

# **Active Travel Survey 2020**

## **Draft report for Staveley with Ings Parish Council**

**Sustainability & Energy Network in Staveley (SENS)**

**September 2020**

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## 1.0 INTRODUCTION

This report has been written for Staveley with Ings Parish Council by SENS. It presents the results of an Active Travel survey conducted during July/August 2020 with residents across the Parish to find out more about their travel behaviour during Covid-19 lockdown, and their aspirations for transport going forward.

The focus was on walking and cycling – and any other way of getting somewhere under your own steam. As the Parish Council would anticipate, respondents also commented on many other aspects of travel and transport.

This report is intended to stimulate discussion about how SENS can support the Parish Council to use the results of the survey to make walking and cycling easier and safer, and to improve local transport more widely. It is hoped that these results will provide useful, additional information to supplement the valuable work that the Parish Council has already undertaken looking at resident, visitor and employee transport requirements.

The report explains the methodology used, then offers a summary of the results, with full written responses catalogued towards the end of the document. SENS has made some initial observations about the results collected, and also suggested some potential next steps.

SENS welcomes the opportunity for further discussion with the Parish Council. We have included the verbatim textual responses which enrich the numerical responses – but for those whose time is limited, the key summary sections are highlighted above.

## 2.0 SUMMARY OF KEY FINDINGS AND PROPOSED ACTION

- For those who were able to go out during lock down, it was easier and to some extent safer than usual to get around on foot and by bike.
- Local residents value being able to walk and cycle around the villages, and to use the local network of footpaths, as well as to cycle further afield.
- There are significant frustrations with the increasing amount of traffic (including HGVs and farm vehicles), and the problems posed for those who need to park near their home, their workplace or local businesses. A number of solutions were proposed.
- Respondents identified a number of specific locations which were considered to be dangerous for pedestrians and cyclists, and thus for drivers too. There is interest in working together to map key routes to see exactly what needs to be done to improve them.
- Respondents recognised the need to balance the needs of those walking and those cycling especially along the path alongside the A591 from Ings to Staveley, on Kentmere Road and on the back lane. Some improved shared path signage and markings would likely help address these concerns. Consideration should also be given to developing a code of conduct.
- Many of the problems identified require action by relevant partners eg South Lakeland District Council, Cumbria County Council including Highways, and public transport providers. A prioritised list for discussions with these partners could be drawn up.
- There are a number of potential improvements that could be implemented at a local level, for instance, working with the school to support active travel, and understanding how limited shared space can be made safer for both walking and cycling.

## 3.0 METHODOLOGY

SENS designed a brief survey to collect views from local residents on their travel ‘experience’ during Covid-19 lockdown, and their aspirations post lockdown. The survey began with an explanation of Active Travel (**Appendix A**) and included a series of questions with “tick box” answers as well as spaces inviting respondents to add free text. The survey was placed on a Survey Monkey platform, and a paper version was also printed.

SENS had also printed a leaflet to encourage residents to support local wildlife (**Appendix B**). This included a URL to the SENS Active Travel Survey Monkey platform, and was delivered to every household in the Parish together with a paper copy of the survey.

A £25 local business voucher was offered as a prize draw incentive to encourage completion of the survey.

The survey and leaflet were distributed in late July 2020 to every household in the Parish using the Parish Council street list. Responses were requested by 21<sup>st</sup> August 2020, either completing the survey on-line or returning the form to a sealed box in Wilf's foyer.

#### 4.0 SUMMARY OF THE RESPONSES

There was a reasonable response – a total of 62 fully completed hard copy and online forms. It was encouraging to see the level of engagement with the survey, with a lot of suggestions and opinions given.

#### 4.1 Responses to Yes/No Questions

Respondents were invited to tick a series of Yes/No boxes, and these results are set out in the Table.

Table	Number of responses (N=62)	Percentage (Total 100%)
<b>Q1 What has been good about moving around during lock down if you/your household have been able to?</b>		
It has felt safer to walk in and around Staveley due to less traffic	55	89
It has felt safer to cycle in and around Staveley due to less traffic	35	57
It has felt easier to get about Staveley by wheelchair/scooter due to less traffic	4	6.5
<b>Q2 What aspect of lock down would you/your household like to see continue?</b>		
Less traffic on the roads to continue	46	74
Easier to cross the road	38	61
Safer to walk and cycle (including with children)	40	65
<b>Q3 Are there particular types of journey that are important for you/your household to be able to do safely?</b>		
Taking children to school	13	21
Getting to the shops and other facilities in Staveley centre	45	73
Cycling to nearby villages/towns	28	45
<b>Q4 What do you/your household feel are the priorities to encourage more walking and cycling locally?</b>		
Reducing the speed limits in Staveley	35	57
Creating safe walking routes around Staveley	43	69
Creating safe cycling routes around the village and nearby surrounds	33	53

Access to bike hire schemes for locals	8	13
More well located bike racks	11	18
<b>Q6 What type of active travel do you/your household think you might use in the future?</b>		
Walking for leisure	50	83
Walking for other purposes eg to work, school, shops	41	66
Cycling for leisure	34	55
Cycling for other purposes eg to work, school, shops	20	32
Taking the train	34	55
Taking the bus	34	55
<b>I am willing to share my postcode so SENS can get an idea of where important walking/cycling routes should be</b>	35	57
<b>I would be interested to help plot ideas on an interactive map to identify the "hotspots"</b>	15	24
Gender male	23	37
Gender female	33	53
Other/Prefer not to say/No response	6	9.7
Age <18	1	1.6
18-24	0	0
25-49	11	17.7
50-64	22	35
65+	23	37
Prefer not to say/No response	5	8.1

People responded from their own experience of lock down, which means that it would be impossible to obtain 100% on some questions.

In summary:

- For those who were able to be out and about during lockdown, there was a general appreciation of the reduction in traffic and the positive impact of this on walking (89%) and cycling (57%) (Q1)
- 3 out of 4 people would like there to continue to be less traffic, with benefits for walking and for cycling, including active travel with children (Q2)

- Being able to get into the centre of either Staveley or Ings safely is important for almost 3 out of 4 people, with 45% highlighting the importance of cycling to other villages and 21% emphasising the importance of taking children to school safely (Q3)
- More than 2 in 3 people identified safe walking routes as a priority and just over half safe cycling routes. Over half regard reducing the speed limits in Staveley to be a priority (Q4), in line with the informal consultation undertaken by Cumbria Highways last year
- The majority of respondents think they will continue to walk and cycle for leisure (83% will walk, 55% will cycle). Two in 3 people will walk to get to work, school or shops, whilst 1 in 3 will cycle. Over half might use bus and/or train, although there are concerns about price, reliability and convenience, with specific problems in accessing the train station (Q6).

