

**Response from Cumbria County Council to Issues and Comments Raised at the
Public Meeting Held at the Marchesi Centre on 12th April 2007**

	Public Request/Issue/Comment	Design Comment
1	<ul style="list-style-type: none"> • Maximise on-street parking <p><i>The current provision of free, one-hour on-street parking was identified as a vital element in the retail offer of the town</i></p> <p>Maximise on-street parking in Crescent Road</p>	<p>Parking has been maximised by extending the parking area to the north beside The Lighthouse Café Bar and at the southern end adjacent to Scope.</p> <p>Between Beech Street and Birch Street, parking has been swapped onto the nearside of the carriageway to provide a large bay for disabled parking as well as an area of parking in front of the HSBC to assist access to the cash machine.</p> <p>The design has had to have regard for existing private accesses, bus stops, pedestrian crossing areas and the operational needs of the Village such as deliveries and loading requirements. This means that there will be a reduction in the of parking available of between 2 or 3 spaces (depending on parking behaviour).</p>
2	<ul style="list-style-type: none"> • 20 mph limit <p><i>The meeting felt that 20mph was the appropriate maximum speed for all traffic in Windermere, between the A591 and Ellerthwaite Square. This should be achieved by good design, not aggressive signs and enforcement</i></p> <p>Impose a 20mph restriction.</p>	<p>It is intended to provide a 20mph speed restriction between the entry to Crescent Road at the Queens Public House and the exit, adjacent to the Furness Building Society.</p> <p>Traffic signs on their own are not enough to enforce a 20mph speed limit and it is best enforced through level change in the carriageway, making it physically uncomfortable for motorists to travel at higher speeds through the Village. Consequently we have provided raised tables at key locations to manage traffic and provide support for pedestrians crossing Crescent Road. These also assist vehicle turning movements as we allow small (wheel) over-run areas on the corners.</p> <p>During the day, traffic is relatively slow due to loading vehicles, parking manoeuvres and the general volume of traffic trying to negotiate through the Village. At off-peak times, vehicle speeds are higher because traffic is unhindered and traffic flows are much lower.</p> <p>We received feedback that vehicles speed along Oak Street and as such the design incorporates these physical measures to manage vehicle speed at off-peak times.</p>

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3	<ul style="list-style-type: none"> • Improved crossings <i>Better pedestrian crossing arrangements are needed to cross Crescent Road</i> <p>Beech Street junction – provide a pedestrian, shared space, raised table.</p>	<p>Much improved pedestrian crossing facilities are provided throughout Crescent Road. Raised tables are provided at the entry, at the junctions with Beech St, Birch St & Oak St and at the exit.</p> <p>It is intended to remove the signal controlled crossing from the Southern end of Crescent Road as the traffic signals detract from the 'traffic calmed Village and are no longer considered to be necessary. The existing signal controlled crossing on Main Road will be upgraded to current standards.</p>
4	<ul style="list-style-type: none"> • Reduce parking prices <i>Parking prices in Broad Street car park were considered too high</i> <p>Orrest Head Farm site is no good for parking for shopping – Ellerthwaite Square should be used for additional parking</p> <p>Broad Street car park is too expensive. Need to review/reduce charges</p> <ul style="list-style-type: none"> • Consider residents parking permits • Consider concessions for Beech Street • Change time limits? • Consider concessions for traders <p>A lot of overspill parking goes on in Birthwaite Road.</p>	<p>Off-street parking provision and pricing is the responsibility of the District Council and is beyond the scope of this scheme.</p> <p>Current taxi parking is maintained but has been moved slightly along Main Road.</p> <p>A parking needs survey is due to be undertaken by South Lakes Development Trust in the next few months. This will provide the factual evidence needed to support the provision of additional off-street parking facilities.</p>

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5	<ul style="list-style-type: none"> • Top quality paving <p><i>Attendees overwhelmingly felt that paving materials should be of the very highest quality – they want a say in what materials are used</i></p> <p>Materials – would like top quality paving slabs – not tarmac.</p>	<p>Top quality materials are proposed for footways and the raised tables and comprise porphyry tiles and blocks in the footways, granite kerbs and sandstone blocks in the raised tables. Samples and photographs will be available at the public exhibition on 14th June at the Marchesi Centre.</p> <p>Bituminous materials will be used on the carriageway areas.</p> <p>All materials have to satisfy Highway Authority standards. They must be durable, hard wearing and strong and satisfy skidding resistance (grip) and be frost resistant. As such, this limits the choice of materials that can be used.</p> <ul style="list-style-type: none"> • Porphyry is imported from Italy or South America. • Granite is available in Scotland but has limited availability and is very expensive. Currently, granite is imported from China. • Sandstone is quarried in West Yorkshire. • Bituminous materials are available throughout Cumbria.
6	<ul style="list-style-type: none"> • Trees <p><i>Trees would beautify Crescent Road. A mix of big and small trees should be considered. Again, local people want a say in what varieties are used</i></p> <p>Would like trees</p> <ul style="list-style-type: none"> • ...and seating around trees. • ...place trees on corners. 	<p>We are considering providing trees at key locations but these are difficult to position due to the large number of Utilities apparatus.</p> <p>We need to carefully consider the potential for damage to property by roots in future years and also take account of the potential for bird droppings, sap and proximity to parking/loading (operational impact).</p> <p>Whether trees are provided as part of this scheme, or separately in future, will depend on the existence of pipes and other plant beneath the road and footways.</p>

