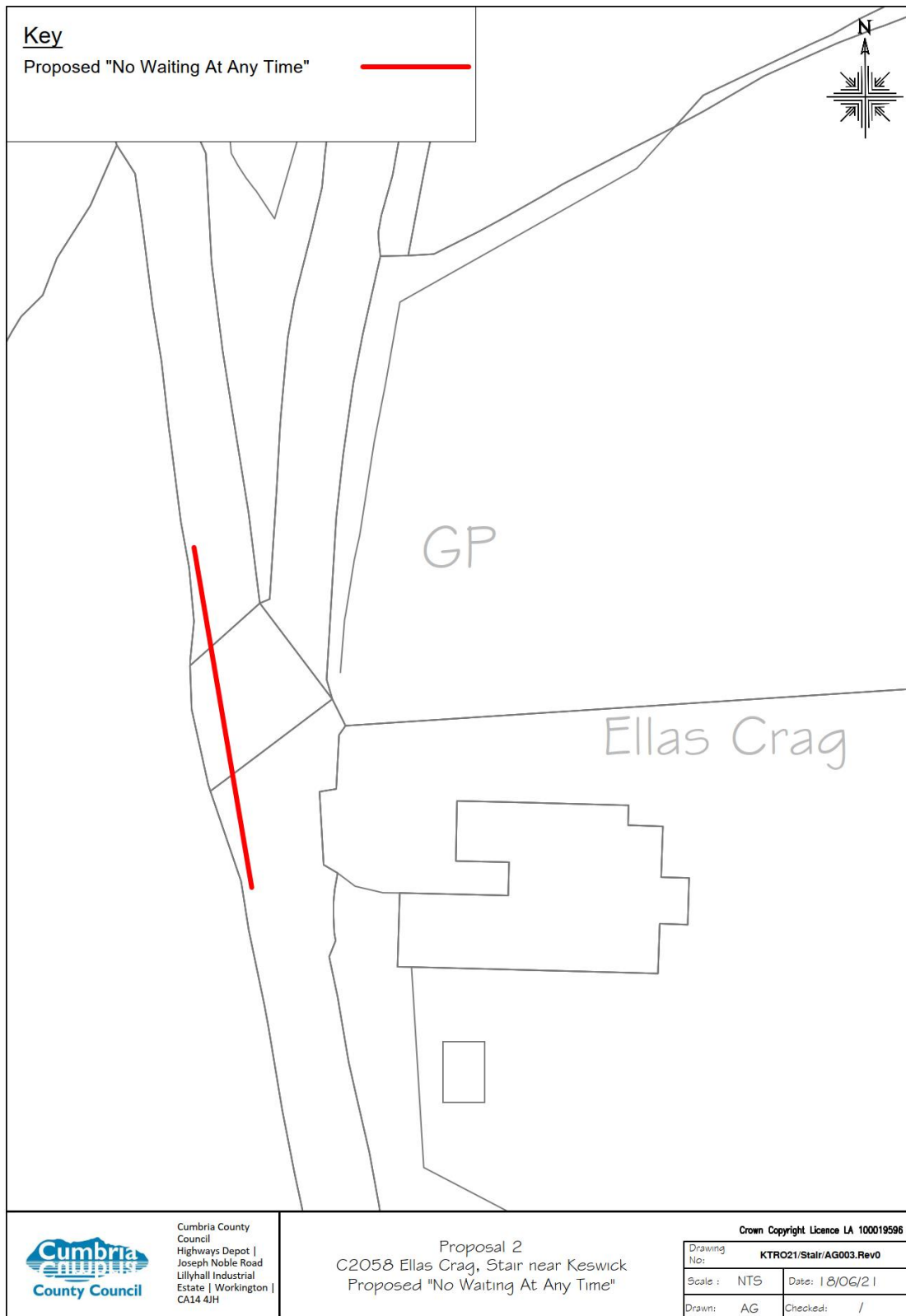
## Appendix 2



Appendix 3

Proposal 1 – U2355 Braithwaite		
Response Number	Summary of Response	Objection?
1	<p>Objects to Double yellow lines over driveway.</p> <p>Feels that there are alternatives.</p> <p>A solution to the existing intermittent issues would be to put double yellow lines from the corner of Croft / Cosy Cottage down to the school.</p> <p>An alternative would be to extend the double yellow lines 10-15m down the HPB side of the road so if people were to park just over the double yellow lines and not moved on it does not cause obstruction</p>	Objects
<b>Officer Recommendation</b>	<p><i>Whilst it is not usual practice to introduce double yellow lines across a private access, the carriageway is frequently obstructed due to vehicles parking along this section of road which in turn obstructs the bus service. This is the only bus service that runs regularly through the village and is relied upon by many members of the community. Obstruction caused to a bus service could equally prevent emergency services from attending an urgent situation.</i></p> <p><b><i>Therefore, Officers recommend that the proposal is introduced as advertised.</i></b></p>	

# Appendix 4



Cumbria County Council  
Highways Depot |  
Joseph Noble Road  
Lillyhall Industrial  
Estate | Workington |  
CA14 4JH

Proposal 2  
C2058 Ellas Crag, Stair near Keswick  
Proposed "No Waiting At Any Time"