## 4.2 Textual responses

Respondents were also encouraged to add text to Questions 1-4 and Question 6, and Question 5 invited any other ideas about “how to make travelling around Staveley easier, safer and more enjoyable”.

These comments add more detail and understanding to the rather dry statistics in the Table, and are shown verbatim at **Appendix C**. The comments also include many ideas for the future. These are summarised at Sections 4.2.1-4.2.7, the numbers in brackets are the numbers of responses which highlighted each specific issue.

### 4.2.1 Good things about lockdown – things to ‘hang on’ to

- Less noxious fumes and air pollution, less traffic noise (3)
- Silence and birdsong (2)
- People greeting one another more than ever (1)
- Less traffic in the village and on the A591 (3) – “the A591 and its traffic usually dominates our lives”
- It's been especially good to have less traffic on A591 both in terms of less traffic noise and pleasanter experience when cycling or driving (1)
- Easier to get on to the A591 (2)
- Less traffic but it went faster than it should (1)
- Cars have been driven slower, not in a hurry (1)
- Slower traffic from one end of village to the other- at ALL times of day and night (2)
- Families with children walking and cycling around the village including on the main road (1)
- Enjoyed safe bike riding with the children (1)
- Safer walking, cycling and crossing roads for elderly people and those with mobility problems (1)
- Much happier on road bike than in normal times (1)

- Always have felt safe walking about Staveley – some cyclists could do with making their approach more obvious (1)
- Less bikes “racing” through the village (1)
- Much better without all the cyclists (1)
- No buses parked in the village with engines running waiting for walkers to return (even more annoying as the walkers bring their own food and drinks and use the toilets without making a donation) (1)
- Kentmere felt particularly safe and traffic free. (2)
- Not so dangerous at the Mill Yard entrance when walking/cycling (2)
- Less dog faeces on the pavements (2)

These comments are generally positive about the impact of less traffic – less road danger, pollution and noise, and more opportunity to socialise on the streets. Walking was safer, easier and more pleasant generally especially for the more vulnerable, and people enjoyed cycling particularly with children. Two respondents commented favourably on the reduction in cyclists – see further discussion at Section 5.4).

#### **4.2.2 Reported current problems**

- Large lorries are a safety hazard especially at Kentmere Packaging and at Spar (3)
- Heavy traffic up Kentmere Road (1)
- In spite of much less traffic cars etc and particularly tractors and farm machinery have continued to zoom down Main Street (1)
- Hard to social distance around the centre of the village eg have to walk in the road to avoid queues outside shops (2)
- Encourage use of public transport again when possible (1)
- Public transport feels unsafe because not everyone is wearing face coverings and maintains the 2m distance (3)
- But it would be sad if public transport services are reduced because of reduced use (1)
- Buses are too expensive (4)
- Need mobile app for real time ETAs (1)
- Buses are also infrequent and unreliable, and often the times aren’t convenient eg for later travel – “it’s easier to use the car and cheaper to pay for parking” (1)
- Train times also inconvenient – “I have to drive to Penrith for work” (1)
- Can’t use train because of the steep steps (1)

Respondents commented on current problems including large HGVs, the costs and inflexibility of bus and train travel (which make it cheaper and easier to take the car), and the inaccessible platform at Staveley.

Some comments relate to feeling unsafe when others don’t observe the current requirements to physically distance and to wear face coverings.

#### **4.2.3 Views on walking**

- Walking has felt easier rather than necessarily safer (3)
- “During lockdown my 9 year old started going to Spar for milk etc” (1)
- Need more signage on riverside walk so gates are closed (1)
- Enable everyone, locals and visitors, to access footpaths and bridleways (1)
- There are plenty of footpaths but they should not be changed to allow cycling (1)
- Overhanging bushes are a problem on some footpaths (2)
- Why not set up a walking group for those who don’t want to walk alone? (1)

There were mostly positive comments about walking in and around the parish, including the possibility of setting up a walking group. There were quite a few people (23) who were willing to share postcodes and also to do further participatory mapping (8).

#### 4.2.4 Views on cycling

- Increase in cycling welcome but speed has increased too (1)
- Cyclists can be aggressive to pedestrians (1)
- Cyclists are “a blessed nuisance – sorry to burst your bubble” (1)
- Too many cyclists including too many in narrow lanes (2)
- Need more cycle lanes on rural routes – cycle routes need to be safer and family friendly (2)
- Bikes are ruining bridleways (1)
- Need more bike racks in a covered area (a proper bike shed) at the primary school (2) – “school could do more to encourage Active Travel
- Need more bike racks than planned for Jack’s Corner near Spar (1)
- But bike racks opposite chip shop not used (1)
- Need a proper cycle route through the village (2)
- Need better routes on minor or B roads and to local villages and towns (1)
- Encourage “non-lycra cycling” (1)
- Risk of mixing foot paths with cycle paths eg Staveley to Ings path – wish some cyclists would respect pedestrian right of way, “some fly past faster than the cars without even acknowledging you being there” (4)
- Cyclists in Ings (Seed Howe Cottages/Grassgarth Lane) “prohibit pedestrians” (1)
- Cyclists should have to have bells (3) – and maybe insurance and permits too (1)
- Cyclists on Kentmere Road present a current danger, cycling two abreast and shouting (1)
- No more Wheelbase cycling weekends when “they take over the village” (1)
- Wheelbase could hire e-bikes with a leader (1)
- As a pedestrian I’ve always felt safe walking about Staveley. If anything some cyclists could do with making their approach more obvious (1)
- Wish that cyclists would respect our right of way as pedestrians along the A591 cycle path. Some of them fly past faster than the cars without even acknowledging you being there (4)
- Difficult and dangerous for cyclists to cross A591



- Make Staveley a cycling and walking hub for families. At present Staveley is not family friendly despite having many families within its boundary (4)
- Improve cycle access to trains and local bus services (1)
- Reintroduce and promote bike-carrying minibus to Kentmere in busy periods (1)
- No bikes or horses on the “back of the beck” (1)

There were different views about cycling. Many comments were positive, including the need to also encourage “non-lycra cycling”, those who are returning to cycling after a break and family cycling.

