

# Sedbergh Townscape Initiative

SEDBERGH:  
TOWNSCAPE INITIATIVE

FINAL REPORT

April 2011

# 1 Contents



# Contents

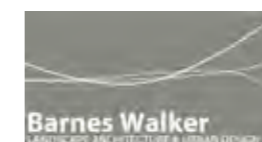
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# Executive summary





## Executive Summary

The Sedbergh Townscape Initiative project has been developed in response to the concerns of local residents and businesses regarding the quality of the town centre environment, and more particularly the impact of vehicular traffic on the core of the town centre. The Initiative has been promoted by Sedbergh Parish Council with key stakeholders including the Yorkshire Dales National Park Authority (YDNPA), South Lakeland District Council, Cumbria County Council and Sedbergh School, the Sedbergh Townscape Initiative outlined in this report is the first step in implementing a range of coordinated environmental improvements and traffic management measures which seek to foster the local economic well being of the town.

The following overarching aims and objectives were developed for Sedbergh, which were informed by issues raised as part of previous consultation undertaken by the Parish Council and from our understanding of the town:

Overarching aim:

To foster the economic well-being of the town

Objectives:

- To reduce the amount of traffic running through the heart of the town.
- To create a better quality and safer public environment, especially for pedestrians.
- To support, promote and attract investment in the town, its businesses and facilities.
- To enhance the special historic character of the town.
- To improve the attractiveness of the town as a place to visit and stay.

A Movement Framework and Public Realm Strategy have been developed to support these objectives. These set out a number of key improvements for the town which include:

- Joss Lane car park - re-arrangement of parking on site and the creation of new public space with a dedicated area for the street market along and directly facing Main Street.
- Environmental improvements in front of St Andrew's Church and Sedbergh United Reformed Church.
- Main Street - resurfacing the carriageway and relaying and realigning of pavements along Main Street to give greater priority to pedestrians.
- Main Street and Station Road - widening of pavements and creation of drop off / loading bays where possible and resurfacing where required with a consistent natural palette of high quality materials.
- Promoting Busk Lane as the key route to Sedbergh School and through the town through junction realignment and signage to reduce congestion in the town centre's historic narrow streets.
- New pedestrian crossing facilities and traffic calming throughout the town, particularly along Busk Lane and Loftus Hill to ensure safe crossing for school pupils

An Action Plan outlining the key priority projects, estimated costs, lead agencies, potential funding and any associated issues is set out in Chapter 6. This indicates that most of the projects are capable of delivery in the short to medium term if funding can be secured and if planning permission is achieved where required.

# 1 Introduction



# 1. Introduction

Sedbergh is an attractive historic market town located at the foot of the Howgill Fells at the western edge of the Yorkshire Dales National Park. The town is also close to the eastern fells of the Lake District National Park, and the mainline rail station at Oxenholme only 10 miles from Kendal. Sedbergh is the largest settlement within the Yorkshire Dales, and therefore plays an important role in the local economy.

The town has preserved its historic attractive character and narrow ginnels which create a unique atmosphere that helps to draw visits from tourists and walkers. The local economy is dominated by Sedbergh School, which is the largest employer in the Yorkshire Dales National Park, and whose campus is focussed south of the town centre. Farming is also a major part of the local economy; however the impact of the foot and mouth crisis in 2001 provided a catalyst in a project to promote Sedbergh as England's Book Town, which has attracted additional visitors to the town since its launch in 2005.

The Sedbergh Townscape Initiative project has been developed in response to the concerns of local residents and businesses regarding the quality of the town centre environment and, more particularly, the impact of vehicular traffic on the core of the town centre. The Initiative is being promoted by Sedbergh Parish Council and prepared in partnership with key stakeholders comprising the Yorkshire Dales National Park Authority, South Lakeland District Council, Cumbria County Council and Sedbergh School. The Sedbergh Townscape Initiative outlined in this report is the first step in implementing a range of coordinated environmental improvements and traffic management measures which seek to foster the longstanding economic well-being of the town.

This report is structured as follows:

Section 2: Context – This section provides a review of the following elements:

- historic development, conservation and built environment context;
- local planning context;
- movement context;
- town centre economy;
- school and community issues; and
- previous consultation.

Section 3: Town Wide Framework – This section sets out the key objectives and an overarching framework for the future of Sedbergh.

Section 4: Movement Strategy – Provides more details on the proposed approach to movement throughout the town centre.

Section 5: Public Realm Strategy – Sets out proposed interventions to key streets and spaces in the town centre.

Section 6: Action Plan – The Action Plan lists all the proposed projects for the town centre and sets out the estimated costs, stakeholder requirements, constraints and timescales for delivery.

Section 7: Next steps – Recommends the key next steps required to implement the Action Plan and progress the Sedbergh Townscape Initiative to delivery.

The Sedbergh Townscape Initiative responds directly to the issues and opportunities identified in the Sedbergh Conservation Area Review undertaken by the Yorkshire Dales National Park Authority. The Sedbergh Townscape Initiative has been prepared in partnership with the Park Authority superficially to serve as the Sedbergh Conservation Area Management Plan.



# 1 Introduction

# 2 Context



Main Street from Fairy House looking towards the Golden Lion c1950



Lofus Hill c1870



The bicycle showing that times are changing



Looking towards the Market Place c1895



Park Street and Garage c1900



The Market Place looking east c1915. The new cinema provides a great attraction for the children

## 2 Context

### Historic development, conservation and built environment

#### Historic development

Sedbergh developed approximately a mile to the west of the main Roman Road to the North, and it is first recorded as a settlement in the Domesday Book of 1086. At this time the town was a few miles south of England's northern border and the town flourished through trade. Around 1130 St Andrew's Church was built and in 1251 Sedbergh was granted a market charter, reflecting its important local economic role. However the market declined following the Black Death and changes in the economy, and it ceased to exist. The establishment of a Grammar School in the town in 1525 led to a change in fortunes for the town and a market charter was re-established. The town's fortunes over the following two centuries largely depended on agriculture and the school. During the nineteenth century the town became a manufacturing centre due to the number of local mills reliant on fast flowing local rivers and the railway which arrived in 1861. In the twentieth century the town declined as the mills began to close and the railway shut in 1966. The M6 was extended in 1970 which helped to lessen the blow of the rail closure, however the town became increasingly dependent on tourism, fostered by its Book Town status, established in 2005 and Farfield Mill Arts and Heritage Centre. The agricultural economy is fragile, therefore the town's reliance on tourism and the visitor economy is likely to increase in the future.

#### Conservation

Most of the town is included within Sedbergh Conservation Area. The Conservation Area was designated in 1969 and further extended in 1988 by the Yorkshire Dales National Park Authority, and amended further in March 2010. The Conservation Area Appraisal (2010) notes that Sedbergh's key character is made up by its compact historic core with 19th and 20th Century residential development on three sides and extensive grounds of Sedbergh School to the south. Key elements of note are:

- The densely developed pre-19th Century town centre;
- Spacious Victorian and Edwardian villas to the west ;
- Modest 19th century cottages to the north of Bainbridge Road and to the south along Loftus Hill which date from the

railway era;

- Suburban 20th Century housing estates to the west and east of the centre;
- Open parkland landscape and imposing buildings of Sedbergh School; and
- The wooded river valley, former mills and small hamlets of Birks and Millthrop to the south.

The special character of the core of the town centre is noted particularly the:

- Surprise turns into narrow alleyways and unexpected widening into cobbled and flagged yards connecting into networks of pedestrian routes around Main Street;
- Narrow roads and continuous building frontage; and
- Windows and doors opening directly onto Main Street, Back Lane, Finkle Street and adjoining yards and courts.

Key views noted include up Finkle Street and Joss Lane towards Winder Fell, towards Garsdale and Middleton Fells from Back Lane. The heart of Sedbergh contains a number of listed properties, particularly around Main Street, Finkle Street and key Sedbergh School buildings. This conservation area status, and much of the town centre forming part of the setting of key listed buildings in the town, means that new development or physical changes to the streets and spaces in the town need to be designed carefully to respond appropriately to this sensitive historic context.

The Sedbergh Townscape Initiative serves to implement the Sedbergh Conservation Area Management Plan. The Management Plan, originally drafted and consulted upon as part of the recent Sedbergh Conservation Area Appraisal, identifies a number of opportunities for improvement and enhancement and many of these opportunities have formed the basis of the proposals explored in greater detail during the preparation of the STI.

#### Built environment

A key characteristic of Sedbergh is its compact centre and ancient narrow streets which tend to feed off Main Street. An area known as "The Narrows" at the western end of Station Road marks the entrance to the town centre when approaching from the west. This area is characterised by buildings typically fronting directly onto the pavement and a very narrow road width which creates a unique sense of enclosure. Many of the buildings in this area are listed and date from the early development of the town. Whilst varying in character and size, they come together to create a picturesque townscape.

The historic character of the commercial core along Main Street creates a central core of rich historic interest, particularly the network of narrow lanes and cobbled yards which radiate from it. St Andrew's Church sits at the junction of Main Street and Finkle Street and is an important focal point of the town. The church dates back to Norman times and the space in front of the church, the town's original market square, is one of the few areas of public space in the town centre, and continues to host market stalls on Wednesday market day. The town is set against the dramatic backdrop of the Howgill Fells, which can be glimpsed from a number of the town centre streets and which provides an exceptionally attractive setting for the town.

Whilst there is no dedicated market square or space in the Main Street area, the car park at Joss Lane hosts the weekly market and producers market. The adjoining small garden area, which benefits from an attractive southerly aspect, is hidden from everyday view and an underused asset in the heart of the town centre. There is significant opportunity to improve this part of the town centre and in the process create a more accessible public space that should become a real focal point for the town. This is investigated as part of the strategy for improving the public realm in the town in the following chapter.

The dominant building material used throughout the town is locally quarried stone (rough course ragstone), used in buildings and as paving and cobbles throughout the town, particularly in the older town centre. Ensuring that proposals for the public realm also use local materials to complement the town's character is therefore a central part of the initiative. YDNPA also require the use of local materials wherever possible in building and development works.

# 2 Context



-  Main Street
-  Alleys and paths
-  Car park
-  Town centre A-road
-  Public space

## Local planning context

The historic nature of Sedbergh, protected as a Conservation Area and its location within the Yorkshire Dales National Park, have ensured that Sedbergh has retained much of its historic charm and character. The YDNPA have successfully managed the sensitive relationship between town and country. As the statutory planning authority, the YDNPA are currently producing a Local Development Framework for the wider area. The YNDPA's purpose is to:

- Conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park;
- Promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

There is also a duty on National Park Authorities to 'seek to foster the economic and social well being of local communities within the National Park', although it is not expected to commit significant expenditure in this regard.