Crown Copyright Licence LA 100019596

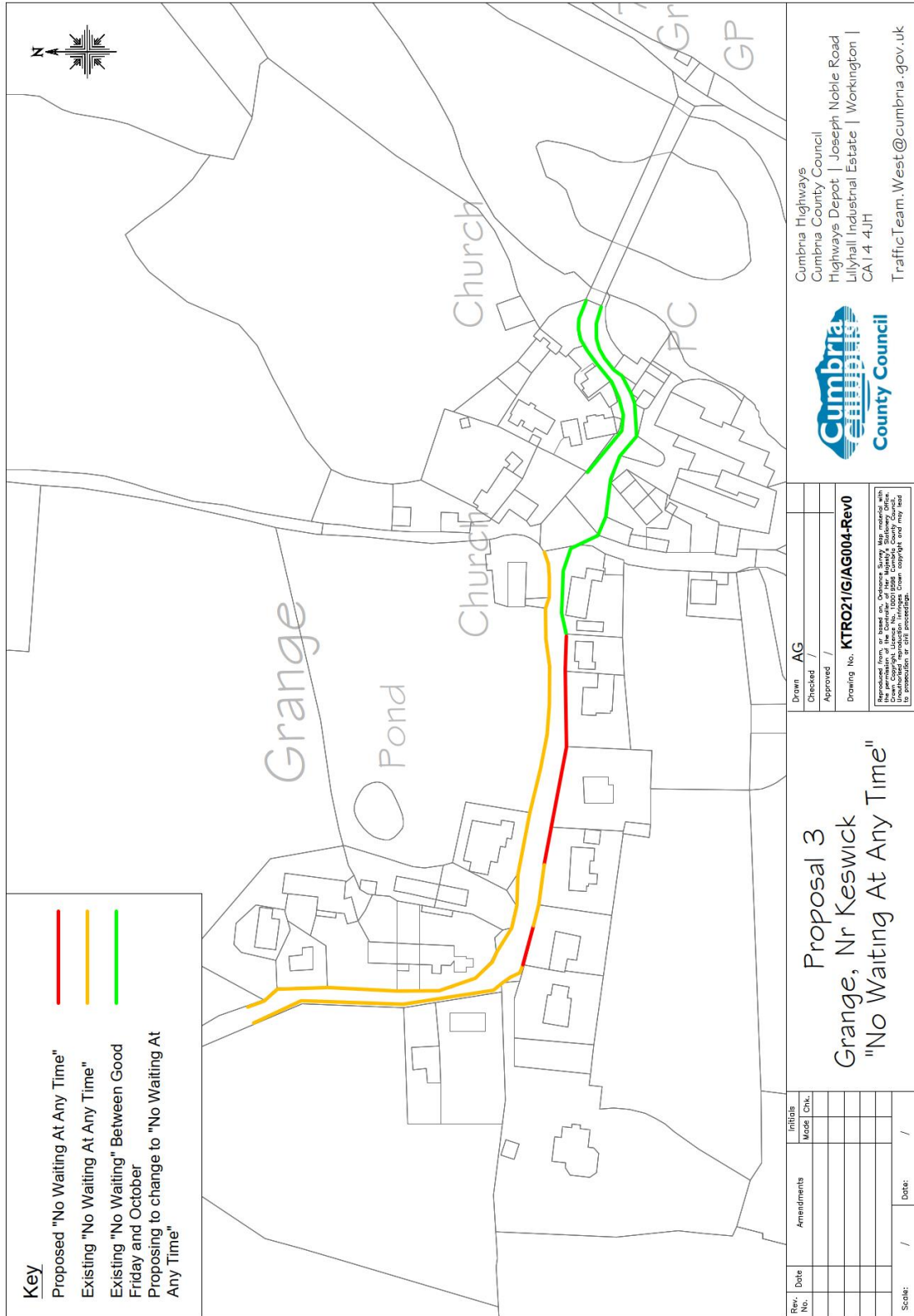
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Appendix 5

<b>Proposal 2 – C2058 Stair</b>		
<b>Response Number</b>	<b>Summary of Response</b>	<b>Objection?</b>
1	Happy with proposals which will aid access for mountain rescues. Rescue teams encounter difficulties between Grange and Keswick during the summer months, in particular at the bus stop area opposite Great Wood National Trust car Park due to inconsiderate parking.	Support
<b>Officer Recommendation</b>	<b><i>Officers recommend that this proposal is introduced as advertised.</i></b>	



# Appendix 6



**Key**

- Proposed "No Waiting At Any Time"
- Existing "No Waiting At Any Time"
- Existing "No Waiting" Between Good Friday and October
- Proposing to change to "No Waiting At Any Time"

Cumbria Highways  
 Cumbria County Council  
 Highways Depot | Joseph Noble Road  
 Lilyhall Industrial Estate | Workington |  
 CA14 4JH  
 TrafficTeam.West@cumbria.gov.uk



Drawn	AG
Checked	/
Approved	/
Drawing No.	KTR021/G/AG004-Rev0

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## Proposal 3 Grange, Nr Keswick "No Waiting At Any Time"

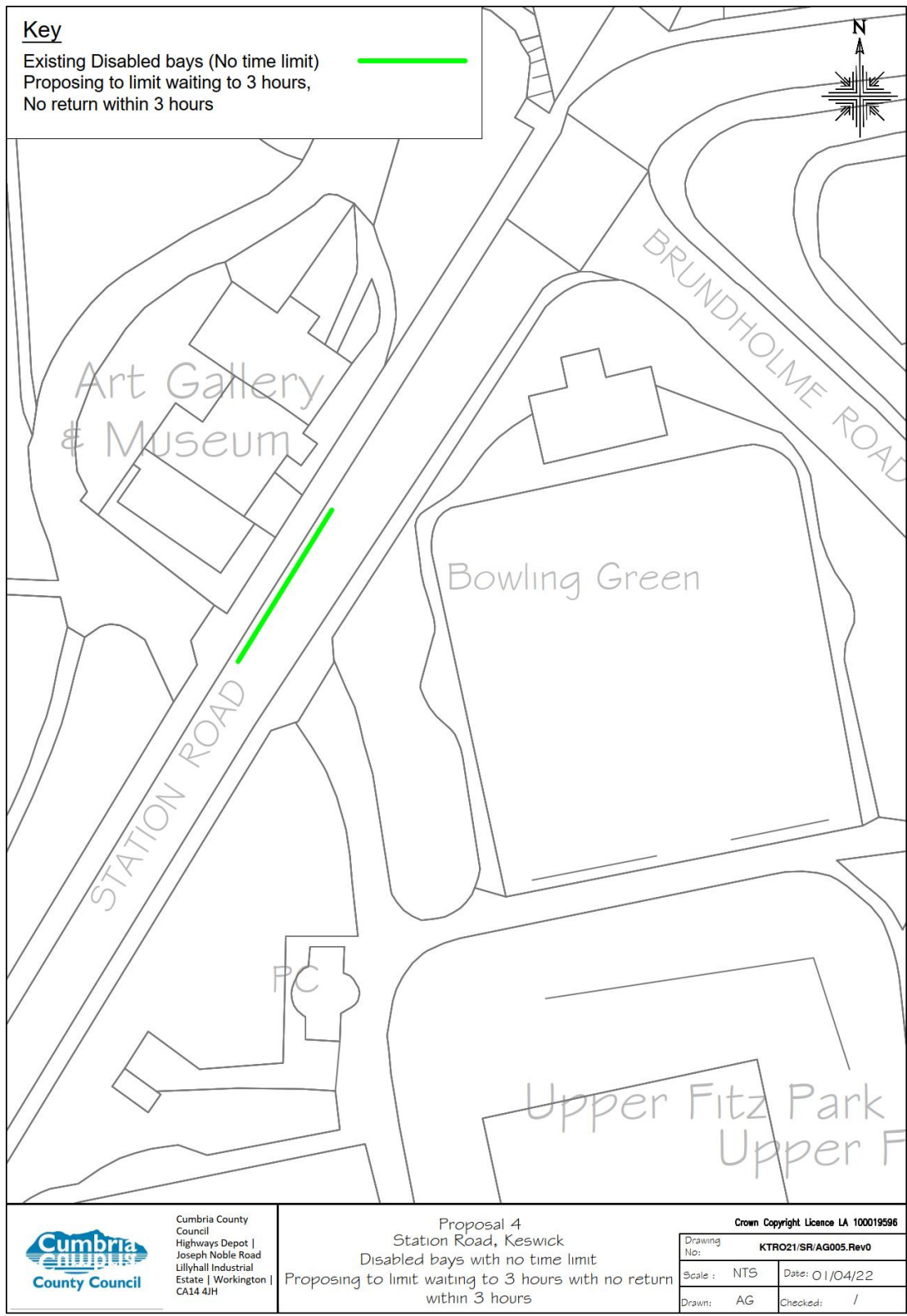
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Appendix 7