But there was also a sense that cyclists who travel at speed and without giving any warning can pose a risk to pedestrians, especially on shared paths. Some simple signage on the shared path alongside the A591 (either roundels on the ground/shared use path signs/please give way to pedestrian signs) could play a big part in reducing perceived shared use conflict.

The importance of the primary school having covered bike racks was highlighted, as was the need for bike racks in the places where people actually leave their bikes.

There was a plea for Staveley to become “a cycling and walking hub for families”.

And several respondents advocated bike bells.

#### **4.2.5 Views on Traffic Management**

- Better information about and awareness of why traffic is increasing to explain why pragmatic solutions which may appear disruptive are necessary (1)
- Too much traffic – noisy and polluting – also potentially dangerous (2)
- Vulnerable people need to be able to get into a car and alight safely so they can be taken out for a drive as well as for shopping etc (2)
- Traffic lights through village (1)
- Flashing speed monitors at entrance/exits to village (1)
- Discourage HGVs from villages (1)
- Ban heavy vehicles on Main Street (1)
- HGVs must use Windermere entrance/exit from A591 (1)
- Safer arrangements for unloading in village centre eg loading bays (2)
- Islands or traffic lights to get on to A591 (1)
- Police speeds of cars accelerating out of Ings towards Staveley whilst still within 40mph limit (1)
- Speed limit of 20mph in Staveley (5)
- Speed limit of 40mph on A591 as it passes Staveley cf Ings (2)
- Consider a traffic limit for cyclists who are more difficult to see and hear than cars (1)
- Better enforcement of existing speed limits in Staveley before lowering them (1)
- Make farmers with heavy loads slow down (1)
- One way system through village (3)

- Think through safer pick up/drop off at primary school – discourage cars, re-engineer traffic, parking in Kentmere Packaging for 30 mins etc (1)
- Would support plans to make access to Kentmere for domestic residents and visitor accommodation residents only (2)
- Promote car shares (1)

There was a consensus about the need to improve traffic management, with various suggestions about how best to do this, including speed limits (perhaps with flashing speed monitors), traffic lights and a one-way system through Staveley. One respondent provided detailed ideas about how to make school drop off and pick up safer and easier and another had views about congestion charge and alternative parking areas.

Any changes would need to take account of the needs of people who need a car to get about as well as the requirements of local businesses.

#### 4.2.6 Views on Parking

- “The priority for Staveley is parking” (1)
- Reduce parking – “too many cars” (1)
- Reduce on street parking which obstructs pavements (2)
- Make it easier for residents to park including outside their houses (3)
- Build a car park, either specifically for visitors or for anyone – possible sites include either end of the village, the old cricket ground, the Abbey car park, recycling centre (14)
- Reduce through traffic with car parking at one or both ends of Staveley (3)
- Reduce/stop visitor parking in the centre and on roadsides (2)
- Stop all day parking (1)
- Stop car share parking (1)
- Allow visitor parking in the Mill Yard (1)
- Do not want restrictions on visitor parking as it would harm local businesses (1)
- Residents’ parking permits (4)
- “Police” parking (2)
- Improve road surfaces and markings (1)
- Sort out parking on Danes Drive (3) - dangerous when traffic speeds through, and it has become “a motorhome and caravan repository”
- Consider a congestion charge as in Ambleside or other ways of raising revenue so no cost to residents (2)
- Booked use of business parking out of hours (1)

There was a general view that parking needs to be tackled so that residents can park without compromising visitor access to local businesses. A total of 14 respondents, easily the highest count in the survey, advocated a car park.

#### 4.2.7 Problems with Specific Locations and Issues

##### 4.2.7.1 Pavements

- Crook Road (6)
- Opposite Kentmere Packaging (1)
- Opposite fire station (1)
- Kendal Road (1)
- Back Lane/School Lane (1)
- Village Hall to Barley Bridge (1)
- Fire station to primary school (1)

#### **4.2.7.2 Walking/driving**

- Around primary school (1)
- Beck Nook to primary school (1)
- Caldrigg Fold (1)
- From Crookfield (1)
- Main Street with queues outside shops (1)
- In and out of playground – poor lines of sight both ways (2)
- Mill Yard entrance (3)
- Right turn from Gowan Terrace (1)
- Corner of Fairfield Road and The Banks (1)
- Staveley – Windermere, very difficult to get on to A591 (1)
- Poor line of sight from Meadowcroft Guest House to church (1)
- Improve cycle paths/safety in Kentmere (1)
- Lighting under railway bridge
- Mirror on railway wall for cars coming out of The Banks (2)

#### **4.2.7.3 Crossings**

- Spar to Beehive (1)
- Caldrigg Fold (1)
- Eagle and Child (1)
- Silver Street to Main Street (1)
- Children's playground to Footbridge (2)

#### **4.2.7.4 Footpaths**

- Improve footpath network eg Reston Scar to the Williamson Memorial, Ings to Staveley, Kentmere circular walks (1)

A number of problem locations for drivers and/or pedestrians were highlighted.

Footways included Crook Road and Silver Street and surrounding streets.

Difficult junctions included the entrance to the Mill Yard and the exit from Gowan Terrace.

Hazards on Main Street include delivery lorries, as well as queues outside some of the shops.

Pedestrian crossings were proposed to make a number of walking routes safer.

A number of creative ideas were provided, and 15 participants volunteered to help with a local walking audit.

## **5.0 SUMMARY OF SOME POTENTIAL IMPROVEMENTS PROPOSED**

There was widespread support for changes to enable residents and visitors to walk and cycle safely in and around the parish, and many ideas about how this might be achieved. There are a number of locations where respondents would like to see improvements including pavements, junctions and crossings.

Other proposals ranged from the relatively straightforward (improving road surfaces and road markings, and improving some of the more perilous walking routes and road junctions) through a range of restrictions (eg banning all day parking, enforcing speed limits, and clear rules for HGVs and heavy farm vehicles), to re-engineering (a car park, a cycle path and a one way system in Staveley).

Some respondents sought more thoughtful sharing of limited space, specifically to keep children safe and when people are walking and cycling on the same path or road.