The role of the National Park therefore has a large bearing on the local planning context. The Local Plan of 2006 constitutes the statutory development plan and seeks to ensure that development is sustainable and planning decisions are based on the "precautionary principle". A Core Strategy is planned for production commencing in 2012 which will review all areas of planning policy.

As mentioned above, Sedbergh is designated as a Conservation Area, and therefore Local Plan policy B8 of the Local Plan seeks to preserve and enhance the character and appearance of the conservation area. The policy seeks to protect important landscape features, including trees, hedgerows, walls, open areas and footpaths and also important views from and into the conservation area. As part of the LDF, the YNDPA is producing a Housing Development Plan which recommends future housing sites for allocation in the emerging LDF. As part of this study two sites were identified for allocation opposite Close's garage for up to 30 new homes, an additional 6 homes are recommended to be allocated opposite Rawthey Gardens to meet the predicted housing need for the town.

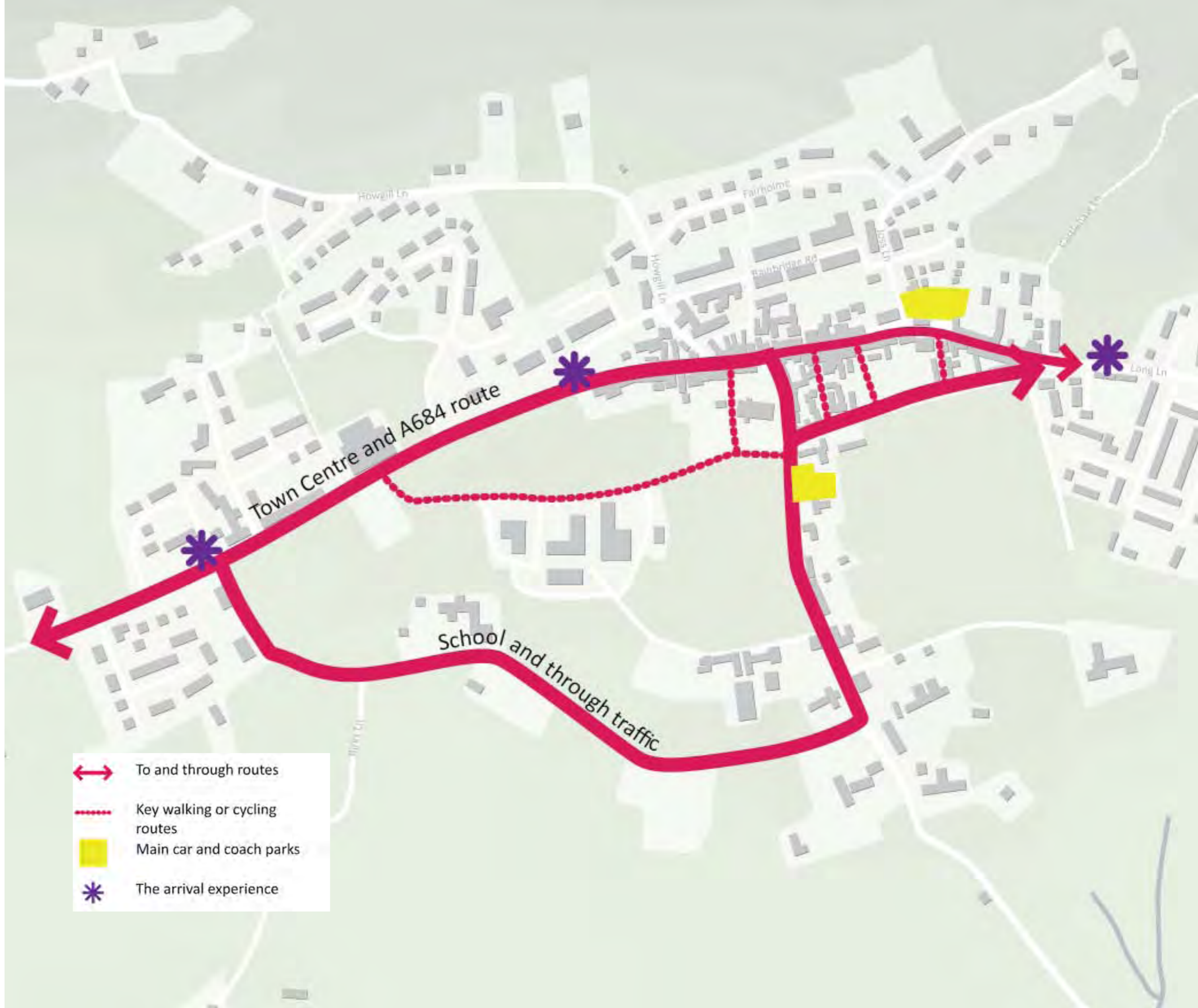
Aside from these proposed allocations, there is also an existing employment allocation at the western edge of town in the Adopted Local Plan. The Housing Development Plan also considered allocating the site west of Vicarage Lane/Back Lane for housing development, however this site was discounted due to the prominent nature of the site, its impact on the Conservation Area and loss of open space.





### Planned development

The planned relocation of the Health Centre from Loftus Hill to Station Road as part of the provision of a new Spar here provide a significant opportunity for the redevelopment of the Loftus Hill site. The existing Health Centre is adjacent to Loftus Hill car park on the edge of the town centre. The site also adjoins the grounds of Sedbergh Junior School. This collection of sites could be reorganised to enable the development of a more efficient consolidated campus for Sedbergh Junior School, together with improved public parking facilities for the town.



# 2 Context



-  To and through routes
-  Key walking or cycling routes
-  Main car and coach parks
-  The arrival experience

## Movement context

The town centre of Sedbergh is characterised by tight streets, narrow footways and an intimate, confined townscape created by the continuous building frontage along Main Street and Finkle Street in particular. This environment influences the movement of pedestrians, cyclists and vehicles within and through this small market town.

Heavy goods vehicle through traffic is currently directed away from the confined town centre via Busk Lane and Loftus Hill; albeit through a fairly discrete signing arrangement at the western gateway to Sedbergh. The remaining town centre bound traffic enters Sedbergh from the west along the A684 Station Road/Main Street, with vehicles then continuing eastbound along the narrow, one-way section of Main Street to Joss Lane car park or south to the car park on Loftus Hill.

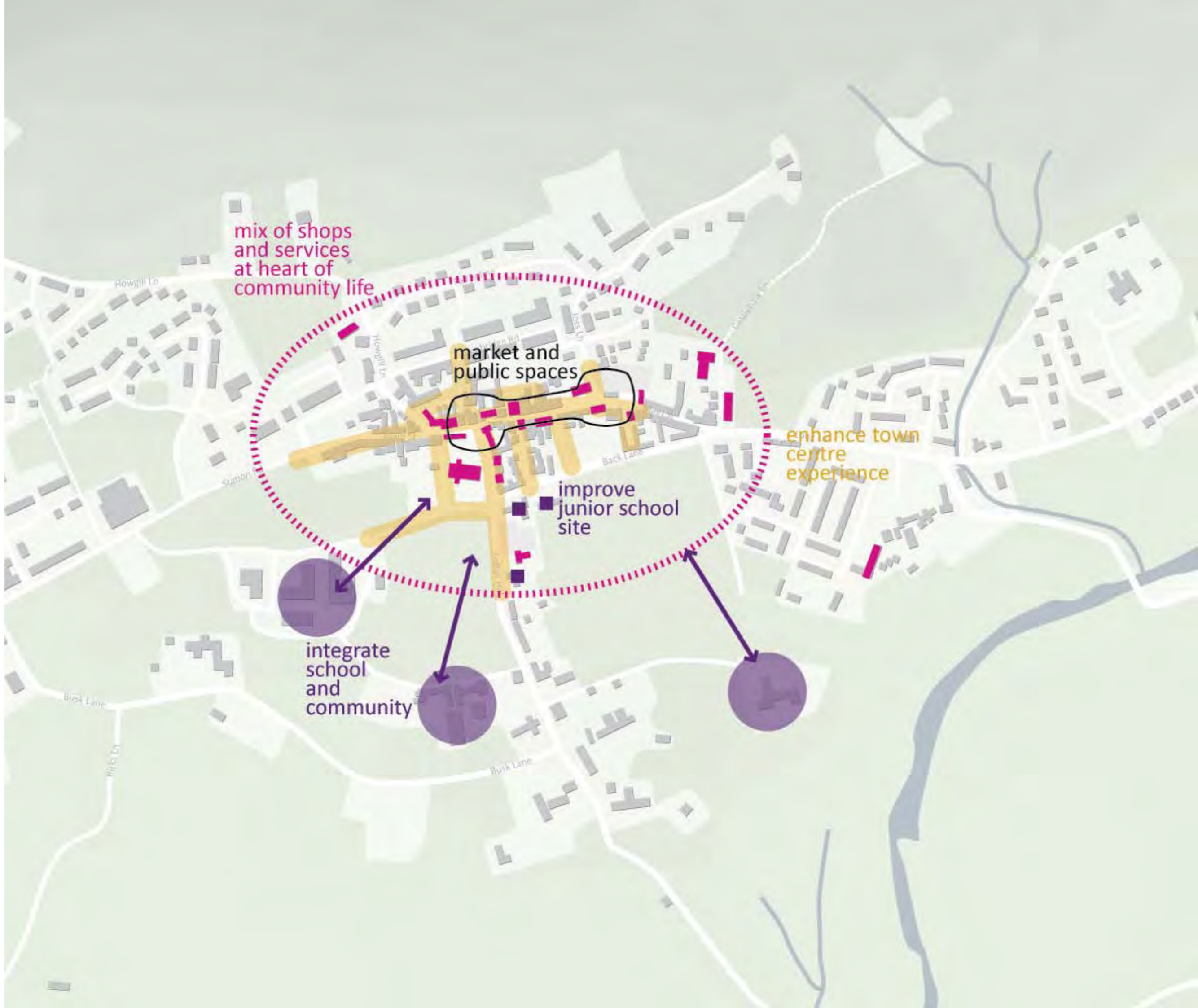
Joss Lane car park provides convenient access to the town centre shops and amenities on Main Street, however vehicles can experience difficulties with the one-way access route to this facility when service vehicles regularly block traffic for considerable periods of time. Loftus Hill car park and on-street parking on Back Lane provide the other main provision of parking to the south of the town centre, with visitors able to access the town centre amenities to the north on foot via the numerous characterful ginnels that wind between the town centre buildings.