<b>Proposal 3 – C2057 Grange</b>		
<b>Response Number</b>	<b>Summary of Response</b>	<b>Objection?</b>
1	In Full agreement with the proposal	Support
2	In full support of the proposal	Support
3	Happy with proposals which will aid access for mountain rescues. Rescue teams encounter difficulties between Grange and Keswick during the summer months, in particular at the bus stop area opposite Great Woof National Trust car park due to inconsiderate parking.	Support/Comments
<b>Officer Recommendation</b>	<b><i>Officers recommend that this proposal is introduced as advertised.</i></b>	

# Appendix 8



Cumbria County Council  
 Highways Depot | Joseph Noble Road  
 Lillyhall Industrial Estate | Workington | CA14 4JH

Proposal 4  
 Station Road, Keswick  
 Disabled bays with no time limit  
 Proposing to limit waiting to 3 hours with no return within 3 hours

Crown Copyright Licence LA 100019596	
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## Appendix 9

<b>Proposal 4 – Station Road, Keswick</b>		
<b>Response Number</b>	<b>Summary of Response</b>	<b>Objection?</b>
No Responses received	No Responses received	No Responses received
<b>Officer Recommendation</b>	<b><i>Officers recommend that this proposal is introduced as advertised.</i></b>	

# Appendix10



Cumbria County Council  
 Highways Depot |  
 Joseph Noble Road  
 Lillyhall Industrial  
 Estate | Workington |  
 CA14 4JH

Proposal 5  
 Station Street/St Johns Street  
 Proposed "One Way" system Southbound

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Drawn:	AG	Checked: /

Appendix 11

Proposal 5 – Station Street/St John’s Street, Keswick		
Response Number	Summary of Response	Objection?
1	<p>In support based on safety grounds, but has 2 issues.</p> <p>1) Marked Loading bay is now obstructing the exit to Banks Court Carpark... not being allowed to turn right out of Banks Court Carpark (where I own a parking space) means that If a vehicle is parked legally in the marked loading bay on Station Street opposite the Carpark entrance/exit, (near Costa Coffee) it now obstructs Refuse Lorries and Dray Lorries (LGVs) (that attend Banks Court several mornings per week) that are trying to exit Banks Court Carpark, who then in turn (as they cannot exit) cause an obstruction, making me late for work on several occasions. This is due to the Loading Bay markings overlapping the exit (see image below) - this is only a problem when turning left to join the One-Way system.</p> <p>2) Also it would be much appreciated if the poor quality rutted &amp; pot-holed road surfaces on the alternative routes via Church St &amp; Manor Brow could be corrected.</p>	Support
2	<p>Fully supports the proposal and feels that the One-way system has made it safer for pedestrians and has improved footfall to business.</p> <p>At the same time, I also appreciate that there is from time to time something of a bottleneck at the junction with Derwent Street, by the cinema. This is in part because Derwent Street is quite narrow, and you are poorly unsighted until you get to the junction with the cinema, both left and right. Those travelling either up or down St John’s Street then act as mediators to facilitate easy flow of traffic, it never lasts long, rarely happens, and it's never normally an issue, and is always very easily resolved.</p> <p>I can promise you that this Derwent St / St John’s St junction is nothing compared to the pinch point and the blind 100-degree left-hand bend where Station Street becomes St John’s St, was never built with the volume of traffic specifically HGVs in mind.</p>	Support



3	<p>It is quite ridiculous to have Southey Street and St Johns as one way in the same direction. One of them should have return flow.</p>	Objects
4	<p>Feels that the One-Way has had a negative impact on the traffic flow. Lived and worked on St John's Street for 23 years, and people seemed to be naturally more cautious when it was 2-way.</p> <ol style="list-style-type: none"> <li>1. There has been an increase in traffic going down Derwent St, which is a narrow street with narrow pavements. At times there is gridlock.</li> <li>2. Vehicles use Derwent St as a cut through &amp; come round the corners at speed, putting pedestrians &amp; other car users in danger.</li> <li>3. Large wagons have trouble getting round the tight corners into or out of Derwent St &amp; road signs &amp; buildings have been knocked.</li> <li>4. Vehicles come up St Johns St at speed, even though there is a 20mph speed limit. Drivers aren't expecting anything coming the other way, so aren't driving with the same caution that they did when it was two-way.</li> <li>5. Pedestrians walk down the middle of the road and cars on St Johns St are coming up behind them, putting them at risk.</li> <li>6. Cyclists completely ignore the no entry signs on St Johns St, as do some vehicles. It is only a matter of time before somebody gets knocked off their bike.</li> <li>7. St Johns St and Southey St run in the same direction which makes it more difficult for people at this end of town get to the other side of town in a vehicle. By altering the direction of traffic on Station St/St Johns St, but keeping Southey St the same as it is now, would make for better flow.</li> </ol>	Objects
	<p>The number of vehicles that now travel down a very unsuitable Derwent Street (as they can't continue along St Johns St) to join very heavy traffic coming out of Borrowdale in summer won't have improved traffic flow in this area.</p>	

<p>5</p>	<p>A major problem that occurs is HGVs getting stuck turning into Derwent St which happens regularly, you only have to look at the damage caused to the signs for evidence. This does nothing for traffic flow as cars back up waiting for the HGVs to make the turning.</p> <p>I have witnessed a couple of minor collisions on St John's Street which I have e-mailed about in the past. The area they occurred (opposite the junction of Derwent St) I have never witnessed a collision before.</p> <p>I still can't get an answer from anybody as to why St John's St and Station St can't be one way in the opposite direction. You would only need to lose a very small number of parking spaces on Southey St to achieve this, surely cars shouldn't be parked on both sides of Southey Street anyway as it makes the road at these points so narrow that I'm not sure a fire engine would get through.</p> <p>From a safety point of view there are regularly vehicles and cyclists ignoring the numerous no entry signs which is dangerous for other road users and pedestrians not expecting to see a vehicle or cyclist coming the wrong way.</p> <p>I also don't understand how a camera can be installed to monitor traffic flow for the traffic study but then not used to monitor if the temporary one way system has been a success?</p> <p>I genuinely can't understand why sending cars down Derwent St, through the congested backstreets or (and this is least likely to happen because locals know how to get round town and tourists using sat nav/Google maps etc will not be sent this way because the distance is further) up Manor Brow is the best solution for Station St/St John's St.</p>	<p>Objects</p>
<p>6</p>	<p>I'd like to add my support to removing the one-way system put in place as a temporary measure on St. John's Street. I find it a huge inconvenience (I live on St John's Street) but also:</p>	<p>Objects</p>