We didn't focus on public transport but did receive a number of critical comments about price, reliability and convenience of both bus and train, as well as the lack of access to Staveley station.

We also received wider suggestions about how to make our parish a green and welcoming place.

Finally, a few other ideas are summarised here.

### **5.1 To promote safe walking and cycling, for example:**

- Improve road surfaces
- Improve road markings
- Pavement improvements
- Footpath improvements
- Junction improvements
- Enforce existing speed restrictions
- Speed limits in village and for roads around village eg the back road and Kentmere Road (20mph)
- Speed limit on A591 (40mph cf Ings)
- Restrictions on HGVs (size, weight, hours)
- A one way system with designated cycle route through Staveley
- Sort out parking – range of options

### **5.2 To promote a green and welcoming space**

- Plant more trees

- More bike racks near Spar
- More benches in the village spaces

### **5.3 To tackle problems with public transport/traffic management**

- Design and consult on a plan to engage local people

### **5.4 Other**

- Get United Utilities to sort out waste water problems
- Social prescribing by GPs
- Encourage privately let local homes for people who work in Staveley

## **6.0 LIMITATIONS OF THE SURVEY**

A number of criticisms were raised by respondents, summarised below:

- By its nature the survey drew on the experience of those who were out and about during lock down. It could not take account of the experiences of those who use wheelchairs and mobility scooters, as many were self-isolating during lock down. Congestion on pavements and roadways due to parked vehicles which cause problems for wheelchairs and scooters may not therefore be fully reflected in the summary.
- The survey took place at a time of very limited economic activity.
- Several responses highlighted the need to be aware of the importance of local businesses (“don’t scare visitors away”) and their need for people to be able to reach them, by car if necessary.
- Some respondents would have liked more focus on public transport as well as active travel, and more consideration of how bus, train and boat transport can connect with walking and cycling.
- Respondents also highlighted the needs of those who are less physically able and who may have to have a car to get around.
- There were some criticisms of the assumptions which appeared to underpin the survey, especially about the unmitigated benefits of cycling.
- And finally there was a sense that mindsets need to change if we are to increase active travel – there’s nothing stopping those who want to walk and/or cycle – “some people wouldn’t cycle even if you gave them a bike”.

## **7.0 POTENTIAL NEXT STEPS**

- SENS will present the results of the survey to the Parish Council at their meeting on 5 October, and discuss possible next steps.

- SENS will make this report available to the Parish Council to inform the development of the new Community Plan, perhaps by a link from the Community Plan website to the SENS website.
- Publicise the results of the survey through a press release summarising our findings, ideally in collaboration with the Parish Council.
- When it is appropriate to do so, SENS would like to undertake a participatory mapping exercise with the 15 volunteers identified in the survey (plus an open invitation to others in the village) to audit walking/cycling routes and to understand the priorities for improvement.
- Survey those walking and cycling along the path between Ings and Staveley, on Kentmere Road, and along the back lane could unlock a discussion about how best to design the shared space and as background evidence for CCC Highways, to justify the need for improvements.
- A Citizens Assembly would be expensive, an Open Space event much less so. When meetings become possible again, it would be interesting to consider how best to continue the dialogue this survey has generated to promote safe Active Travel within the Parish.
- Consider further work on public transport as local residents had a lot to say about the current services. Some potential options to discuss with the relevant stakeholders include community transport options, ticket pricing structures, car share schemes (post Covid-19), and station access (building on previous consultation/work undertaken).
- Agree with the Parish Council who, how, when and why to approach South Lakeland District Council, Cumbria County Council Highways department and other key strategic partners to discuss the results and identify potential solutions.

## **8.0 ACKNOWLEDGEMENTS**

Wilf's Café hosted the box for paper responses, and also contributed to the local business voucher.

A National Lottery Community Grant secured by SENS funded the printing of the surveys, and also contributed to the voucher.

Members of SENS distributed the survey and leaflet to every household in the Parish and Kentmere, undertook the analysis of the data, and drafted this report.

## APPENDIX A

### Introduction to Active Travel Survey

*This survey, which SENS (Sustainability & Energy Network in Staveley) invites you to complete, is the first phase in developing an Active Travel Plan for Staveley. By "Active Travel" we mean walking, cycling, scootering, skateboarding - getting somewhere under your own steam rather than jumping in a car.*

*We are initially asking for your help in identifying the priorities as you see them.*

*When we have the results of the survey we will invite you to be involved in the second phase, for example, working out how we can best improve the most important walking/cycling routes in and around the village.*

*We are particularly interested in:*

- what has been good about getting around during lock down if you have been able to?*
- what you would like to continue?*
- are there particular routes which are important for you?*
- what do you see as the barriers to active travel? What needs to change? What are your priorities?*

*The information you provide will be kept confidential and anonymous.*

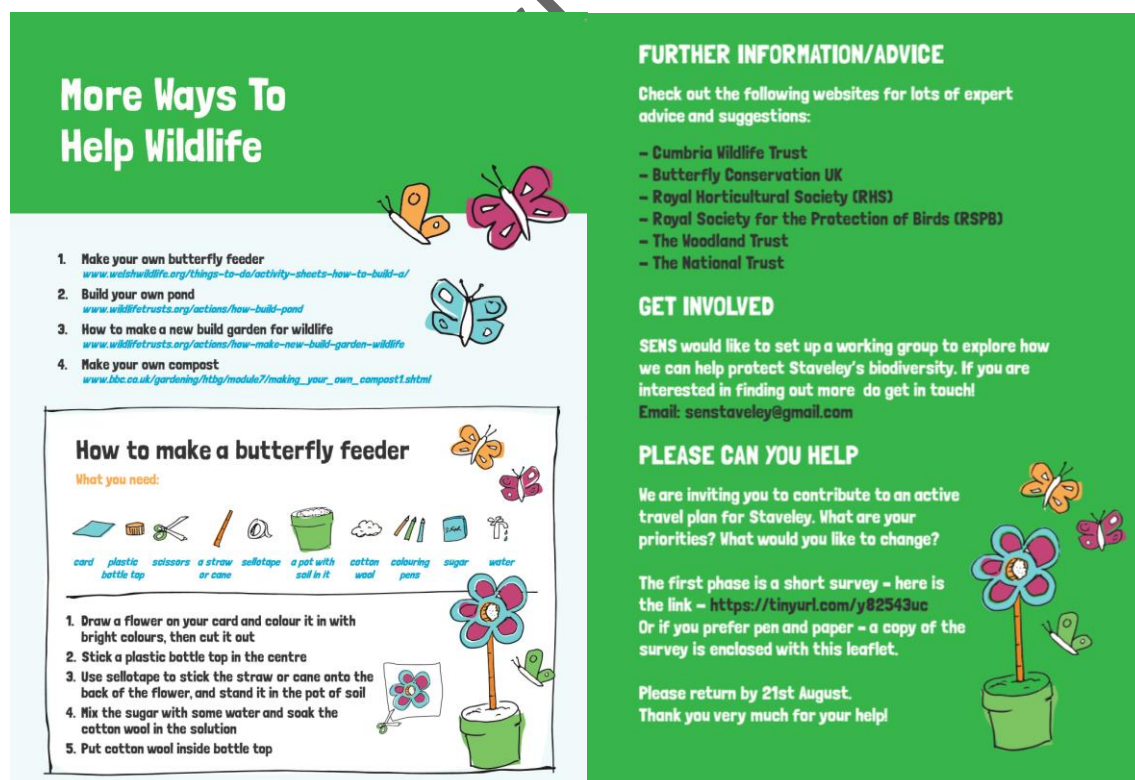
*There are only 8 main questions which should take less than 5 minutes to complete. All completed surveys will be entered into a prize draw (optional) to win a £25 local business voucher.*