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	<p>Would like trees at Ellerthwaite Square and Lighthouse</p> <p>Provide tall thin Cherry or Gingko?</p> <p>Trees often get vandalised. Make sure we provide mature trees.</p> <p>What about maintenance? They need to be maintained? Who is responsible for this?</p>	
7	<ul style="list-style-type: none"> • Wall mounted lighting <i>To create clean lines and uncluttered pavements, the designers should consider installing street lighting directly on buildings, using high quality designs in keeping with the Victorian streetscape, while minimising light pollution into upstairs windows and the night sky</i> <p>Would like white light.</p> <p>Would like traditional Victorian lighting, combined with hanging baskets and other street furniture (bins etc.) to reduce clutter.</p> <p>Don't want wall mounted lights like Kendal.</p>	<p>There was more public support for free standing columns combined with hanging baskets and bins as part of a process of reducing street clutter. The buildings are very ornate and have irregular facades and as such are not ideal for ornate wall mounted lighting.</p> <p>Concern was expressed about first floor flats and potential for glare from wall mounted lights.</p> <p>Examples of possible lighting styles will be available at the public exhibition on 14th June at the Marchesi Centre.</p>

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8	<ul style="list-style-type: none"> • Uplighters <i>Lights installed in the pavements are attractive and vandal-resistant. Used in conjunction with street trees they could be a delightful addition to the look of Crescent Road after dark</i> • Creative Lighting <i>While streetlighting designs should be traditional, creative lighting that is discreet or even invisible during the day, could act as a modern contrast after dark – but it must not clash with the traditional feel of the street</i> <p>Would like up-lighters.</p> <p>Provide modern lighting for key features. Creative lighting.</p> <p>Can we consider power saving, switch off at certain times or low power consumption. LED?</p>	<p>Up-lighting is intended for lighting trees and other street furniture such as seating and planting boxes. The issue here is Cumbria County Council, as Highway Authority, are not responsible for amenity lighting and therefore the issue of who pays for the energy and maintenance in the long term needs to be resolved before these features can be incorporated into the final scheme.</p>
9	<ul style="list-style-type: none"> • Locals AND visitors <i>All changes should benefit locals as well as visitors – we don't want the town to lose its central role in the lives of local people!</i> 	<p>It is not intended to change traffic patterns through Crescent Road although traffic leaving the Booths store, who wish to leave Windermere, will be able to turn right at the bottom of Victoria Street. This will ease the pressure for road space on Crescent Road.</p>

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	<p>Visitors not at expense of services = Locals AND Visitors.</p> <p>Context: "Traffic should not be stopped from going down Crescent Road."</p>	
10	<ul style="list-style-type: none"> • Don't plan for total pedestrianisation <p><i>Local people want to see traffic continuing to use Crescent Road</i></p> <p>Context: "There is nothing wrong with Windermere, it just needs tidied up. Do it up, don't change it".</p>	<p>We will not plan for total pedestrianisation and this scheme design does not involve any intention to pedestrianise Crescent Road. Access is required throughout Crescent Road not only for businesses but also to residential properties on streets leading off Crescent Road.</p>
11	<ul style="list-style-type: none"> • Widen pavements where practical <p><i>Wider pavements make walking more comfortable for everyone, and make window-shopping much easier. Widen pavements where possible</i></p> <p>Where practical, widen the footways.</p> <p>Context: "Don't narrow the road because traffic can't</p>	<p>The intention is to provide wider footways where space permits for example, at raised tables or where the carriageway can be narrowed without impacting on the operation of the Village.</p> <p>This scheme is not intended to remove the existing traffic congestion but will not make it any worse.</p> <p>Delivery vehicles have been observed parked on the footways. This is illegal but it is a reflection of the difficulties that the businesses already endure. Consequently, footways will be constructed to withstand vehicle loading.</p>

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	get past a parked/loading vehicle.”	It is not intended to provide street furniture other than that which is absolutely necessary. It will be located in such a way that it doesn't impinge on the operation of the Crescent.
12	<ul style="list-style-type: none"> • Towards step-free <i>Removing steps and ramps makes life easier for wheelchair users, parents with baby-buggies, visitors wheeling suitcases, delivery-men using trolleys. Make sure changes in level on Crescent Road are kept to a minimum</i> <p>Move towards a step free environment - either totally or partially, raised tables, no kerbs.</p> <p>Context: “If we don't provide kerbs then we'll have bollards everywhere to prevent parking on the footways. We don't want bollards.”</p>	The 20mph zone relies on physical features such as raised tables and chicanes to help enforce the speed limit especially at off-peak times. The mandatory 20mph is not sufficient on its own. The Designers have balanced widening footways with the operational needs of the Traders.
	<ul style="list-style-type: none"> • Good maintenance <i>World-class streets need top quality maintenance – make sure maintenance budgets are adequate!</i> 	The future maintenance of the town centre will be in line with the budgets available which ensures that a minimum standard of service is maintained. There is always the opportunity for additional maintenance although contributions from other organisations or businesses may be required.
	<ul style="list-style-type: none"> • Cycle parking <i>Cyclists are shoppers (and residents) too – include cycle-parking in the scheme, and use</i> 	The scheme has been designed with sustainability as an underlying objection. Provision of adequate parking for cyclists and seating for pedestrians is central to this.

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	<i>cycle racks instead of bollards, if appropriate</i>	