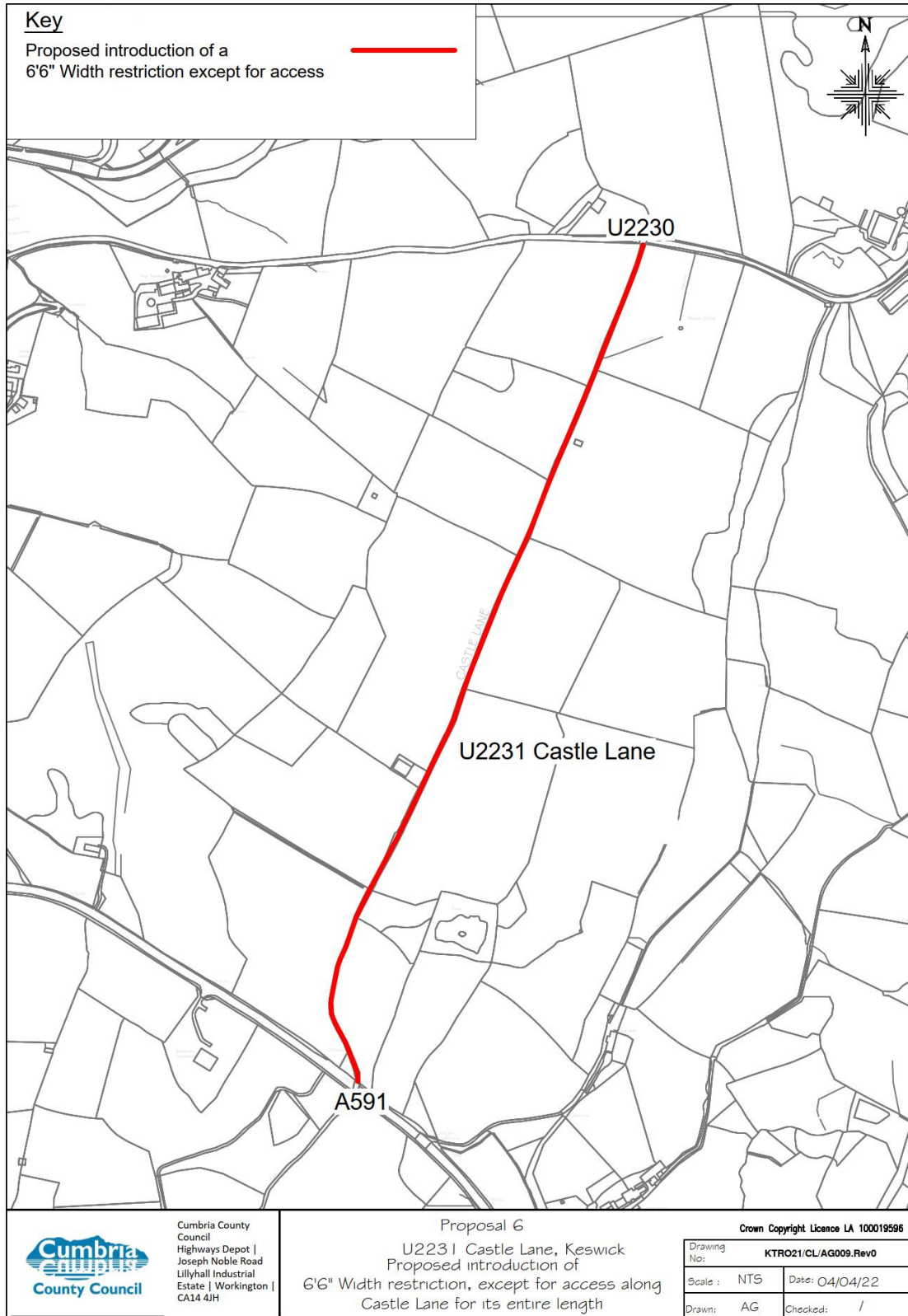


	<p>- I have already seen a few near misses with speeding cars round the blind bend.</p> <p>-the knock-on additional traffic around the area known locally as the back streets is just dangerous.</p> <p>-Derwent Street is not able to take the extra traffic and regularly causes queuing traffic.</p> <p>Personally, I would prefer a one-way system that went the opposite way - from speaking to others this is the preferred option from almost all the people I've met.</p>	
7	Would like some Keep Clear markings on Penrith Road as sometimes Emergency service vehicles get hampered by queuing traffic	Comments
8	Derwent street is wide at the top and then goes into a narrow road. There has always been a problem with traffic entering Derwent Street from the St John Street end and driving to the narrow part or driving straight down and causing a jam as there is no room for 2 large cars to pass. My suggestion would be to put a give way line and a triangle on Derwent Street about 20 metres from the top (just like the narrow road as you enter Cockermouth from the Embleton side).	Comments
9	The one-way system has made Derwent Street much busier and shifted the safety issues from St John's Street onto Derwent Street. Feels that it has created a problem by instigating a one-way system which was supposed to cure a problem that in reality never existed.	Comments
<b>Officer Recommendation</b>	<p><i>Keswick Transport Improvement Study highlighted the need to introduce traffic restrictions and calming measures on St John's Street due to the high number of conflicts between traffic and non-motor users (largely pedestrians). Suggestions of altering direction of travel, etc, have been considered at feasibility stages of design and are not recommended for reasons of safety.</i></p> <p><i>Improved signage of the restrictions are to be installed should the measures become permanent, along with improved advanced signage to prevent large vehicles trying to access St</i></p>	

*Johns Street from the Chestnut Hill direction.  
Concerns of speeding continue to be monitored and Council  
officers are working with CRASH partners to address issues.*