*Thank you for your help in answering the following questions.*

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## APPENDIX B

### Staveley Action for Nature Leaflet





## APPENDIX C

### Full verbatim textual responses

#### **Q1 What has been good about moving around during lock down if you/your household have been able to?**

- Fewer people about has been no bad thing!
- Much less road noise. Less road kill of wildlife. Although living a mile away from the A591 it was much easier to hear the sounds of nature than it normally is. The road and its traffic dominates our lives. Talk about limiting the amount of traffic in/out of the Lake District has gone on for at least half a century and there it ends.
- Families with children walking and cycling around the village including the main road.
- Much quieter environment.
- More and different wildlife about.
- Narrow pavement and 2m rule has meant that we have had to cross the road/walk on the road to avoid people (fine because the main road was quiet) (eg by Kimi's, PO and Spar).
- Less traffic has been great, and an increase in cycling so welcome. However, cycle speed has increased, and a speeding, silent (no bell) bike can be more dangerous than a noisy car, unfortunately. We really do need a lower speed limit.
- Cyclists have been increasingly aggressive about their entitlement to occupy footpath/cycleway. This needs attention.
- A591 quiet. Easy to get out of the junctions.
- Easier rather than safer to walk and cycle. Good light and mild weather also help it all seem safer.
- Easier to park, less people parking and leaving their car for the day to walk or travel on the train.
- I enjoyed slowing down and being less resilient on the car. My husband loved the empty roads for road biking. Our 9 year old started to go to the Spar by himself for milk etc.
- Lack of "tourist cars" = lovely = make a car park just outside of Staveley ie by level crossing.
- With Wheelbase closed there were less bikes "racing" through the village.
- Not been out due to lock down.
- What about pushchairs? Crook Road: Cars parked on pavement limit/prevent pushchair/wheelchair users from using pavements.
- Commuting to work and getting out of the Staveley junction has been easier. As a key worker this was evident at busy times.
- Easier to get to the shops. Parking was easier.
- More pleasant too – quieter, more birdsong.
- It has felt easier (not safer) to walk in and around Staveley due to less traffic.
- As an older walker, I find the predominance of cyclists a blessed nuisance. Sorry to burst your bubble. Riding 3 abreast on narrow lanes should be a no no.

- Less safe walking along Crook Road, due to the cyclists getting too close to pedestrians.
- It has not felt safer to walk in and around Staveley due to too many cyclists.
- Easier to park safely outside our own house. Enjoyed safe bike riding with our children.
- It was safer to walk/cycle until lock down eased. Now it is worse. To social distance around the large groups now around I often have to walk in the road, especially in the centre of the village. Too many younger men seem to think Covid-19 is no longer a risk.
- Much better without all the cyclists flying around, without bells!
- Cycle track thro' Ings – enormous increase in cyclists. Almost as if pedestrians should be prohibited between Seed How Cottages and Grassgarth Lane (Not a joke!).
- But less traffic has meant that what traffic there is in the village goes faster than it should.
- Cars have been driven slower, not in a hurry.
- Although agreeable at a personal level, it a fundamentally biased response. Since the volume of self propelled traffic, which this survey seeks to encourage, is omitted. Many who would use wheelchairs/scooter and families were in self isolation and or taking very limited journeys. Thus the congestion on pavements and roadways (which is restricted due to parked vehicles) can not inform my response.
- 'Moving around' however was restricted in the main to recreation, health and well being purposes, very little economic activity.
- As a pedestrian I've always felt safe walking about Staveley. If anything some cyclists could do with making their approach more obvious.
- It's been especially good to have less traffic on A591 both in terms of less traffic noise and pleasanter experience when cycling or driving.
- In spite of much less traffic, cars etc and particularly tractors and farm machinery have continued to zoom down Main Street, probably because of less traffic - bring on the speed restrictions...
- People greeting one another more than ever.
- Much happier on road bike than in normal times.

## **Q2 What aspect of lock down would you/your household like to see continue?**

- Less traffic noise and air pollution.
- Safer walking, cycling and crossing roads for ELDERLY AND THOSE WITH MOBILITY PROBLEMS.
- Cycle lanes in the village. Plant trees in the streets eg ..... Slow life/traffic and reduced traffic especially on back road by Craggy etc and Kentmere and other approaches to allow for safer family cycling. Hearing birdsong not traffic noise.
- The volume of traffic causes parking challenges. It does not really stop anyone crossing the road.

