

An agreed statement on the WandF proposal for 20mph restrictions in Burneside Village, May 2026.

Background:

- This statement is submitted as part of the 6-week Public Consultation ending on May 22, 2026.
- The content of the provided final proposal was discussed at the Burneside Parish Council meeting on May 5th.
- This discussion followed household distribution of the provided postcards to all households in the proposal area for the 20 mph restrictions and associated 30 mph restrictions in the buffer zones. Distribution of posters and of the printed copies of the response sheets was done in selected areas in and immediately adjacent to the village centre.

Agreed Statement:

The BPC agrees in principle with the proposal for the entire 20 mph restrictions on the given map. However, we do have a number of concerns, with four suggestions that some further consideration is given by the 20 mph WandF Team.

We wish to offer commentary on the proposed 20/30 mph boundaries on all four entry roads to the village centre, as follows:

- **Hollins Lane.** The 20 mph sign as shown on the map by the cricket club is fully supported. This would replace the existing 30 mph sign at the same point. The map provides a buffer zone of 30 mph as far as the last bungalow just beyond The Hollins where there is a bend in the road to the left. The occupants of that bungalow have to reverse out of the driveway into a blind spot for the traffic coming down the hill. We all agree that the buffer zone should extend to a higher point, beyond the sharp Z bends above and as far as the entry to Ellergreen junction, at the single bungalow on the RHS. Further, we agreed to ask for the installation of a flashing/warning light for the descending traffic higher up the lane, warning of the 30 mph (at the Ellergreen junction). We also ask for the remainder of Hollins Lane, from Ellergreen Lodge up to the A591 to be made into a 40mph zone.
- **Winter Lane** (i.e. road to Bowston Village). We agreed that the proposed 20 mph sign on entry to the village should be pushed further out of the village (i.e. from the Bryce, to include the short and narrow stretch of road to the first entrance on the left to the Bowling Club parking and the start of the tennis courts. This means that the

narrow stretch of road and parked cars could be contained in the 20 mph zone as well. The road widens alongside the tennis courts which are to the west, and also the houses to the east are set back, and so are 'protected'. We debated the possibility that the buffer zone of 30 mph might then be extended to include the blind 'hill' (which is adjacent to the separate pathway. Indeed we feel there is a good argument that the 30 mph zone could be stretched as far as the existing 30 mph zone on entry to Bowston. We ask that this is also taken into consideration.

- **Hall Park Road on the eastern side of Ford Bridge.** We agreed that the 20 mph restriction must include the last stretch of road out as far as the current Burneside village sign. This sign is on the eastern side of the small hill on this road, which is just before the entry to Burneside Hall. Our agreed concern is that this hill provides a dangerous blind spot for drivers travelling in either direction. The road at this 'hill' is very narrow and so slow driving with limited passing places. BPC agreed that any 20mph sign ought to be located on the eastern side of this hill, near the Village Sign.
- **Burneside Road.** Currently we are not aware that the proposed project for a school crossing is to go ahead. We understand that its design phase has now been delayed. However, we would like to see the school crossing progressed as soon as possible as it and the 20mph scheme would complement each other, along with the other pedestrian crossing improvements in the village centre e.g. the dropped kerbs work as discussed with Councillor Peter Thornton.

We ask that the proposed 20 mph zone should extend to the new pumping station, and so include all the houses on the roadside to the north of the pumping station.

A 30mph buffer zone would then cover all or part of the current narrow 40 mph stretch towards Kendal. It is not clear to us just where any 30mph buffer zone would/might then end. We agreed that it could be argued that it extends as far as Carus Green. We agreed that the 45 bus route and the number of cyclists on the road (n.b. there is no cycle lane on either side of this road) would then be protected to some extent by the 30 mph buffer zone, and that it should realistically include the two sharp bends which are near to the two properties on the left of this road above the golf course.