***Officers recommend that this proposal is introduced as  
advertised.***

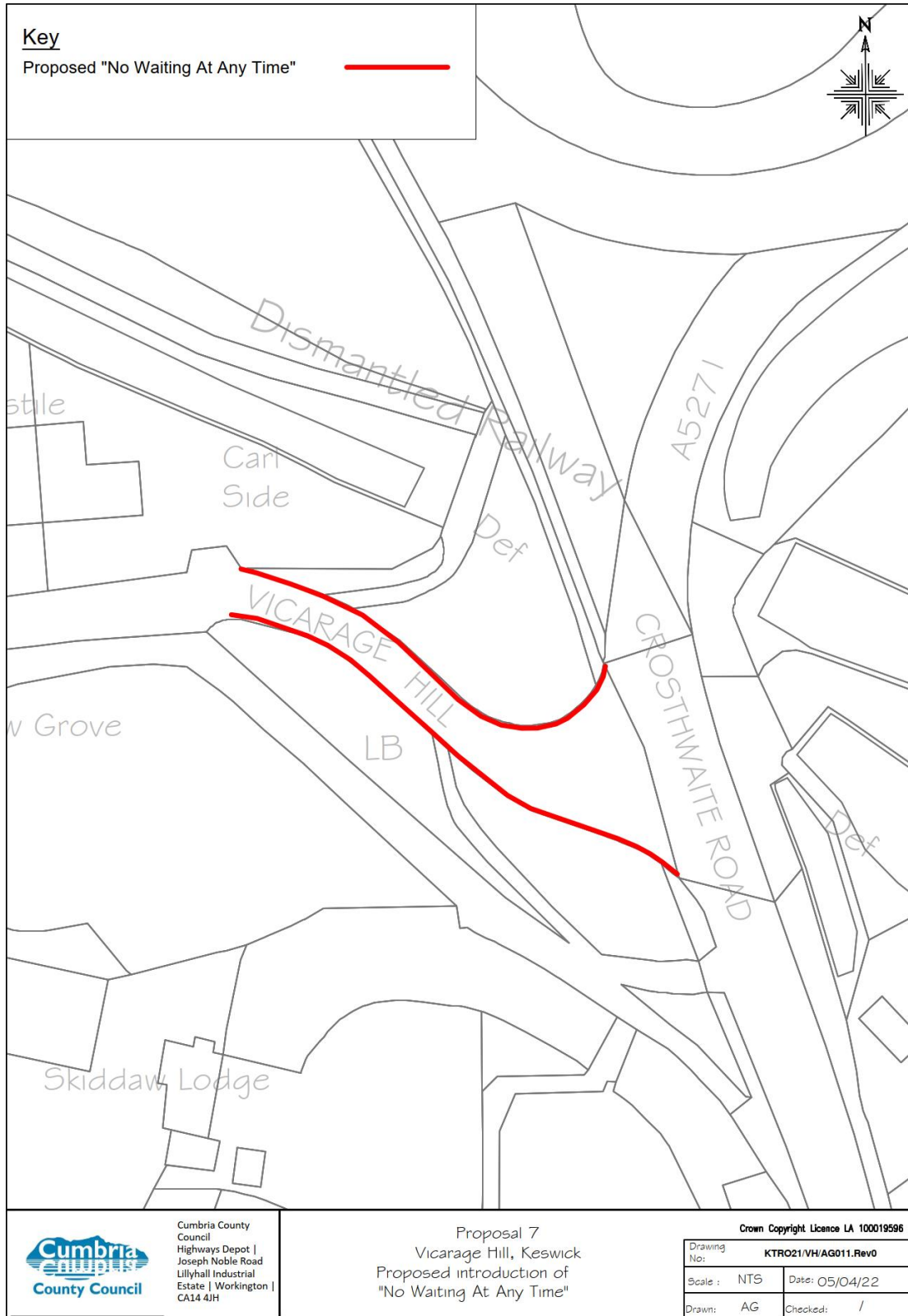
# Appendix 12



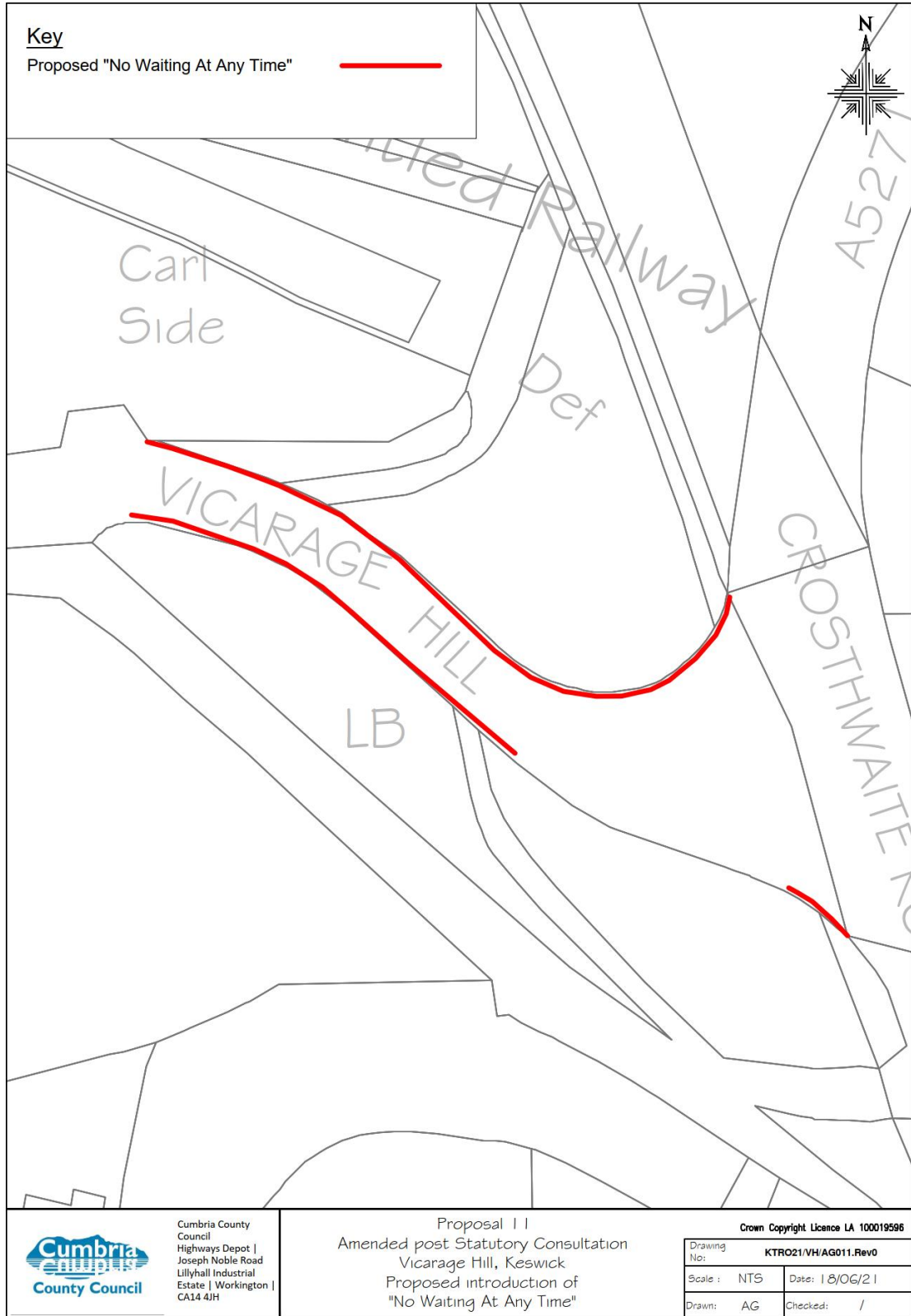
Appendix 13

<b>Proposal 6 – Castle Lane, Keswick</b>		
<b>Response Number</b>	<b>Summary of Response</b>	<b>Objection?</b>
1	In full support of the proposal	Support
<b>Officer Recommendation</b>	<i>Officers recommend that this proposal is introduced as advertised.</i>	