- Less traffic on A591.
- Easier to cross the roads for those with more mobility/sensory limitations than me. I'm not sure that it has been safer to walk and cycle (including with children).
- I work for the NHS and not being able to car share was noticeable (as we could understandably only travel in a car alone).
- Stop "visitor" car parking ie those walking, cycling in town – make car park outside ie where the road comes to a "dead end" at north side of village.
- Ability of the vulnerable to be able to get in a car.
- Do not want to see restrictions that stop visitors coming to Staveley as this would have an adverse effect on local businesses.
- Crossing between the Spar and Beehive can sometimes be problematic.
- Sometimes safer to walk and cycle (including with children). Far less noxious fumes.
- There is no aspect of lock down that I have enjoyed.
- Far too many cyclists in narrow lanes – without bells or lights. Insurance, bells etc needed (and licensing?).
- Especially less traffic through the village.
- More signage needed on the riverside walk gates. Far too often they are left open allowing sheep and cows to get where they shouldn't.
- Less noise. No buses/coaches dropping walkers off at the toilets then sitting there with engines on for an hour waiting for them. These people bring their own food and drinks so don't use the shops and 90% don't put any money in the collection box but all use the toilets. No Wheelbase cycling weekends where they think they own the village!
- Less parking of cars on roadsides.
- Someone from SENS could usefully police the new "dogs on leads" instruction on the recreation ground.
- Silence, birdsong, no traffic noise, cleaner air
- Kentmere felt particularly safe and traffic free. Would support plans to make access to Kentmere for domestic residents and visitor accommodation residents only.
- Not so dangerous at the Mill Yard entrance when walking/cycling.
- Less dog faeces on the pavements.
- Slower traffic from one end of village to the other- at ALL times of day and night.
- Encourage use of public transport again when possible.

**Q3 Are there particular types of journey that are important for you/your household to be able to do safely?**

- More cycle lanes on rural routes.
- Accessing the many public footpaths/bridleways in various parts of the village. Ensuring the visitors can access the facilities safely by walking or cycling.
- Large lorries, particularly parked outside Kentmere Ltd create a safety hazard.
- Taking children to school is very important to us.

- Accessing/leaving playground on to main road – problem is exacerbated by poor sight lines up Main Street and over the bridge.
- The school could do more to encourage Active Travel to school for all ages, and perhaps a one way system up School Lane and down past school and the church and down Brow Lane (from Danes Road) during school pick up/drop off times as cars come up and down and children are on bikes etc – it is potentially quite dangerous. Or exclude traffic around school roads, Brow Lane, School Lane, war memorial, etc or 10mph limit and allow parking at eg Kentmere Packaging for those periods.
- Restrict big lorries – especially large Spar lorry which frequently causes traffic jams with buses and cars at peak times – have smaller vans/non-peak delivery time (like the Beehive's flower truck). Reduce size of trucks up Kentmere?
- Other hot spots include crossing the road by Beck Nook to school, Caldridge Fold, the route from Crookfield. Social prescribing – GPs. Wheelbase -> electric bikes with a leader taking people out on safe roads. "Staveley cycle village".
- Supermarket shop in Kendal.
- Shopping in Staveley is great! However after one or two close shaves with the enormous Spar delivery trying to reverse/turn this could be a disaster waiting to happen. I feel parking outside Spar should be looked at.
- We walk to the village for shopping, recycling and leisure. We drive to Kendal for shopping. This question omits car/bus/train options.
- "Out of town" car park for tourists = apart from those using facilities in Wilf's Yard.
- Getting friends and relatives to be able to get shopping and take away recycling.
- I want to undertake all journeys safely.
- Walking our children to school can be hazardous due to the difficult junction at Mill Yard which we have to cross.
- Turning right from Gowan Terrace on to the main road by the pub is so dangerous. Children especially cannot be seen on the bridge end and they cannot see over. Ridiculous that the council didn't listen to our requests for the bridge footpath to be on the rec side.
- Hazardous walking past what was the Duke William because of the queues outside the ice cream shop.
- Getting to the shops and other facilities in Ings 'centre'.
- Visiting friends and relatives in Kendal and Windermere. The cycle paths to the neighbouring towns need to be made safer and family friendly.
- When required to travel by car, being able to park and alight safely.
- Commute to work at Staveley mill yard.
- Cycling through Burneside and Bowston to Kendal.
- Crossing the by pass by bike- my best friend lives at Blake Bank.
- Longer journeys on bicycle for pleasure on minor, or B roads.

**Q4 What do you/your household feel are the priorities to encourage more walking and cycling locally?**

- Reduce heavy traffic up Kentmere Road.

- Stop all day parking.
- Improve road finishes on main road and restore road markings that have faded. Ban heavy vehicles on Main Street/Eagle ..... Improve pavement finishes and widen particularly along Kendal Road to past Sandyhill Farm. Consider one way system along main route.
- For example:
  - Beyond footway opposite Kentmere Packaging
  - Opposite fire station
  - On Crook Road to surgery and beyond
  - Kendal Road
  - Back Lane/School Lane
- A covered area to store bikes at Staveley Primary School would be great.
- I welcome the proposed racks at Jack's Corner, but more could be useful to reduce the pile up of bikes outside Spar. For older residents more benches would be so helpful. The bench up The Banks is unusable = cars always parked in front.
- We should enforce existing speed restrictions. We should encourage more use of bus and train.
- Sorting out the junction to Back Lane and the Mill Yard entrance.
- My children go to Staveley School. They bike to school and have done since Reception (with supervision!). However, bike storage is inadequate at the school. There is no shelter – old racks only. This puts families off encouraging their children to bike to school.
- Bikes are ruining the bridleways in the area, mostly because they do not stay on the bridleway, spreading them wider and wider. Perhaps Wheelbase would contribute to repair.
- Should not be to the detriment of people accessing local businesses and facilities in their cars.
- However important to think about safe routes without adding to light pollution. Do not want more street lights on country lanes, spoiling the night sky.
- Kentmere Road is not a safe road to send families with small children.
- None of the above. People are basically lazy, if they're not walking/cycling now they never will even if you give them a free bike.
- None of any needed. Staveley already has wonderful walks – apart from too much traffic, cars included here.
- Change attitudes to exercise. People can very easily walk or cycle now, if they want to.
- Stopping all the traffic coming into the village. Creating a car park on the outskirts – no visitor parking in village.
- More parking needed to prevent visitors parking where they shouldn't. Corner of Fairfield Close and The Banks must be double yellow lines. 2 blind corners are shocking.
- The bike racks opposite the chip shop are hardly used. Why put more in? A car park would be better to keep tourists from landing cars anywhere.