The overall provision of pedestrian facilities in Sedbergh is sporadic however, with some extremely narrow footways on Finkle Street and Main Street, requiring pedestrians with pushchairs to walk on the carriageway at times and causing difficulties for mobility impaired people. With the exception of a zebra crossing on Back Lane and one on Long Lane, there is a general lack of pedestrian crossing facilities, particularly considering the large numbers of school children required to cross Loftus Hill and Busk Lane during the course of a school day. Numerous tracks and public rights of way do, however, provide pedestrians and cyclists with off-street routes in and

around the town. The town is also served by a relatively limited number of bus services, which stop on the corner of Main Street and Finkle Street. The confined nature of this location result in people waiting for a bus on the main carriageway rather than the limited and narrow footway provided.



# 2 Context



## Town life

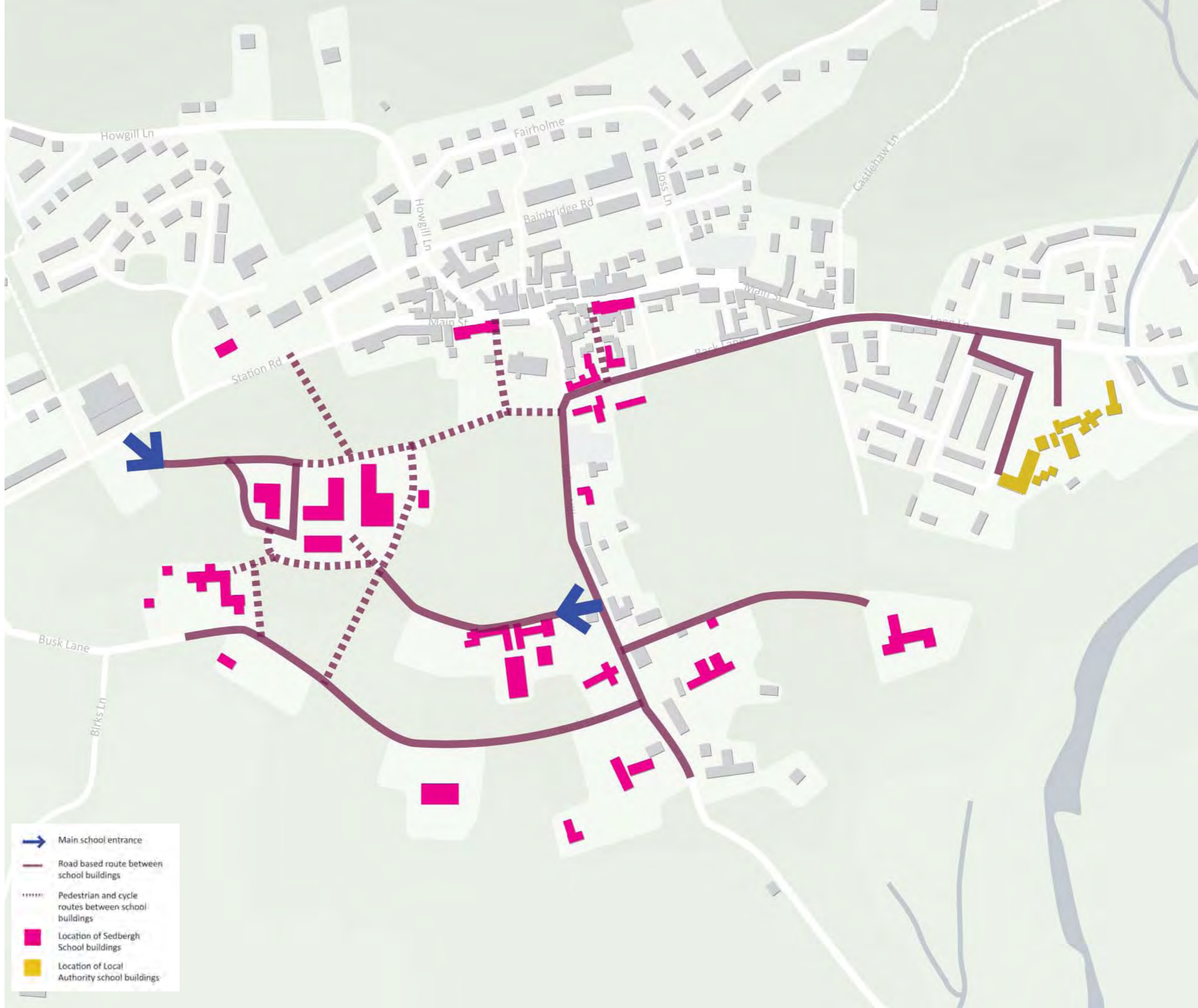
As mentioned earlier, Sedbergh is the largest settlements in the Yorkshire Dales National Park therefore it plays an important part in the local and wider Dales economy. The town is now mostly reliant upon the provision of services (Sedbergh School is the largest employer in the Dales) and to some degree, agriculture, reflecting its historical development as an agricultural and market town. The majority of the local population according to the 2001 Census information for Sedbergh & Kirby Lonsdale were employed as either lower managerial and professional occupations (18%), small employers or own account workers (17%), suggesting the economy is quite reliant upon small enterprises. The high percentage of professional occupations could be in part reflective of the staff requirements of Sedbergh School. The travel to work data suggests that most people drive to work (31%) many of whom will commute to other towns such as Kendal, work from home (15%), or travel by foot (12%) reflecting the limited amount of public transport in the area and large proportion of people self employed.

The town centre itself provides for day to day needs of residents in terms of convenience retailing (although the existing Spar is soon to be relocated to the western edge of town) and also has a selection of cafes, pubs and shops catering for both tourists and locals. Shops are focused around the narrow Main Street at the historic centre of Sedbergh, and stretch onto Finkle Street opposite St Andrew's Church. The narrow streets, old buildings and cobbled yards help to attract visitors to the town centre, although traffic along Main Street can detract from the experience. The town's Book Town status attracts visitors to the numerous book shops, and the nearby hiking routes and footpaths mean many walkers stop in Sedbergh as part of their visit.

Sedbergh still hosts regular markets every Wednesday at Joss Lane car park and a greengrocers stall adjacent to the Library on Main Street. There is also a further producers market on the last Wednesday of the month and a Charter Market Fair one Saturday in August a year. The weekly markets are small but sell a range of artisan baked breads and local produce, and therefore fulfil a vital role in the local economy.



# 2 Context



## School and community uses

Sedbergh School has been a strong influence on the health of the local economy since its foundation. The school draws in pupils from all over the country, and the school has 440 pupils between 13 and 18 years old and 100 pupils in the Junior School, which is rapidly expanding. The school has extensive land ownership around the town and a range of sporting and community facilities available for hire when not in school use which include a sports hall, swimming pool, lecture theatres and halls. The school also offers residential sports academy coaching, and summer schools, therefore is a centre of activity year round. Boarding houses for the school are peppered around the periphery of the main school grounds at Busk Lane and the safety of pupils moving between these and other school sites is an important consideration when developing a Movement Strategy for the town as a whole.

School events are an opportunity for the town as a whole which are not fully capitalised on currently. An improved and wider range of accommodation and restaurant facilities could encourage more parents and other visitors to spend time or stay in Sedbergh around attending a school event. This is an opportunity that could be explored further as part of this work and the YNDPA's LDF work.

Settlebeck School and Primary School are located to the east of the town centre. The footpaths between these and the town centre are often narrow and the environment is dominated by heavy traffic flow and high traffic speeds.



# 2 Context



## Previous consultation

Sedbergh Parish Council consulted on the condition of the public realm and traffic in the town centre in 2009. This consultation highlighted a high level of local concern over the condition of the roads, paving, footpaths, signage and the capacity of roads and parking in the area. Key issues raised included:

- The need for traffic calming along Station Road and Long Lane;
- Congestion and conflict between pedestrians and vehicles on Main Street;
- Inadequate/poorly managed parking for residents, coaches and visitors;
- Poor signage and consequent issues with through traffic in the town centre;
- Narrow footways and pavements on Main Street;
- Backlog of maintenance and repairs;
- Uneven surfaces and defective drainage on the streets;
- Poor quality boundary treatments to properties;
- Poor appearance of Joss Lane car park; and
- Poor setting of St Andrew's Church.

The results of this consultation have informed the development of the key aims and objectives of the Sedbergh Townscape Initiative, and the following Town Wide Framework, Movement and Public Realm Strategies respond to these concerns.

Throughout the development of the report feedback from key stakeholders has shaped the approach. Detailed feedback has been given by Cumbria County Council as the Highway Authority and YDNPA as the planning authority and these have helped to shape the recommendations. The former Commission for Architecture and the Built Environment (CABE) were involved in the early stages of the development of this report and provided feedback on initial options for the initiative. CABE were generally supportive of the aims and objectives of the initiative and suggested that a revitalised market square at Joss Lane would enhance the reputation of Sedbergh as a market town and bring people into the heart of the town.

The removal of recycling bins was recommended. CABE felt that traffic should not be excluded from Main Street, only slowed to create a better environment for pedestrians. A shared surface street could foster such an environment. CABE also recommended investigating options for the reorganisation of Sedbergh Junior School land as the relocation of the Health Centre offers an opportunity to consolidate all the school buildings in one place.



# 3 Town wide framework



## 3 Town Wide Framework

A town wide framework has been developed which illustrates an overarching vision for Sedbergh and seeks to address the concerns raised through previous consultation. The key issues identified to address as part of this work are:

- Need for new traffic calming along Station Road and Long Lane
- Address traffic congestion and conflict between pedestrians and vehicles on Main Street
- Improve inadequate/poorly managed parking for residents, coaches and visitors
- Address poor signage and consequent issues with through traffic using inappropriate routes
- Widen narrow footways and pavements on Main Street
- Improve appearance of Joss Lane car park and space in front of St Andrew's Church.

### Aims and Objectives

An overarching aim for Sedbergh has been developed which reflects the important role of Sedbergh in the wider economy and its role in the local community. The overarching aim is:

To foster the economic well-being of the town

The following objectives have been developed to support this aim and to seek to address the key issues identified above:

- To reduce the amount of traffic running through the heart of the town.
- To create a better quality public environment, especially for pedestrians.
- To support, promote and attract investment in the town, its businesses and facilities.
- To enhance the special historic character of the town.
- To improve the attractiveness of the town as a place to visit and stay.