# Appendix 14



# Appendix 14.1



Cumbria County Council  
Highways Depot |  
Joseph Noble Road  
Lillyhall Industrial Estate | Workington |  
CA14 4JH

Proposal 11  
Amended post Statutory Consultation  
Vicarage Hill, Keswick  
Proposed introduction of  
"No Waiting At Any Time"

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Drawing No: KTR021/VH/AG011.Rev0	
Scale: NTS	Date: 18/06/21
Drawn: AG	Checked: /

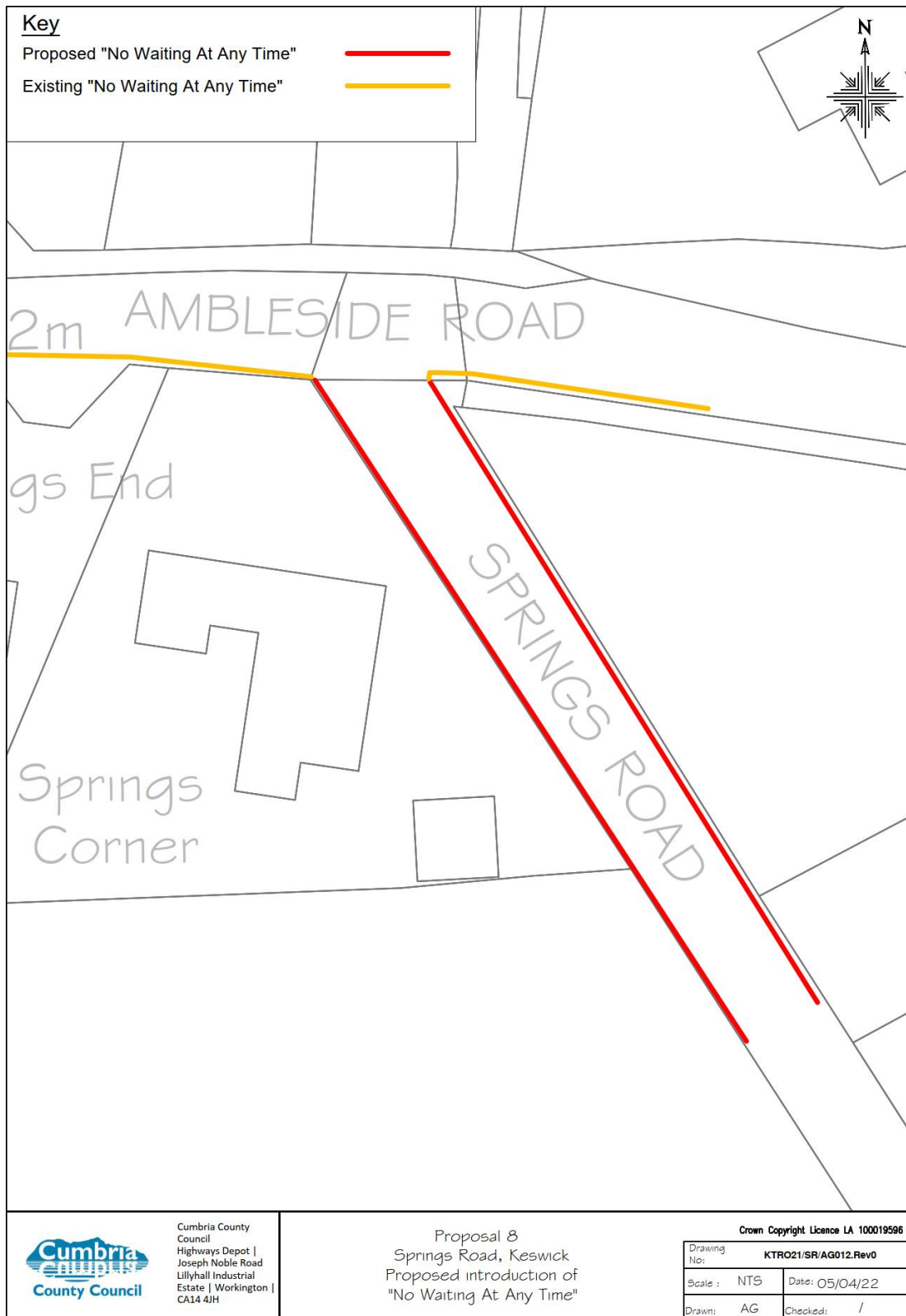
Appendix 15

Proposal 7 – Vicarage Hill, Keswick		
Response Number	Summary of Response	Objection?
1	Supports the proposal, as has witnessed obstructive parking in this location. Has a concern that this might encourage vehicles to park in a passing place further up Vicarage Hill	Support/Comments
2	In support of the proposal but concerned that there is a lack of safe drop off and pick up points for pupils of Keswick School and worry that it may lead to pupils having to cross the busy A66 to find an alternative collection point.	Support/Comments
3	<p>I am a resident of Vicarage Hill, and I am not happy with the proposal for the introduction of 'No Waiting At Any Time' at the location shown in the plans that were sent to me. There are often works on vicarage hill which have meant the road has restricted access which has made parking at our house difficult. Having a place at the bottom of the hill to park for a few hours is necessary and convenient at such times.</p> <p>Also, the hill can become very icy in the winter and again for ease of getting to work sometimes it has been difficult to access our drive and we have left the car at the bottom of the hill.</p> <p>I cannot see why there needs to be restrictions in this area generally as I think it is helpful for local residents to have a place to park near their home for many reasons and would not like to see this being restricted.</p> <p>I am aware that it can become very busy at school times and maybe a separate resolution needs to be thought about in relation to parents dropping children off, however I think restricting parking in this area will not be helpful for local residents and I would certainly not support this</p>	Objects

	proposal.	
4	<p>This area is used by residents/guests/visitors/trades people/Parents of school children at pick up and drop off times/tourists and Walkers, and particularly by residents through the winter months when Vicarage hill is unpassable as doesn't get gritted. Suggested amendments: Limit the restriction/'no waiting at any time' to:</p> <ol style="list-style-type: none"> <li>1. one side of the road (presumably the section bordering 'Carlside's' garden)</li> <li>2. a very small section on the other side where the footpath intersects Vicarage Hill, where parked cars effectively block the path, adversely affecting pram/buggy/wheelchair users.</li> </ol>	Comments
<b>Officer Recommendation</b>	<p><i>The aim of this proposal was to address the issue of obstructive parking close to the blind bend, vehicles parking on the Grassed verge and vehicles obstructing the footways which join Vicarage Hill carriageway.</i></p> <p><i>After reviewing the comments received to this proposal and in light of the way this area is used, we have reduced the extents of the No Waiting At Any Time, to facilitate some on-street parking where it is safe to do so.</i></p> <p><b><i>Officers recommend that this proposal is introduced <u>in-Part only</u>.</i></b></p>	