- A parking area for visitors – reduce on street parking.
- Plenty of public footpaths already. None of those should be changed to allow cycling.
- Better enforcement of existing speed limits in Staveley before spending time on lowering them.
- Wish that cyclists would respect our right of way as pedestrians along the A591 cycle path. Some of them fly past faster than the cars without even acknowledging you being there.
- Make Staveley a cycling and walking hub for families. At present Staveley is not family friendly despite having many families within its boundary.
- Due to the majority of roads restricted to single lanes due to on street parking and number points above would implicate costs in terms of policing and implementing with a small number of beneficiaries. A resource available to all, visitors and locals, that does not result in higher council tax and or poor relations would be more sustainable. Concepts such as officially using the layby at the north of Staveley for parking lot (as it is currently being used by campervans) for visitors and workers in Staveley would reduce through traffic. Similarly, a solution may also be available to the south, near the railway crossing and surrounding fields. Their use could be encouraged by introducing a congestion charge (such as suggested by a similar group in Ambleside), which over time would be financially viable/beneficial if looking at other case studies.
- I think we already have fairly safe routes, it's Kendal which scares me, which is why I was part of the protest there on May 25<sup>th</sup>.
- Control car parking especially where cars park on both sides eg Danes Terrace which is especially dangerous due to speed.
- A one way traffic system on the village.

**Q5 Do you have any other ideas about how to make travelling around Staveley easier, safer and more enjoyable?**

- Stop all day parking.
- Provide an island or traffic lights at both ends of village to A591.
- Pressurise United Utilities to improve sewage system so it does not flow across roads under heavy rainfall conditions.
- Establish proper cycle route through the village.
- Limit day time parking in village centre and stop car share parking in the village.
- Install flashing speed monitors on a permanent basis going in and out of the village.
- Encourage housing associations/landlords to prioritise those working in the village.
- Provide road crossing at end of Caldrigg Fold and at the Eagle for access to pavements for residents and visitors.
- Need a path on Crook Road from station to Crookfields.
- In my view the priority for Staveley is the provision of more parking. At the moment parking is ..... We possibly need "Residents Parking Permits". As the village gets busier there is more need for safe parking.
- Overhanging bushes are a danger on narrow pavements, making walking for older villagers difficult. Back Lane/Main Street are examples where householders are unaware that bushes need attention.

- This survey is poorly constructed with a bias towards cycling. It should have offered options for using buses, trains, electric cars etc.
- Create more car parking areas elsewhere to reduce the amount of cars parked on the main street.
- Speed limit on Main Street, The Banks, Station Road and around school of 20mph. Speed restrictions at junctions with A591 eg 40mph as in Ings.
- Footpath and yellow lines beyond the station bridge.
- "Slow: cyclists" sign on road at back of Plantation Bridge and ? ++4 radial roads. Repair workshops and network – especially celebrating and supporting teenagers and new-to-cycling-for-commuting (photos celebrating safer bright kit but not the Lycra look). Use Fb page promoted on bus shelter soon-to-be-renewed community project info board.
- Reduce speed limit to 20 in and around residential areas, also introduce residential parking permits.
- A bike shed at school = for bikes and scooters = would be wonderful. Currently bikes are left outside which understandably puts some families off. Others, like us, leave the bikes open to the elements (however this bothers me). Some parents take the bikes/scooters away again or don't bring them at all.
- Traffic lights through village.
- Reduce parking in the centre of the village around the shops. Traffic could flow more easily. At least one further pedestrian crossing at the junction of Silver Street and Main Street. Perhaps another from the Village Hall "Children's Play Area" entrance across to the footbridge.
- Cyclists should not be allowed on footpaths as at present between Staveley and Ings.
- Reduce road speeds for vehicles throughout village eg 20mph. Provide better car parking facilities for all vehicles away from the village centre.
- Mixing cycle and walking routes are not without risk. My mother spent twelve weeks in hospital following a cyclist crashing into her. Broken bones, surgery, bone grafts followed. This happened whilst walking on a pedestrian/cycle trail. When walking from Staveley to Ings we are alarmed at the speed of some of the cyclists sharing the route.
- Creation of a car park for visitors? Old cricket field? Use of the Abbey car park? Move recycling bins? Redesign that space with marked spaces? By accommodating vehicles effectively Staveley becomes safer for cyclists and walkers and locals.
- Better footway from village hall to Barley Bridge. No-one uses the footpath at present.
- Restrict parking on Danes Road, limit to one side only – and in village centre, instal double yellow lines. Cyclists are a hazard to pedestrians where they share a cycle/footpath as they come up silently behind you and shout at the last minute to get out of the way. Bells should be compulsory on all bikes using a shared pedestrian/cycle route.

- Staveley is a gem of a place to live in, we are so fortunate. In a quest to be more “green”, do not forget the less able who need a car to get about and do not scare off our visitors who are most welcome and provide employment.
- 20mph limit.
- Perhaps a walking group for people who walk on their own and would like to walk with others.
- Better roads – the surfaces of the roads in Staveley are in disrepair – Road signs also worn off – Double yellow lines worn off and no-one to police them. Lots of unsafe parking in Staveley too – TOO MANY CARS.
- A safe cycle/walk path all the way along the A591, Staveley bypass and to Kendal.
- What has happened to the village parking survey? I sent an email with many photos to the correct address 3 times, with a complaint about no response. Not even acknowledged. Hard to be confident anything will be done.
- Provide a car park. Repaint all white and yellow lines. Have permanent traffic warden presence – people think “it’s a village, nobody cares.” Parking bays on the road, 1 hour, 9-6pm. Discs for permanent residents only. Not Airbnb or holiday homes.
- Sort out the parking in Staveley. Also much of the way in from Ings to Staveley centre seems to be a caravan-motor home repository (from the old road). Make bells on bikes compulsory.
- Footpath from fire station area to school, not using School Lane.
- I avoid walking up Kentmere Road because of the number of cyclists riding two abreast and shouting at each other at the same time, not caring about how many germs they may be spreading.
- One way system. Limited access to HGVs (0060-0080). Restrict size of HGVs. Permanent speed restriction on Kentmere Road and other local roads.
- The main road through Staveley is very congested – parking and large vehicles/buses. The junction into Staveley – Windermere end is very difficult – A591 very fast – no proper cycle way at the side of A591 between Staveley junctions.
- Double yellow lines between Meadowcroft Guest House and the church entrance in Ings to improve lines of sight for all road users turning into/out of Ings from the A591.
- Make it mandatory for all bicycles using roads and cycle paths to be fitted with a working bell; this is already the case for new bicycles at the point of sale.
- As above, some cyclists do not even remotely slow their pace when approaching pedestrians on 'their cycle way'. Also, better Police monitoring is needed in regards to traffic accelerating out of Ings in the direction of Staveley whilst still in the 40mph zone. The speed limit is often not adhered to once past the speed cameras and is a danger to pedestrians, especially when it is dark.
- Pavements need widening, less on street parking, especially for the increase number of larger vehicles such as camper vans. Extend/improve footpath network e.g. Reston Scar to the Williamson Memorial; Ings to Staveley, Kentmere circular walks avoiding traffic. Improve cycle paths/safety in Kentmere. Segregate A591 vehicle traffic from cyclists and walkers with a barrier between Ings and Staveley. Extend/Widen/divert cycle/footpath alongside the A591 and in other areas.