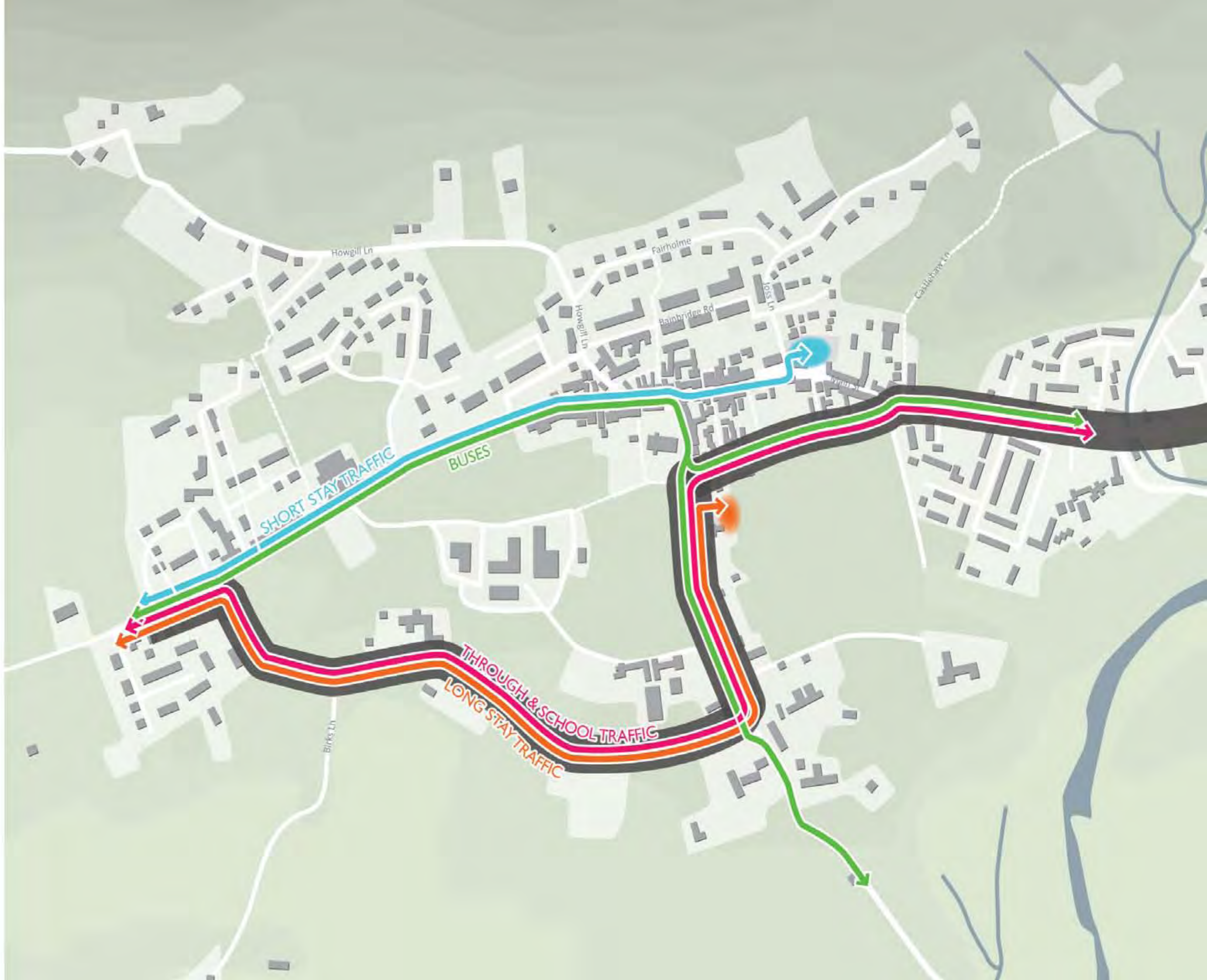
### What did you say?

Issues: Most people prioritised the need to address traffic congestion, pedestrian conflict and widen narrow footways on Main Street over the other objectives (70% or more "strongly agreed" with the identified priorities.

Aims & Objectives: There was strong overall support for all of the objectives, particularly the creation of better quality public environment and improving the attractiveness of the town.

Overall: Positive support for the aim and objectives

# 4 Movement framework



## 4 Movement Framework

Traffic congestion and conflict with pedestrians in the town centre, particularly on Main Street were highlighted priorities for improvement in both the initial consultation in 2009 and consultation carried out a part of the production of this report. Managing traffic flow into and out of the town centre, providing appropriate and accessible places to park and improving the environment at Main Street are the central elements of the strategy.

### Overall Traffic management

Managing the flow of traffic around the town centre is considered to be an essential move in improving traffic congestion and pedestrian conflict around Main Street and Finkle Street in particular. The strategy illustrated shows through traffic, school traffic and long stay traffic signed to use Busk Lane/Long Lane/Loftus Hill and directed into long stay parking a Loftus Hill and accompanying detailed measures which seek to improve movement and the environment around the town.

Key proposals are:

- Promote Station Road as the key approach for local people and visitors to the town from the west.
- Promote Busk Lane as the key route for all School and through traffic from the west.
- Introduce improved pedestrian crossing facilities and traffic calming measures, particularly along the new through route along Busk Lane through to Long Lane.
- Improve traffic and welcome signage at key locations and junctions.
- Improve network of walking and cycling routes across the town.



## 4 Movement framework

## Detailed proposals

### Junction options

As part of the analysis of movement through the town three key junctions identified where improvements to the current arrangement could improve traffic flow/ congestion. These are:

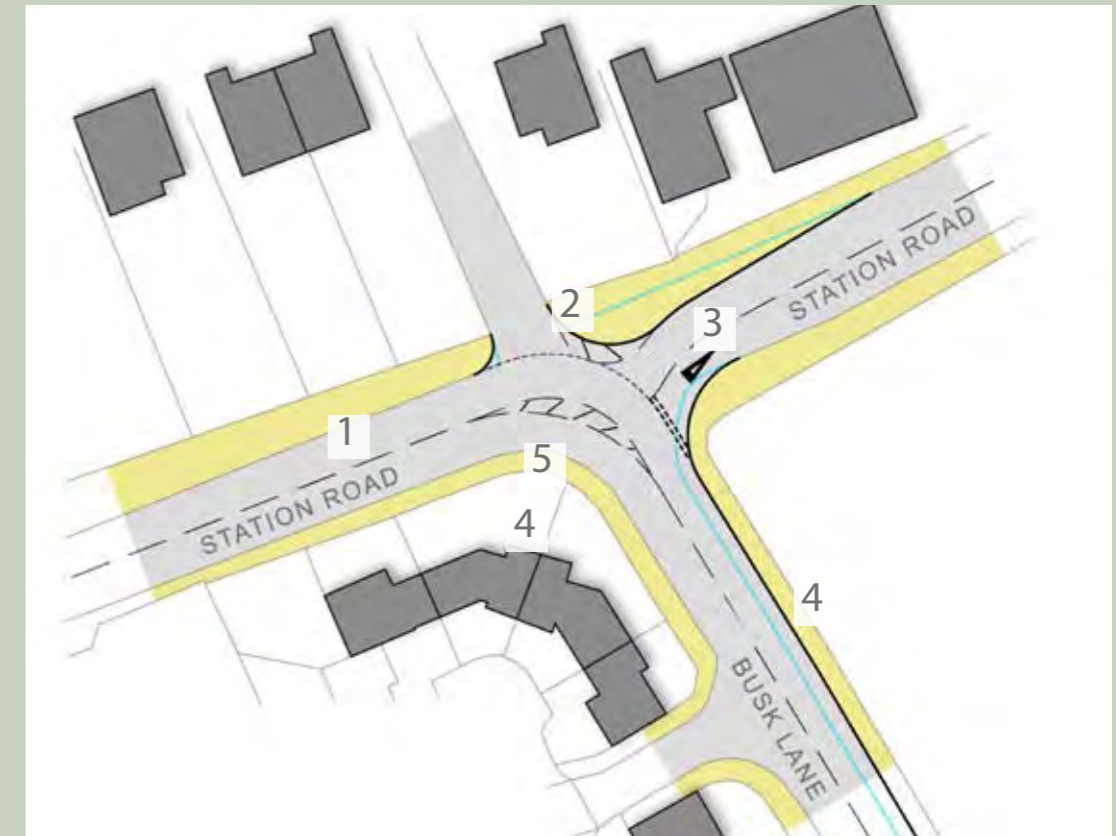
- A - Busk Lane/Station Road
- B - Finkle Street/Back Lane
- C - Loftus Hill/Busk Lane

New junction arrangements were developed for these which were tested to assess the impact upon traffic flow, visibility, safety and wider benefits. The only junction where alteration would be feasible in terms of meeting safety requirements and improving traffic flow was the Busk Lane/Station Road junction, therefore this was the only junction alteration progressed and consulted upon (see below for details of the proposed changes).

### Station Road and Busk Lane Junction – Priority controlled junction

This option creates more pavement space and prioritises the use of Busk Lane over Station Road/ Main Street, which will help to reduce traffic flow into the town centre in line with the proposed traffic management strategy for the town.

1. Appropriate signing and surface treatment to warn vehicles of sharp bend
  2. Realigned carriageway to slow vehicles travelling ahead to Station Road and to accommodate adjacent residential access
  3. Change in priority to encourage use of Busk Lane route
  4. Provision of 2 metre footway
  5. Hatching to safely accommodate swept paths of HGVs
- Traffic Calming Opportunities



