

Highways Matters: Report for BPC October 7th 2025, from Jenny Harrison.

1. Costing of the proposed Village Sign on Hollins Lane – progress ...

This costing was available for our last PC meeting on 5 September as hoped. However, on 28 August WandF (online system) indicated that ‘they would endeavour to provide help as soon as possible’. On 18/9 I had received no further information, needed in order to plan for any discussion on October 7th. I contacted both Helen Karaaslan and Peter Thornton, separately, asking for their help in obtaining the required costing to be provided in time for discussion at our October meeting.

We have now received a plan (already circulated), showing its proposed position at the top of Hollins Lane where the verge is wide and the sign is very visible to incoming traffic.

Costings have also been emailed to me: £600 including the installation cost.

Proposal: that we accept the figure of £600 which includes installation at the proposed position and we let Highways know that the PC can cover this cost. This should give rise to a Private Works Agreement, so installation can proceed without further debate.

2. SID and poles planned for the centre of Burneside (Agenda item for Oct 7th)

Will received information recently from WandF that the proposed four sites for the poles have been accepted. A Private Works Agreement has now arrived (8.9.25). However there has been no final decision by the PC about it funding these poles, or the additional purchase cost of a SID.

Discussion: What exactly is the proposed purpose of any SID speed monitoring in the village centre?

The likelihood of additional speed monitoring will necessarily be associated with the proposal for 20 mph zones in the coming year (funded by WandF), plus the possible zebra crossing (with money already set aside by the PC). It would therefore seem appropriate to put the SID idea ‘on hold’, which then allows the exploration and final decision of a village centre 20 mph zone.

3. White lines at the junction in the village centre.

There has been no progress on this matter. It has been an ongoing request from BPC, made on several occasions by parish councillors. Peter Thornton has now been made aware of this request as a matter of some urgency. I shall ask for a progress report from him on both this, and the missing SLOW sign on the new tarmac just east of The Hollins.

4. Signage in Bowston

Good news! Tim (husband) and I were walking towards Bowston this morning (30/9) and quite by chance came across two Highways people and their van, apparently dealing with the sign post at Meadow Close. There is a story to tell about what was happening, but after some intervention at the time, I can now report some success. There is now a RH turning marked on that first post, and a 'road narrows' sign on a post, at the first bend approaching the parked cars.

We also pointed out the need for a (missing) sign post in the north prior to vehicles encountering the parked cars. I understood that one of the people would be drawing this to the attention of the Highways Team. I shall follow this up with HK.

5. Dropped /damaged wall on Potter Fell Road

10.9.25. WandF responded saying that 'due to unforeseen circumstances' there had been a delay in dealing with this, but they are 'committed to carrying out the repair in Autumn 2025 and will conduct weekly inspections till then'. In the meantime, they do consider that a 2.8 m. wide carriageway is sufficient (for all its users) and therefore (in its the current condition) 'it does not impact overall on the use of the road.' But what about the safety issues in the meantime, concerning a substantial dropped edge and the steep hill and bend in the road just above the damage?

6. Traffic Lights on Burneside Road (United Utilities sewage works)

I learnt that 100 local households received a leaflet warning of this control of traffic flow. There was a Facebook post as well. However, this did leave very many parish households without any warning in advance. Very unfortunately, too, the traffic light restriction coincided with another and serious event on the M6 on the same morning as the restriction on Burneside Road. Local and passing traffic was severely affected most of that day, with the rerouting of vehicles along the Kendal by-pass etc. The whole event raised the particular challenges that our local community faces in such circumstances.

I can report that Hollins Lane was practically grid-locked for many hours, and at one point two large HGVs reversed into the private entrance to The Hollins in an attempt to re-route themselves! The police have responsibility only for the HDR, in order to keep the flow of traffic safe.

Proposal. We remind WandF Highways and Peter Thornton to **monitor** the main routes through Burneside (E/W) and, in particular, the numbers and types of traffic at certain times of the day.

There are certain events ahead (the repair of M6 bridges, for example, over a 4-year period) which will be significant in our Parish for traffic trying to avoid the centre of Kendal. Such traffic monitoring is essential for **any potential application for national infrastructure money to improve traffic circulation in the whole area.**

7. Road from Burnside Bridge to A6

WandF has assessed our request for suitable signage to warn/deter large vehicles from using this road. They have now responded and made the following comments:

- (i) Signage is in place on the A6 travelling from the south in advance of the Burnside turning towards the W. This signage 'warns HGVs to travel round and access Burnside from the W.'
- (ii) No additional signage is proposed. 'HGVs have already been deterred'.
- (iii) Similar signage is not suggested for use in Burnside. Large vehicles do have to travel that way to access businesses in the area (I take this to mean on the W to E route, since there is access to the Lakeland/other industrial estates part-way along. (This must also include farm vehicles, and possibly other types of vehicles?))
- (iv) 'Generally, HGVs do avoid this road except in exceptional circumstances' (e.g. Police/HDR?). 'Advisory signs do not prevent HGV usage except in exceptional circumstances.' (??)

In conclusion, there will be no changes to the present advisory signage, but with promised monitoring (of traffic types, and/or of the signs?).

I remain to be convinced by their assessment, and would like to raise this as part of the proposal in item 6 above. Their promise of regular monitoring, and what that means, seems to me crucial.

8. Repair of wall alongside river bank on Burnside Road

Will H. received clarification from WandF that this repair is in the hands of the Environment Agency Flood Risk Management Scheme, and is not the responsibility (at the moment) of the WandF Council. There are no time scales given for its completion, but there is a promise of regular monitoring by the Council.