Create/improve cycle access to trains and local bus services. Reintroduce and promote minibus (bike carrying) service to Kentmere in busy periods.

- A cycle lane through the village. A walking lane (sign) on Brow Lane to make car drivers aware of school times - children walking and cars to slow down.
- The elephant in the room is the congestion and consequent pollution due to on street parking in the centre of town and the challenges to developing land for parking lots on the edges of the town boundaries and the centre for residence. The Lake District is an international asset, now holding UNESCO status, and consequently Staveley and Ings. This will see increased journeys being made to supply and construct facilities in response to increased visitor numbers. Thus to answer the question, a broader availability of information and an increased public awareness on why traffic is increasing would help gain wider support for why pragmatic solutions that may appear disruptive is required. Similarly, schemes that is financially productive such as congestion charges and free parking, where hire of electric or public transport is available, relaxing the financial burden on the local population. Although a more immediate item may be to encourage a speed limit on road bicycles. They are more difficult to see and hear when trying to cross roads (especially with parked cars). Similarly their flashing super bright headlamps in low light is over powering leaving it unsafe for all other road users whether pedestrian or other.
- Manage the junction outside spar/entrance to mill yard - can get very busy with spar delivery van, buses and lorries heading to kentmere at the same time
- Reduce parking or find other parking. Organise safer loading and in loading bays for spar and beehive. Slow down traffic by the playground signage both ways to warn of playground due to bend in road and now higher bridge. Safe walk way marked from the banks towards doctors surgery on crook road. Lighting under railway bridge. Mirror on wall of railway by steps so traffic coming out of the Banks can see in both directions more safely and not have to pull out so far into road. Possible use of businesses forecourts as part time pre booked parking for evening events. ALL large vehicles going up Kentmere Road to use the far entrance at Windermere Road after Danes Road. Better signage along A591 informing lorry drivers of this. Promote car share schemes. Re look at school drop off and pick up possible timed one way? Promote car shares from estates, walking and cycling to school....more drop off and meeting points? Large clear signage 20 mph on silver street, Kentmere Road, school lane etc children and adult safety especially during drop off and pick up times. 20 mph on Kendal Road on entry to Staveley after level crossing and before Caldrigg Fold....is there a safer cleaner crossing idea? Red floor marking across to pavement opposite? I still think there is too much crossing of road from caldrigg to play park no safe walk way over bridge!
- In my experience cyclists can be more of a hazard than cars as it's not always easy to hear them coming.
- A speed limit of 20 as was suggested in the council survey. A speed limit on the A591 at the junctions with Staveley similar to the 40 limit through Ings.
- Encouraging fewer large vehicles...using the entrance nearer Ings for larger vehicles to go to Kentmere...LESS on street parking residents parking permits.....loading and unloading for delivery vehicles in clearly marked bays... Clearly marked walkway on road from the Banks to doctors surgery i.e. Improved safety for pedestrians walking

to Crookfield. Large mirror on wall near foot of steps to railway where the street sign crook road and station road is..opposite the Banks to improve safety when vehicles are parked on Station Road and as vehicles pull out from the Banks onto Station Road to improve sight under bridge without having to pull out too far making this safer for pedestrians.

- Wider pavements and cutting back of shrubs etc would be helpful. Less parking on Main Street enabling pedestrians to cross being seen. Traffic calming measures on Main Street.
- Slowing vehicles which speed up alongside big meadow (esp noticeable from 5pm onwards, people homeward, and where vehicles park along Danes Rd not squeezing bikes.
- No bikes or horses on the short route around the Kent called 'back of the beck'.

#### **Q6 What types of active travel do you/your household think you might use in the future?**

- Bus fares are very expensive (I haven't got my bus pass yet) and buses are infrequent – so often not convenient timings or don't run very late – it's easier to use the car and cheaper to pay for car parking!
- A proper survey of bus/train usage/ Little use of buses to/from the village for working people. Is cost too high and few bus shelters etc?
- Stagger bus and train times to allow greater use of public transport and improve connection times at Oxenholme to Penrith and beyond. I have to drive to Penrith for work as the train timetable isn't suitable. But, I know this is outwith your remit.
- Impossible to use the train due to the steps.
- Staveley needs a strategic plan that thinks fundamentally and long term. We should seek to maximise use of public transport ie trains and buses.
- It would be very sad if the reduced use of public transport resulted in reduction/cuts in services.
- I'd use the bus if it was not so expensive.
- Seems like a missed chance to ask more about these (or any renewed interest in "green travel") including links train-cycling and bus-walking.
- I drive to work as I work in the community carrying out home/nursery school visits. My husband bikes to work when he can (Sandgate at QKS). Our boys love bike riding.
- Make farmers (who are driving huge tractors) SLOW DOWN = it's frightening.
- Being taken out by car.
- Bus fares are prohibitively expensive. Improve access to railway platform, steps too high and steep.
- Commuting using vehicle.
- We already do above.
- Referring to the latter, taking the bus still isn't much of an option due to (predominantly) youngsters who don't obey the rules re face covering and social distances.
- Would not consider public transport here. Too expensive + infrequent + unreliable.
- I don't feel safe travelling on the train or bus at the moment.

- Taking the bus when I get a pass as it's too expensive.
- Would consider using the bus more if there was an online mobile app for advising bus ETA at embarkation stop.
- Regular daily dog walks.
- No change from what we already do.

Draft for SWI Parish Council