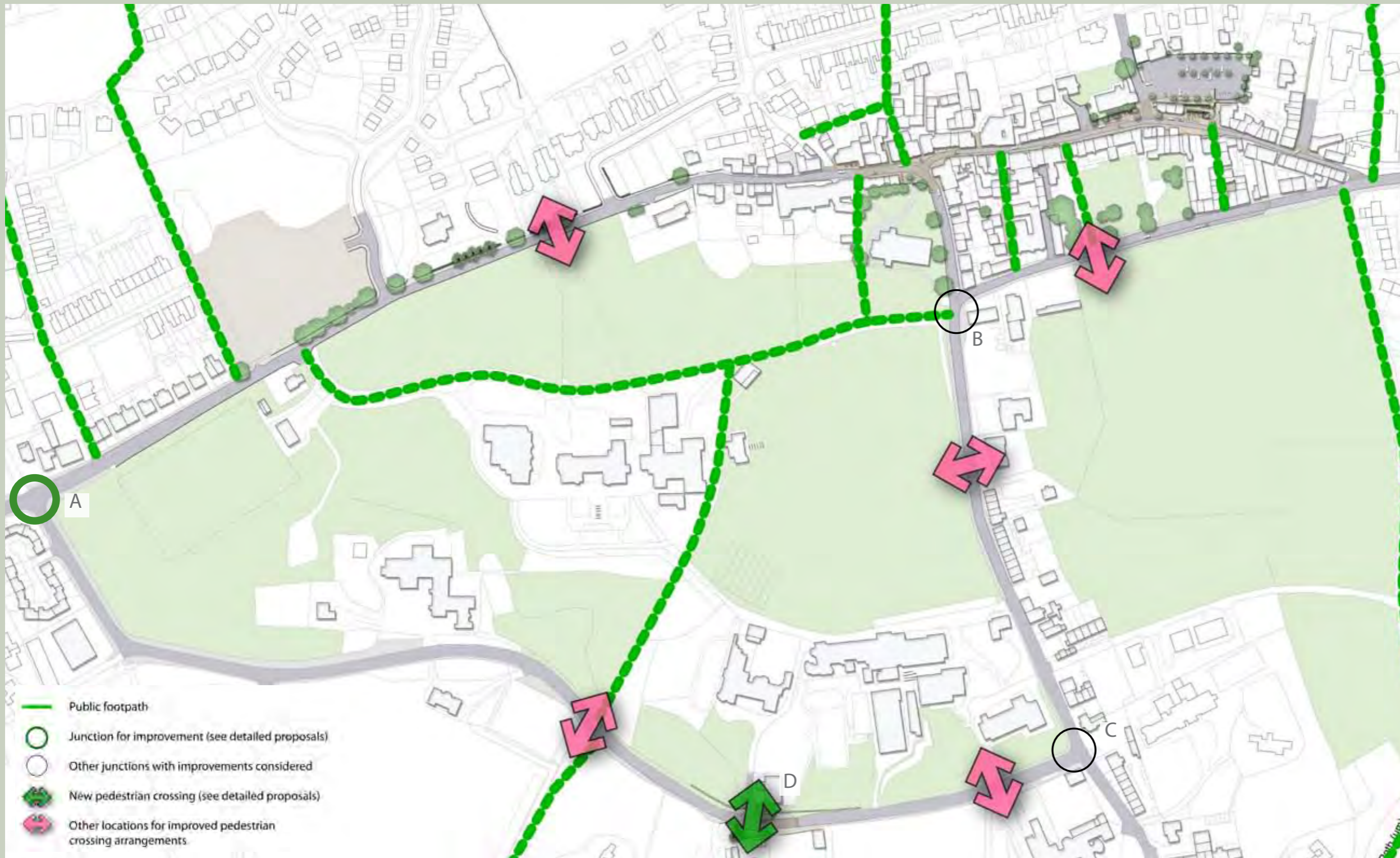
A - Station Road and Busk Lane Junction



D - Traffic calming on Busk Lane

In conjunction with greater emphasis on directing school and through traffic along Busk Lane a package of traffic calming measures will be required along Busk Lane, Loftus Hill and Back Lane potentially including the following measures:

- Measures to improve pedestrian crossing across Busk Lane, Loftus Hill and Back Lane;
- New speed tables introduced at key locations throughout the town to reduce traffic speeds;
- New and improved signage to help reduce traffic speeds and give advance warning of pupils crossing; and
- The narrowing of the carriageway at key crossing locations.



Key junction, footpath and crossing locations

# 4 Movement framework

## Parking

### Town centre parking

Joss Lane and Loftus Hill car parks are the main town centre car parks and are highly valued by local businesses and residents. The overarching movement strategy proposes to use a combination of signage and the prioritised junction arrangement at Station Road/Busk Lane to encourage through traffic and those wishing to park in long stay parking to use Busk Lane to access the town centre. However Station Road would still be signed as the route for tourists into the town centre, and for access and local users. Loftus Hill is therefore considered to be the best location for long stay parking, with Joss Lane providing a supplementary reduced level of short stay parking role as part of a more multi functional public space.

Consultation with CABE, stakeholders and the public highlighted the importance of on-street parking to the vitality of the Sedbergh, therefore the proposals provide short stay parking bays along Main Street where the width allows.

### Further long term options

In the longer term, we feel there is potential, as part the reorganisation of the Sedbergh Junior School site, Health Centre and Loftus Hill car park site to concentrate all the Junior School facilities on one site and create a larger car park for the town. In turn, less parking would need to be accommodated on the Joss Lane car park site, which provides opportunities to further reduce traffic using Main Street.

### What did you say?

- Over 88% agreed or strongly agreed that Station Road should be a key approach for local people and visitors
- Over 94% agreed or strongly agreed that Busk Lane should be the key route for all school and through traffic
- 79% agreed or strongly agreed that improved pedestrian crossings, traffic calming should be introduced throughout the town, particularly along Busk Lane.
- 82% agreed or strongly agreed traffic and welcome signage should be located at key locations
- 60% agreed or strongly agreed that the network of walking and cycling routes should be improved
- 88% agreed or strongly agreed that the junction at Station Road and Busk Lane should be redesigned to give greater priority to Busk Lane as a key route for School and through traffic
- Other sites for parking suggested included Back Lane/Vicarage Lane
- Improvements to public transport needed to reduce reliance on the car in the area

Overall: Positive support for the movement strategy





# 4 Movement framework

# 5 Public realm strategy

## 5 Public realm strategy

Improving the town centre environment, particularly around Main Street is essential to improving the experience and perception of Sedbergh. The public realm proposals below are a package of measures which are designed to address the key issues highlighted in our analysis of the town and from consultation responses. Public space around St Andrew's Church and Joss Lane car park has the potential to be enhanced through public realm treatment, re-landscaping and provision of space for market stalls and seating to encourage people to spend time here. Resurfacing and designing Main Street to slow traffic and to prioritise pedestrian movement through creating wider footpaths will significantly improve the quality of pedestrian experience and therefore is central to the public realm strategy. Proposals for the public realm are set out below and are illustrated in the adjacent strategy plan.

The improvements identified within the public realm strategy focus on the length of Main Street and culminate in a programme of major improvements around the Joss Lane car park, the junction with Main Street, 72 Main Street and the area around the public toilet block.

The STI outlines the opportunity for a radical transformation in this key part of the town centre which seeks to take advantage of the area's existing assets. These include making best use of the existing wide pavements, improving the street market and enhancing the setting and facilities for the existing concentration of key community facilities including the Local History Library, Parish Council offices, Tourist Information Centre all within 72 Main Street and the public toilets and car park. Delivery of the improvements will involve some disruption as it will be necessary to demolish the retaining wall between the car park and Main Street and excavate and reprovide the existing open space outside 72 Main Street. A new radically improved new space will provide a new community focus for the town. The space will be flexible and durable and will be designed specifically to host a remodelled street market repositioned along Main Street itself.





# 5 Public realm strategy

## 1. Joss Lane car park area

- Joss Lane and car park: Re-arrangement of car parking on the site and the creation of space fronting directly onto Main Street. This new public space will be paved with high quality Yorkstone. The space will be capable of accommodating market stalls and also areas of seating.
- Re-landscaping: Re-landscaping of the garden in front of the Community/Tourist Information Office through the removal of the retaining wall and excavation of an area to street level would create a much more accessible and higher quality town centre space.
- New public space: An enlarged new public space is proposed to be created in the front of the Sedbergh United Reformed Church on Main Street/Joss Lane. This space could also potentially be used for market stalls and public seating, to complement the larger market square at Joss Lane.
- Improved appearance: Recycling bins are relocated and screened from view to improve the appearance of the car park.
- Continued parking provision: The Joss Lane car park would remain the town's main coach park, thereby delivering coach visitors right into the heart of the town with convenient toilet and TIC facilities immediately accessible. The number of public parking spaces would remain broadly the same (detailed design may result in the loss of a small number of spaces). In the longer term, there is potential to relocate the coach parking to
- A new focal point for the town: These improvements, surrounding the essential services of the Community Offices, TIC and toilets will create a new focal point for the town. The scheme enhances the prominence and interface of these important local facilities, providing an inclusive design to meet the needs of both residents and visitors to the town.

## 2. St Andrew's Church

- New public space: An improved environment at the front of St Andrew's Church is proposed through resurfacing the space with Yorkstone paving, new landscaping and removal of the existing parking bay, which is currently a safety concern.
- Market stalls: The extended area could also accommodate a limited number of market stalls and also some seating.
- Enhanced Library setting: The proposals would create improved accessibility and enhanced setting of the library.

## 3. Main Street core

- Pedestrian priority: The pavements on Main Street are proposed to be resurfaced and designed to slow traffic and prioritise pedestrians.
- Wider footpaths: New wider footpaths along Main Street in high quality Yorkstone are proposed where needed, with cobbled setts to create a shallow kerb to delineate the pavement from the road space. The materials and palette used should reflect those that are already part of the town's character.
- Drop off bays: New drop off/loading bays are proposed to help ease congestion. These will more efficiently allow for shoppers and deliveries to stop whilst not hindering traffic flow.

## 4. Main Street approach

- Bus Layby: A new layby for buses is provided at the corner of Finkle Street and Main Street. This will help to reduce the risk of traffic congestion building up when the bus drops off and picks up passengers.
- New signage: New signage ("Welcome to Sedbergh"), public art and seating at western entrance to Main Street is proposed to raise the profile of Main Street as the centre of the historic market town of Sedbergh.
- High quality materials: Use of high quality Yorkstone paving and cobbled setts on the roadway at the junction of Finkle Street and Main Street to slow traffic and indicate pedestrian priority of the area.

## 5. Station Road

- Footway improvements: It is proposed to widen and improve the quality of the pavement area to the west of the town centre which is currently varied in quality. It is not anticipated that this will significantly alter the traffic flow from that of the existing.
- Health Centre: It is also proposed to extend the 1.5m pavement on the north side of Main Street up to the new Health Centre, to encourage pedestrians to walk between the town centre and the new health centre.
- New signage: New signage "Sedbergh – Historic Market Town" is proposed at the junction with Busk Lane to promote the town centre to potential visitors.