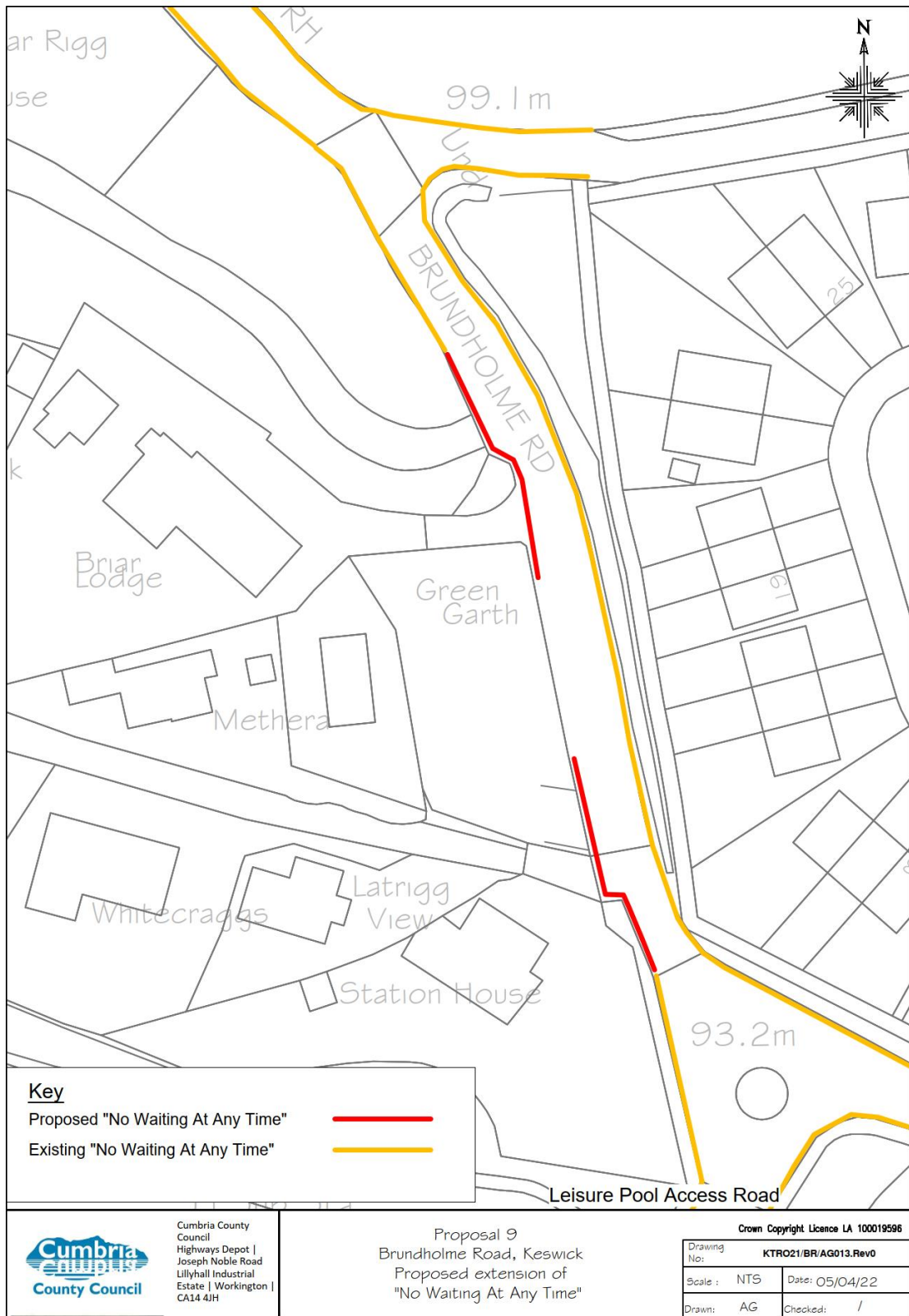
# Appendix 16



Appendix 17

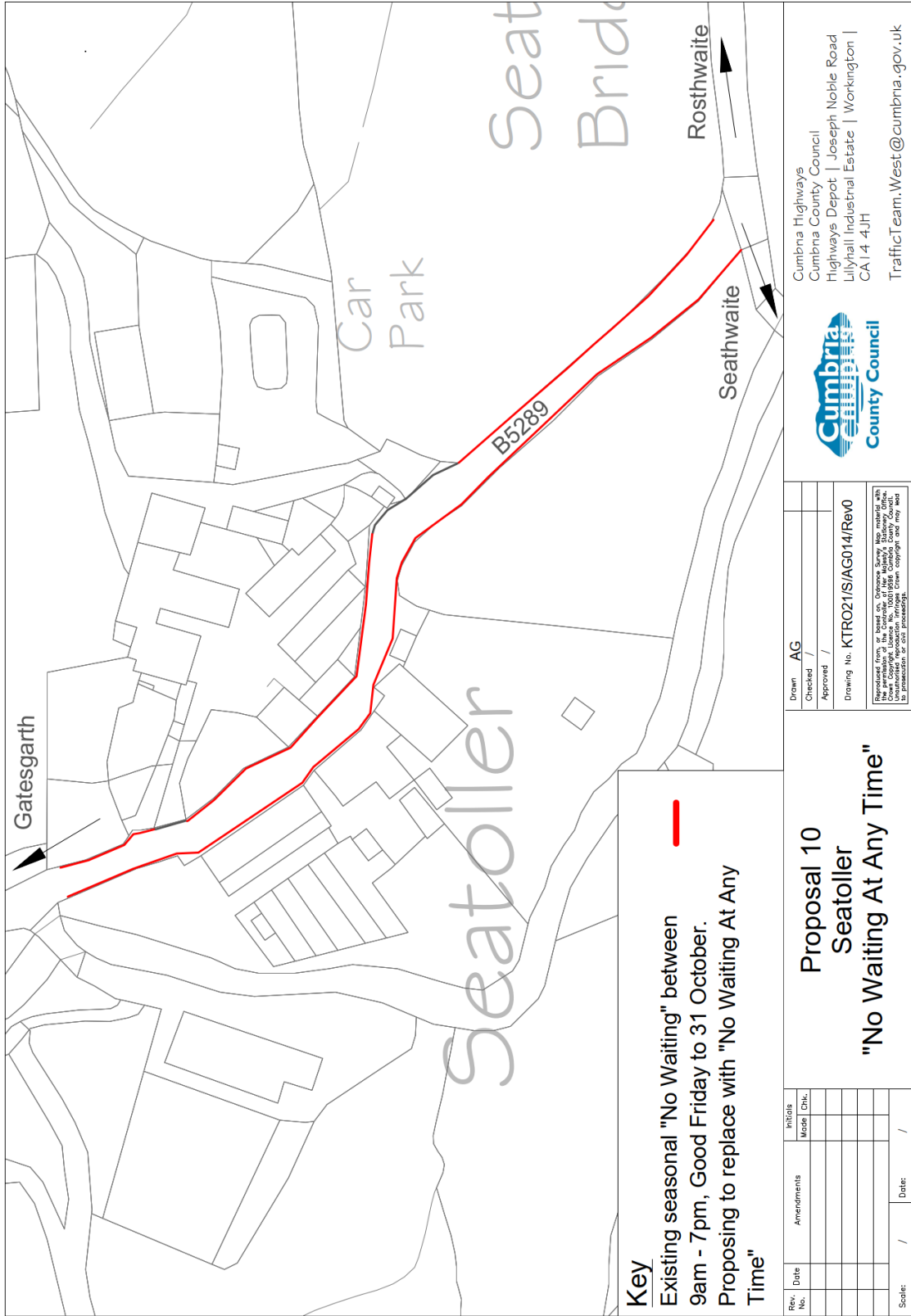
Proposal 8 – Springs Road, Keswick		
Response Number	Summary of Response	Objection?
1	In full support of the proposal	Support
2	Proposal doesn't address the parking issues. Feels that these double yellow lines will only push parking further up the road. Would like to see the Back Streets community parking scheme extended to include the FULL length of Springs Road.	Comments
<b>Officer Recommendation</b>	<p><i>The aim of this proposal was to prevent vehicles from parking and obstructing access to a flood basin, which HGV's may need access to in the event of a flood. The extents of the proposal provide the length necessary to do this.</i></p> <p><b><i>Officers recommend that this proposal is introduced as Advertised.</i></b></p>	

# Appendix 18



Appendix 19

Proposal 9 – Brundholme Road, Keswick		
Response Number	Summary of Response	Objection?
1	Supports the proposal as it will improve access and visibility to driveway to property, however, would like the double yellow lines to continue the full length of the property as the garden path has steps which lead directly onto the carriageway, which is often obstructed by parked vehicles.	Support/Comments
<b>Officer Recommendation</b>	<p><i>We feel that this proposal will help improve access/egress to the properties along this section of Brundholme Road, whilst still maintaining some on-street parking where the carriageway width would safely allow.</i></p> <p><b><i>Officers recommend that this proposal is introduced as Advertised.</i></b></p>	



Rev. No.	Date	Amendments	Initials Made	Chk.
Scale:			Date:	/ /

Down	AG
Checked	/
Approved	/
Drawing No. KTRO21/S/AG014/Rev0	

**Proposal 10**  
**Seatoller**  
**"No Waiting At Any Time"**

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**Cumbria County Council**  
 Cumbria Highways  
 Cumbria County Council  
 Highways Depot | Joseph Noble Road  
 Lilyhall Industrial Estate | Workington | CA14 4JH  
 TrafficTeam.West@cumbria.gov.uk

## Appendix 21

Proposal 10 – Seatoller		
Response Number	Summary of Response	Objection?
1	<p>1. This is a very narrow stretch of road and, throughout the year, traffic going through the village constantly needs to wait or manoeuvre to pass traffic coming in the other direction.</p> <p>2. The road widens for a 20 metre stretch opposite New Cottages. This is a passing place which permits some leeway for traffic. Vehicle's parking in that space removes that possibility and necessarily creates a problem. Vehicles often go onto the pavement at that point.</p> <p>3. There are safety concerns for pedestrians and indeed for the crocodiles of young children who use the pavement on their way to their ghyll scrambling experience further up the house. Cyclists also come down the hill at some speed at this point - parked cars are a hazard.</p> <p>4. Traffic has, in my opinion, increased in the seven years that I have lived here. This includes both light traffic but also larger vehicles: there are a significant number of motorhomes, the 77+77A buses, lorries delivering supplies to the slate mine, lorries carrying loads of aggregate from the mine and a few large coaches of mine visitors. The mine is a valuable asset for tourism and employment, but we should ensure that all such traffic is able to pass safely through the village.</p> <p>4. This is no longer just an issue simply for the summer months. I trust the council will make a decision as soon as possible and implement it before the summer holidays.</p> <p>The whole route of the B5289 from Keswick all the way to Lorton needs addressing and not merely in terms of parking restrictions. However, I believe that Proposal 10 is a step in the right direction and unconditionally support it.</p>	Support

<b>Officer Recommendation</b>	<i>Officers recommend that this proposal is introduced as Advertised.</i>	

## Appendix 22

### THE COUNTY OF CUMBRIA (VARIOUS ROADS, KESWICK) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20><

#### STATEMENT OF REASONS

Following a review of the present traffic restrictions in and around Keswick, Cumbria County Council proposes to make the above Order, to enhance the commercial viability of the town, creating a pleasant, safe place to visit and live, whilst developing improved access to various areas for those that require it. The changes have taken into account comments from correspondence and public consultations, and will address the requirements of businesses, safety issues for pedestrians, loading and delivery requirements, access for the disabled, access for residents and other related concerns.

With specific reference to S1(1) of the Road Traffic Regulation Act 1984, each of the proposals may be substantiated by the following reasons:

**Proposal 1 – U2355 Braithwaite** – to introduce a section of No Waiting at any Time restriction. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

**Proposal 2 – C2058 Stair** – to introduce a section of No Waiting at any Time restriction. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

**Proposal 3 – C2057 Grange** – to replace the existing “No waiting” between Good Friday and October on the C2057 Portinscale – Grange in Borrowdale Road (north and south sides), with “No Waiting At Any Time” restrictions, and to introduce a section of No Waiting at any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),



**Proposal 4 – Station Road, Keswick** – To introduce a time restriction to existing Disabled Only parking places which are not currently time restricted, with Maximum stay of 3 hours, no return within 3 hours –

(f) for preserving or improving the amenities of the area through which the road runs

**Proposal 5 – Station Street/St John’s Street, Keswick** – to introduce a One Way System-

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

**Proposal 6 – Castle Lane, Keswick** - to introduce a 6’6” width restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the road or to any building on or near the road, or

(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,

**Proposal 7 – Vicarage Hill, Keswick** – to introduce a section of No Waiting at Any Time restriction - (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

**Proposal 8 – Springs Road, Keswick** – to introduce a section of No Waiting at Any Time restriction –

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

**Proposal 9 – Brundholme Road, Keswick** – to introduce a section of No Waiting at Any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

**Proposal 10 – Seatoller** – to remove the existing seasonal No Waiting restriction between 9am – 7pm, Good Friday to 31 October, and change to No Waiting at Any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)