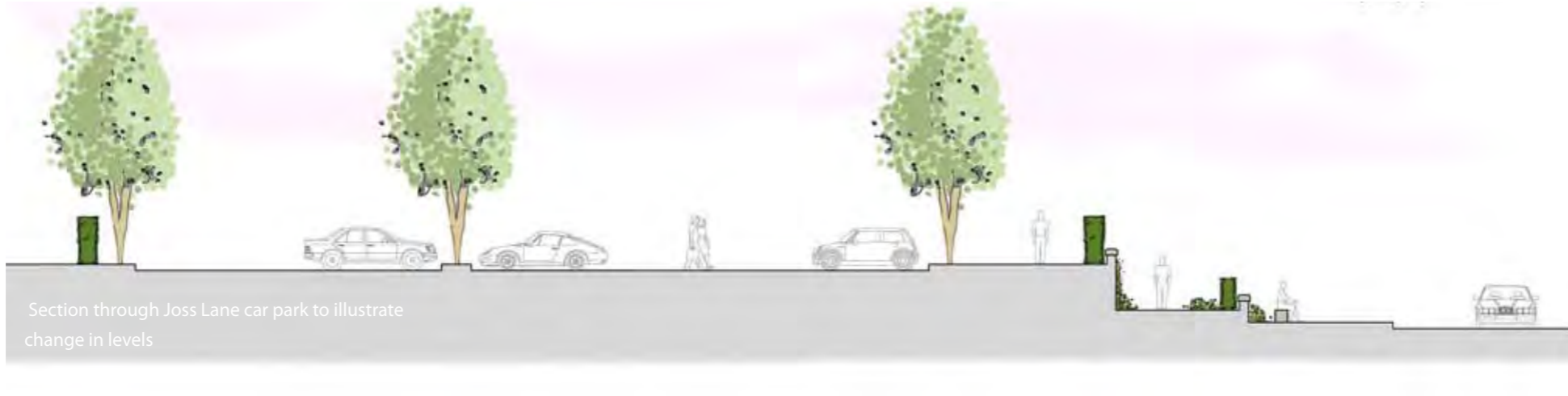


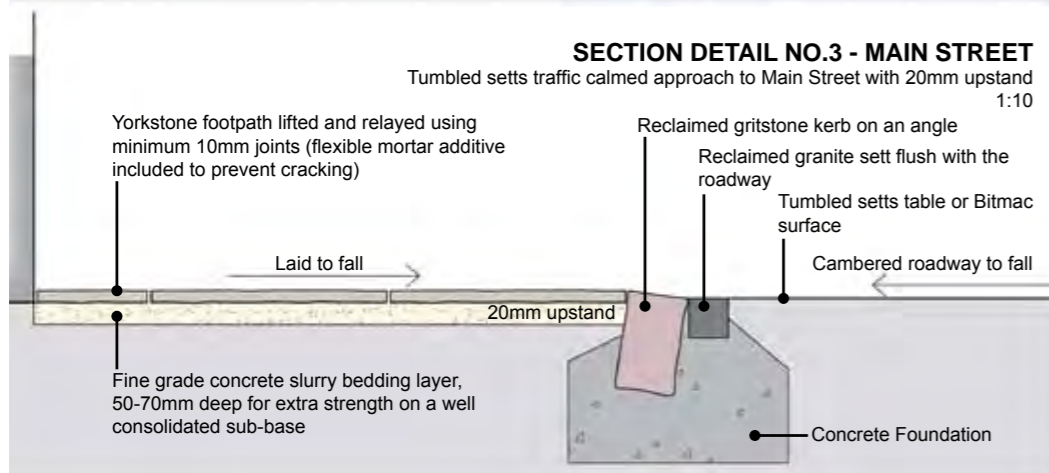
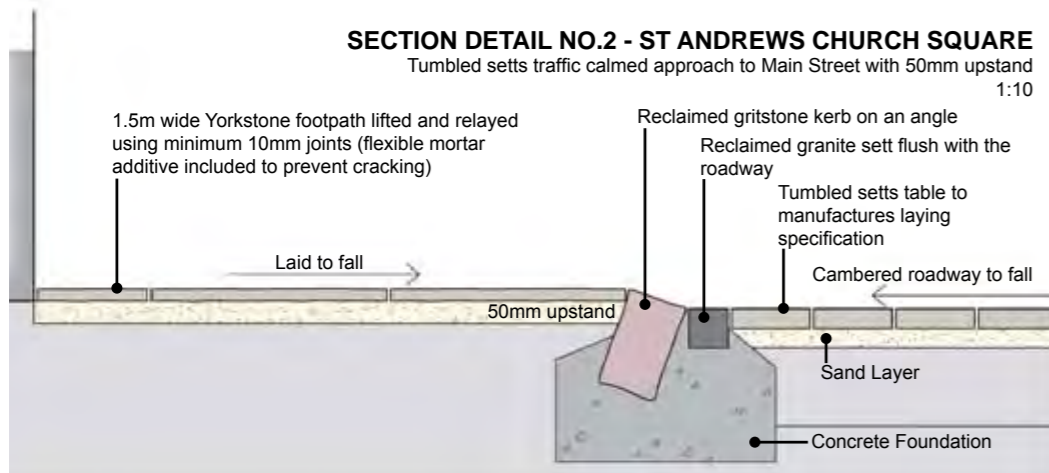
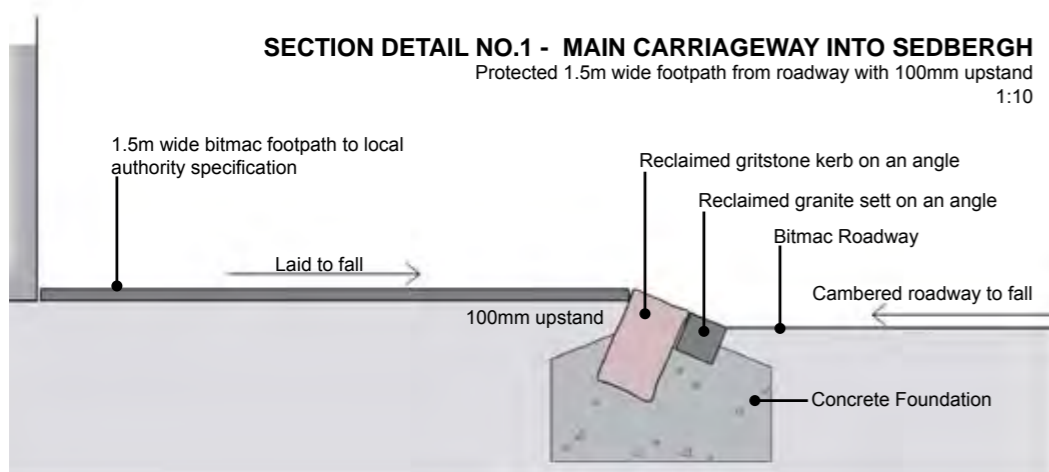
The major traffic benefits of the STI are enabled and delivered through prioritising Busk Lane for all through traffic. This will relieve existing pinch points and particularly the exceptionally narrow parts of Station Road and Finkle Street. However, even with the public realm improvements delivered through the STI, these streets – part of the historic fabric of the town – will remain very narrow. A wider and more comfortable

pedestrian footpath between Main Street and the proposed Health Centre on Station Road will improve the quality of this key pedestrian route. However, it will be necessary for vehicular traffic to occasionally mount the curb at the narrowest part of Station Road. The pavements will need to be built to an appropriate specification to allow for this.

## 5 Public realm strategy

# 5 Public realm strategy





NB: Details to engineers specification

Section detail for Main Street kerbs

Materials

An appropriate materials palette has been developed for Sedbergh which reflects the historic character and the existing materials in use throughout the town.

The following materials are proposed for use in the areas highlighted for public realm works:

- Yorkstone paving;
- Gritstone kerbs;
- Tumbled sett raised tables;
- Bitmac roads.

Tumbled setts use naturally materials and are used commonly for pedestrianised streets. They are very hardwearing and are a modern take on a traditional sett finish.

In addition to these a coordinated approach to landscaping and street furniture using high quality local materials and a consistent palette is expected to be used.

Maintenance costs

Ongoing maintenance of the improvements outlined in the STI will be required. However, it should be noted that the use of good quality, robust, natural materials should reduce the overall maintenance burden. However, such materials will have a higher up-front purchase cost. Responsibility for undertaking and meeting the costs associated with ongoing maintenance will vary but is likely to be the principal landowner. Key responsible parties are likely to be Cumbria County Council as Highway Authority and Sedbergh Parish Council as managers/ owners of the town's key car park.s

**What did you say?**

- Improvements to Joss Lane car park was supported by all respondents (100%)!
- Over 90% agreed with the proposed improvements to St Andrews Church
- 80% agreed with the proposals to prioritise pedestrian movement in Main Street
- Over 70% supported new drop off/loading bays on Main Street
- Over 80% agreed with the proposal to locate a bus layby on Station Road approach
- Over 70% supported new signage, art and seating at the junction of Main Street/Finkle Street
- Over 80% supported the use of materials to indicate pedestrian priority and slow traffic along Main Street
- Overall a very high level of support for the proposals was received, therefore proposals were progressed largely unaltered.

## Precedents



Prestbury Village, Cheshire

Prestbury village is situated in the heart of Cheshire between Wilmslow and Macclesfield. Its population is comparable with Sedbergh and the two settlements have similar traffic issues. Prestbury has successfully managed these issues with a series of raised tables and crossing points to make the village environment more pedestrian friendly for its users. They have used a select pallet of high quality materials which are in keeping with the character of the village and add positively to the village setting. The materials are of the same pallet as is proposed for Sedbergh and include tumbled sett thresholds, Yorkstone paving, gritstone kerbs, granite sett edges, duck stone trims with a bitmac road. The described pallet of materials and proposals will have a positive effect on the town of Sedbergh improving the town's environment and enhancing the town's special historic character.



Chester City Centre

Though on a larger scale, Chester has implemented a series of traffic calming and shared surface improvements to improve the environment for its users. They use a pallet of high quality durable materials that are in keeping with the cities character and compliment the surrounding listed buildings and Roman Walls. The objectives were to calm traffic and improve the experience for pedestrians. The public realm features include dropped kerbs and tumbled sett raised tables. This case study shows similar public realm principles that have been proposed in Sedbergh.





Madrid - shared surface

The image above illustrates a shared surface approach to the public realm in Madrid which consists of a bitmac road, a sloped kerb and denoted parking bays.

The adjacent images (bottom row) are of Whitecross Street in London. Whitecross Street is set within a much more urban context but demonstrates how a narrow street can be designed with flexibility and durability in mind to enable it to perform a wide range of functions. The street is open to traffic but also hosts a thriving street market. The pavements have been widened to encroach into the carriageway, effectively resulting the creation of a shared surface.



Robust materials with good quality detailing and finishing contribute significantly to the durability of public spaces and reduce the long term maintenance burden



Whitecross Street - London



Whitecross Street - London

# 5 Public realm strategy

## 6 Action Plan

To support the implementation of the movement and public realm strategies outline, an indicative Action Plan has been developed, providing information on estimated costs, funding, delivery constraints and partners. Each element of the strategy is addressed individually in the following table and priority for delivery is indicated.

### Planning

It should be noted that many of the public realm/highways improvements are exempt from planning consent if the Local Authority (LA) is undertaking the work. However the extent of changes around Joss Lane means that a planning application and conservation area consent will be required here. Fixtures such as market stalls, benches, recycling facilities, electric hook ups are potentially permitted development if erected by the LA. The majority of the works to roads including, junction realignment, footpath widening, removal of bollards, raised tables, tumbled setts, resurfacing, kerbing and new laybys are likely to either not be considered "development" or considered permitted development for the LA. The LA could be considered to be the District, County Council or Parish Council.

Conservation Area consent is required for demolition of structures which meet size thresholds set out by the YDNPA, this will need to be taken into consideration in the implementation of this Initiative.

### Highways

Highways approval will be required for most of the proposal to be implemented. However, the STI is not a highways-led initiative. All of the identified proposals contained within the strategy respond positively to the overarching objective of fostering the economic well-being of the town. A presentation to the appropriate Highways Working Party of Cumbria County Council has already been made and the proposals contained in the STI were very well received by the Committee. Further engagement with the committee will be required as progress is made on implementing the proposals.

Project	Description	Approx cost*	Timescale/ priority	Potential sources of funding	Delivery comments
<b>Public realm strategy</b>					
Joss Lane environmental works	New hedging, grass, trees, white lining of car park, kerbing and small amount of bitmac resurfacing to the road as part of the wider improvements to the area.	£43,200	Short term - High priority	HLF/SPC	To be delivered in conjunction with the wider proposals for Joss Lane car park. These works are considered permitted development therefore do not require planning permission, however would need to be carried out by or on behalf of the Highways Authority
Main Street west improvements (west of Joss Lane)	Lifting and relaying of Yorkstone paving, new Yorkstone paving, tumbled sett threshold for parking lay-by's, bitmac surfacing, granite sett edging, seating, demolition of planters / walling, trees, shrub planting and trims around the buildings.	£108,000	Short term- High priority	HLF/SLDC	These works are considered permitted development therefore do not require planning permission, however would need to be carried out by or on behalf of the Highways Authority
Main Street east improvements (east of Joss Lane)	New tumbled sett thresholds (Joss Lane and Main Street) and parking lay-by, lifting and relaying Yorkstone paving, new Yorkstone paving, bitmac surfacing, a band stand, steps to bottom and top of band stand space, seating, demolition of walls and levels, trees, hedging, new low wall, shrub planting, trims around buildings and granite sett edging. Improvements could include "Welcome to Sedbergh signage feature,"	£192,000	Short term - High priority	HLF/SPC	Longer term option to consider reducing parking further in conjunction with rearrangement of Loftus Hill parking. To be progressed as part of a planning application / conservation area consent
St Andrew's Church improvements	New Yorkstone paving to be lifted and relayed, new Yorkstone paving, tumbled sett threshold, gritstone kerb edging, granite sett edging, steps, trees, adjustments to walling and levels, welcome signage / public art / seating, trims around buildings.	£168,000	Short-Medium term - Medium priority	HLF/ CCC/ SPC/ YNDPA	Likely to be permitted development with the treatment to the roads required to be carried out by or on behalf of the Highways Authority. Some elements such as adjustments to levels may require planning permission.
Station Road and Finkle Street improvements	Improvements at either side of St Andrew's Church and widening footpaths	£60,000	Short - medium term medium priority	CCC/ SPC/	Permitted development - as above (Highways Authority implementation required)
New bus layby	Relocated bus layby			CCC	Permitted development - as above (Highways Authority implementation required)
Tree planting & street furniture	Tree planting throughout the town centre - trees are proposed for each individual project, but an overarching strategy which incorporates all the trees included within each project could be developed. An agreed strategy for new street furniture would also be beneficial		Short term - High priority	YDNPA/SPC	An overarching strategy should be developed to incorporate the planned planting and street furniture for each project. YDNPA can lead on this working with SPC and the school.

\* These figures are based on uncomplicated site and working conditions but include 20% on top of the materials and work costs to cover set up costs and logistics

Project	Description	Approx cost*	Timescale/priority	Potential sources of funding	Delivery comments
Refurbishment of 72 Main Street	SPC are in the process of taking ownership of 72 Main Street from the YDNPA. The building, immediately adjacent to and accessed directly from the Joss Lane Car Park hosts a series of key community uses including the Local History Library, the SPC Community Office and the Tourist Information Centre. There is an opportunity for a major refurbishment programme to improve the quality of the accommodation, the range of public and community services it can offer and the physical accessibility of the building. Such improvements would directly complement the Joss Lane environmental works.	Further work required	Short term to medium term and high priority	HLF & SPC	Further work will required to progress a HFL bid. This process takes a significant amount of time. There may be additional commercial opportunities in refurbishing the building which may need planning permission.
<b>Movement framework</b>					
Pedestrian crossings	The provision of new pedestrian crossings and traffic calming along Busk Lane as detailed in section 4.	£12,000-£18,000 per crossing	Short term - High priority	CCC and Sedbergh School	This will need to be delivered on implementation of the proposed new signage at the junction of Station Road and Busk Lane. Highways Authority will need to implement.
Station Road / Busk Lane junction	<ul style="list-style-type: none"> <li>Appropriate signing and surface treatment to warn vehicles of sharp bend.</li> </ul>	£36,000-£48,000	Short term - High priority	CCC	This includes estimates for traffic management and contingencies during the construction phase but does not include costs associated with diverting any statutory services that may be in that location. Highways Authority will need to implement these changes - likely to be permitted development/ outside the definition of development.
	<ul style="list-style-type: none"> <li>Realigned carriageway to slow vehicles travelling ahead to Station Road and to accommodate adjacent residential access, including where possible a 1.5 metre width pavement</li> </ul>		Medium term - long term - medium priority	CCC	This is made possible by diverting through traffic along Busk Lane and it is important in providing a better quality pedestrian link to the new health centre
	<ul style="list-style-type: none"> <li>Change in priority to encourage use of Busk Lane route.</li> </ul>				Through the introduction of new signage
Street name plates	Updated street name plates throughout the town	Approx. £4,000 from YDNPA	underway	SPC	
Signage de-cluttering	Remove unnecessary signage		Short term - High priority	YDNPA & CCC	
Walking/Cycling routes	Enhancements to existing rights of way.	£6,000		YDNPA	Funding is available to improve existing pedestrian and cycle ways in the area



# 6 Action Plan

# 7 Next steps





## 7 Next steps

This report sets out strategies which are designed to achieve the overarching aim of fostering the economic well being of Sedbergh, through improving movement and public realm in the town centre. It is intended that this Townscape Initiative Report will be adopted as the Conservation Area Management Plan for Sedbergh, serving to enhance the setting of the rich historic built fabric of the town.

The Action Plan in the preceding chapter has shown estimated costs and sources of funding for the key schemes which are included in the strategies. In order to implement the public realm and highways alterations as permitted development the Local Authority/Highways Authority will need to undertake the work. For the proposals at Joss Lane it is likely that a planning application and conservation area consent will be required, therefore it is recommended that these proposals are worked up and progressed in the short term.

### Heritage Lottery Fund bid

Discussions during the CABE Design Review process suggested that many of the projects falling under the STI have the potential to form part of a Heritage Lottery Fund bid. South Lakeland District Council, working closely with Sedbergh Parish Council, are leading on the preparation of such a bid. The focus of this bid is likely to be the improvements around Joss Lane car park which have significant scope to radically enhance the character of the conservation area. The environmental improvements put forward as part of the STI compliment the aspirations held by the Parish Council for the TIC and Community Office facility at 72 Main Street to become a community owned and managed resource for local people.

### Other sources of funding

Other sources of funding have already been identified to help implement some of initiatives that can be progressed immediately. Yorkshire Dales National Park Authority have limited funding available for initiatives to help preserve and enhance the character of the Park's conservation areas. In addition, South Lakeland District Council has indicated that small budgets are available to help with small scale improvements that, again, can commence and be allocated immediately. An initiative to replace all street and directional signs across the centre has commenced which can take advantage of this offer of financial assistance.

### Partnership working

It is already clear that one principal objective of the STI has been achieved. Collaborative working between the principal stakeholders is essential for the coordinated implementation of the STI. Cumbria County Council as Highway Authority, the Park Authority as the Planning Authority and Sedbergh School as the stakeholder with the widest and most extensive estate in the town all have central roles to play in delivering the STI proposals. Administered by the Parish Council, the steering group should continue to meet regularly to help ensure progress on the Action Plan projects are being appropriately progressed. The brief and focus of these projects may need to be reviewed and revised over time but this can be kept under the watchful eye of the Steering Group

# SEDBERGH: TOWNSCAPE INITIATIVE

## WELCOME

Sedbergh Parish Council is delighted to welcome you to this exhibition of emerging ideas on the future of Sedbergh. As the largest town in the Yorkshire Dales National Park, Sedbergh plays a vital role in the local economy. Sedbergh School is the largest employer in the Dales and the town caters for both a close knit local community and visitors and tourists from all over the country and beyond.

There are exciting opportunities to: improve pedestrian, cycle and vehicle movement through the town; create a town centre more convenient for those with reduced mobility or using pushchairs; enhance the appearance of the town through improvements to the public realm; and, realise the potential to reorganise parking to enhance the environment of Main Street, and Joss Lane car park in the heart of the town. Taken together, these opportunities comprise a package of improvements that will foster the economic well being of the town. A range of options for these opportunities are shown across the exhibition, and we would like to hear what you think about these. Please post your feedback onto the final board or fill out one of the questionnaires provided.

## What you have already told us

Consultation on the condition of roads, paving, footpaths, parking, signs and traffic flow in the town centre was undertaken by Sedbergh Parish Council in 2009. The results of this consultation have informed the development of our ideas to date and key issues raised are set out below:

- 1> Need for traffic calming along Station Road and Long Lane
- 2> Congestion and conflict between pedestrians and vehicles on Main Street
- 3> Inadequate/poorly managed parking for residents, coaches and visitors
- 4> Poor signage and consequent issues with through traffic
- 5> Narrow footways and pavements on Main Street
- 6> Backlog of repairs and maintenance
- 7> Uneven surfaces and defective drainage on the streets
- 8> Poor quality boundary treatments to properties
- 9> Poor appearance of Joss Lane car park
- 10> Poor setting of St Andrew's Church

## Concept >

A key aim and set of objectives have been developed for Sedbergh which reflect the priorities for improvement identified in previous consultation and our initial research. The overarching aim for Sedbergh is:

To foster the economic well-being of the town.

The following objectives have been developed which seek to deliver the overarching aim:

- 1> To reduce the amount of traffic running through the heart of the town
- 2> To create a better quality public environment, especially for pedestrians
- 3> To support promote and attract investment in the town, it's businesses and facilities
- 4> To enhance the special historic character of the town
- 5> To improve the attractiveness of the town as a place to visit and stay

## Understanding Sedbergh

### The historic town of Sedbergh



### Access and transport



### School life



### Public spaces and public realm



### Town life



## Town centre proposals



- 1> Joss Lane car park area
  - Re-arrangement of car parking on site and create space fronting directly onto Main Street for new public space paved with high quality Yorkstone, incorporating a new market space.
  - Potential for enlarged new public space to be created in the front of the Sedbergh United Reformed Church on Main Street/Joss Lane which could also potentially be used for market stalls etc.
- 2> St Andrew's Church
  - Improved environment at the front of St Andrew's Church using Yorkstone paving and planting of a tree.
  - Area provided for new market stalls and seating with improved access to the library.
- 3> Main Street core
  - Main Street pavements resurfaced, and designed to slow traffic and prioritise pedestrian movement.
  - New wider footpaths along Main Street in high quality Yorkstone where needed, with cobbled setts to create a shallow kerb. Materials used will reflect those that are already part of the town's character.
  - New drop off/loading bays for Barclays and Post Office and outside Sedbergh URC Church on Main Street to ease congestion.
- 4> Main Street approach
  - A new layby for buses to stop in
  - New signage ("Welcome to Sedbergh"), public art and seating at western entrance to Main Street
  - Use of high quality Yorkstone paving and cobbled setts on the roadway at the junction of Finkle Street and Main Street to slow traffic and indicate pedestrian priority of the area.
- 5> Station Road
  - Widen and improve the quality of the pavement area to the west of the town centre
  - Extend new 1.5m pavement on the north side of Main Street up to the new Health Centre



## Movement strategy

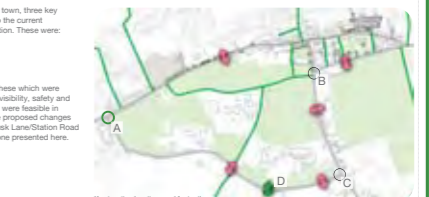
### Management measures



### Detailed measures

As part of the analysis of movement through the town, three key junctions were identified where improvements to the current arrangements could improve traffic flow/congestion. These were:

- A> Busk Lane/Station Road
- B> Finkle Street/Busk Lane
- C> Loftus Hill/Busk Lane



### Station Road and Busk Lane Junction - Priority Controlled Junction

- 1> Appropriate signage and surface treatment to warn vehicles of sharp bend
- 2> Realign carriageway to slow vehicles travelling ahead to Station Road and to accommodate adjacent residential access
- 3> Change in priority to encourage use of Busk Lane route
- 4> Provision of 2 metre footway, allowing widened carriageway
- 5> Hatching to safely accommodate swept paths of HGVs

### Parking in Sedbergh

As progress has been made on the Sedbergh Townscape Initiative, there has been much debate about parking issues in the town. The town is currently served by public car parks at Joss Lane and Loftus Hill and permitted on-street parking areas are generally not time limited. Changing the nature of this provision would be complicated but we would welcome your views on the current arrangements and how they might be improved?



### Traffic calming opportunities

- In conjunction with greater emphasis on directing school and through traffic along Busk Lane a package of traffic calming measures will be required along Busk Lane, Loftus Hill and Back Lane potentially including the following measures:
- Measures to improve pedestrian crossing across Busk Lane, Loftus Hill and Back Lane.
- New speed tables introduced at key locations throughout the town to reduce traffic speeds.
- New and improved signage to help reduce traffic speeds and give advance warning of pupils crossing and
- The narrowing of the carriageway at key crossing locations.



# Appendix 1 - Consultation summary

The proposals for Sedbergh: the Overarching Framework; the Movement Framework; and the Public Realm Strategy as set out in this report at Chapters 3-5, were exhibited in Sedbergh Community Office, 72 Main Street, Sedbergh until the end of December 2010. Questionnaires requesting feedback on each of the elements proposed were provided and the exhibition was staffed for selected periods.

Thirty nine questionnaires were completed and returned. The results of the questionnaire survey have been summarised over the next few pages, and have informed the finalisation of the Townscape Initiative for Sedbergh. As the results were generally positive, many of the proposals have been progressed relatively unchanged.

## SEDBERGH: TOWNSCAPE INITIATIVE

Sedbergh Parish Council, working closely with key partners in the town, is currently producing a plan to improve Sedbergh town centre through the introduction of potential new traffic management measures and physical improvements to key streets and public spaces. Consultation on the key issues for Sedbergh was undertaken by the Parish Council last year, and the results of this consultation has informed the development of the ideas for the town outlined in this exhibition. We would be grateful if you could take the time to read through the exhibition and complete the associated questionnaire and return it to the Community Office by 31st December 2010. Your comments will help us strengthen this exciting emerging strategy to improve our town.

### Key issues for Sedbergh

The following key issues were identified as part of previous consultation undertaken by Sedbergh Parish Council last year. For each issue please rate from 1-5 how far you agree:

1: Strongly disagree. 2: Disagree. 3: Neutral. 4: Agree. 5: Strongly agree.

Need for new traffic calming along Station Road and Long Lane	
Address traffic congestion and conflict between pedestrians and vehicles on Main Street	
Improve inadequate/poorly managed parking for residents, coaches and visitors	
Address poor signage and consequent issues with through traffic using inappropriate routes	
Widen narrow footways and pavements on Main Street	
Improve appearance of Joss Lane car park and space in front of St Andrew's Church	

#### Comments

### Objectives for Sedbergh

From the results of the consultation last year, the following overarching aim and related objectives for the Sedbergh Townscape Initiative were developed. Do you agree with these objectives? For each objective please rate from 1-5 how far you agree.

1: Strongly disagree. 2: Disagree. 3: Neutral. 4: Agree. 5: Strongly agree.

<b>Primary aim:</b> To foster the economic well being of the town	
<b>Key objectives:</b>	
1> To reduce the amount of traffic running through the heart of the town	
2> To create a better quality public environment, especially for pedestrians	
3> To support, promote and attract investment in the town, its businesses and facilities	
4> To enhance the special historic character of the town	
5> To improve the attractiveness of the town as a place to visit and stay	

#### Comments

## Proposals

The exhibition outlines 'packages' of improvements that could be made to the town centre. The proposals listed below correspond to those outlined in the exhibition. Please rate each of them and provide any additional comments you may have.

Rating: 1: Strongly disagree, 2: Disagree. 3: Neutral 4: Agree. 5: Strongly agree

### Package A: Town centre proposals

A1> Joss Lane - Improvements to Joss Lane car park area with improved facilities for the Market either side of Joss Lane and environmental improvements to this key public space	
A2> St Andrew's Church - Improved public space at the front of St Andrew's Church incorporating an area provided for new market stalls and seating and better access to the Library	
A3> Central Main Street - Main Street resurfaced in high quality materials and designed to slow traffic and prioritise pedestrian movement	
A4> Central Main Street - New wider footpaths along Main Street in high quality materials	
A5> Central Main Street - New drop off/loading bays for Barclays and Post Office and outside Sedbergh URC Church on Main Street to ease congestion	
A6> Station Road approach - A new layby for buses to stop in	
A7> Main Street / Finkle Street bend - New signage ("Welcome to Sedbergh"), public art and seating at western entrance to Main Street	
A8> Main Street / Finkle Street - Use of different high quality materials on the roadway at the junction of Finkle Street and Main Street to slow traffic and indicate pedestrian priority of the area	

### Package B: Movement Strategy

#### Traffic management measures

B1> Promote Station Road as the key approach for local people and visitors to the town	
B2> Promote Busk Lane as the key route for all School and through traffic	
B3> Introduce improved pedestrian crossing facilities and traffic calming measures, particularly along new through route via Busk Lane	
B4> Improve traffic and welcome signage at key locations and junctions	
B5> Improve network of walking and cycling routes across the town	

#### Detailed measures

B6> New design of junction at Station Road and Busk Lane giving greater priority to Busk Lane as key route for School and through traffic	
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#### Public parking strategy

B7> Please use the box below to provide and comments on parking in Sedbergh

#### Comments

Thank you for completing this questionnaire. Please return to the Community Office by 31st December.

### Key issues

The key issues identified for Sedbergh Townscape Initiative were largely supported with on average over 70% of respondents agreeing or strongly agreeing with the identified issues. Addressing traffic congestion and conflict on Main Street and widening the footways here were most strongly agreed with (both over 60% of respondents noting strong agreement). Improving the inadequate and poorly managed car parking was only strongly agreed with by 42% of respondents.

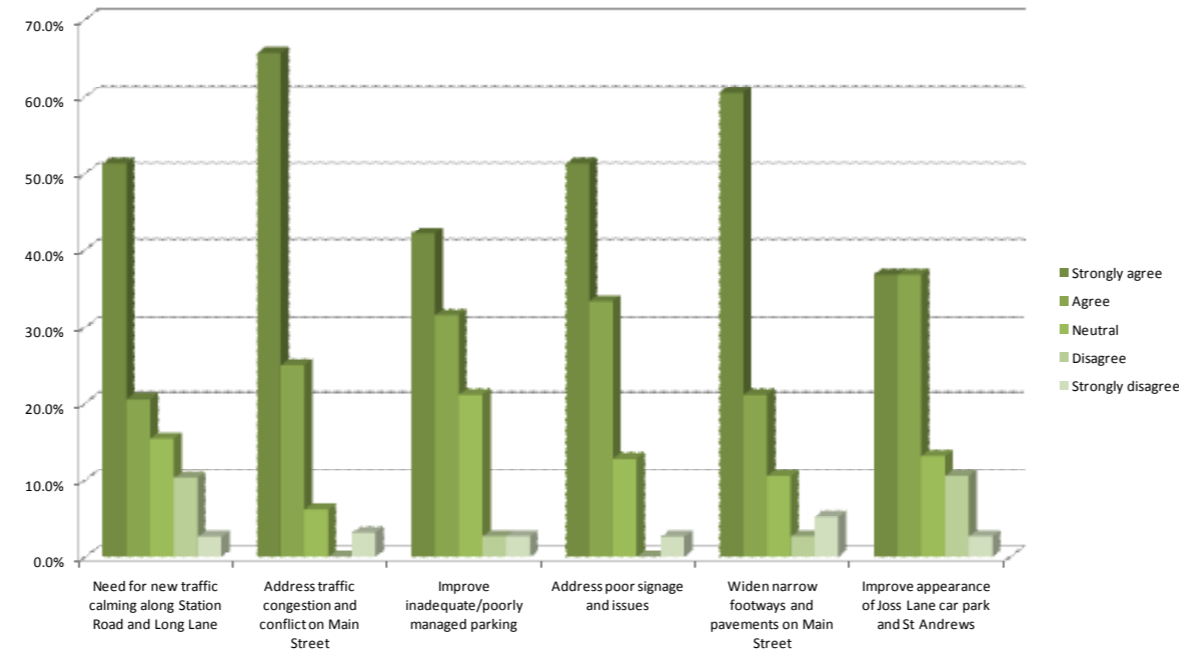


Figure 1 - Level of agreement with the key issues identified for Sedbergh

### Aims & Objectives

The primary aim "To foster the economic well being of the town" was strongly agreed with by 70% of respondents (100% agreement overall as the remaining 30% of respondents agreed with the aim). The strongest support was received for the objectives 2 and 5, to "create better quality public environment" and "to improve the attractiveness of the town".

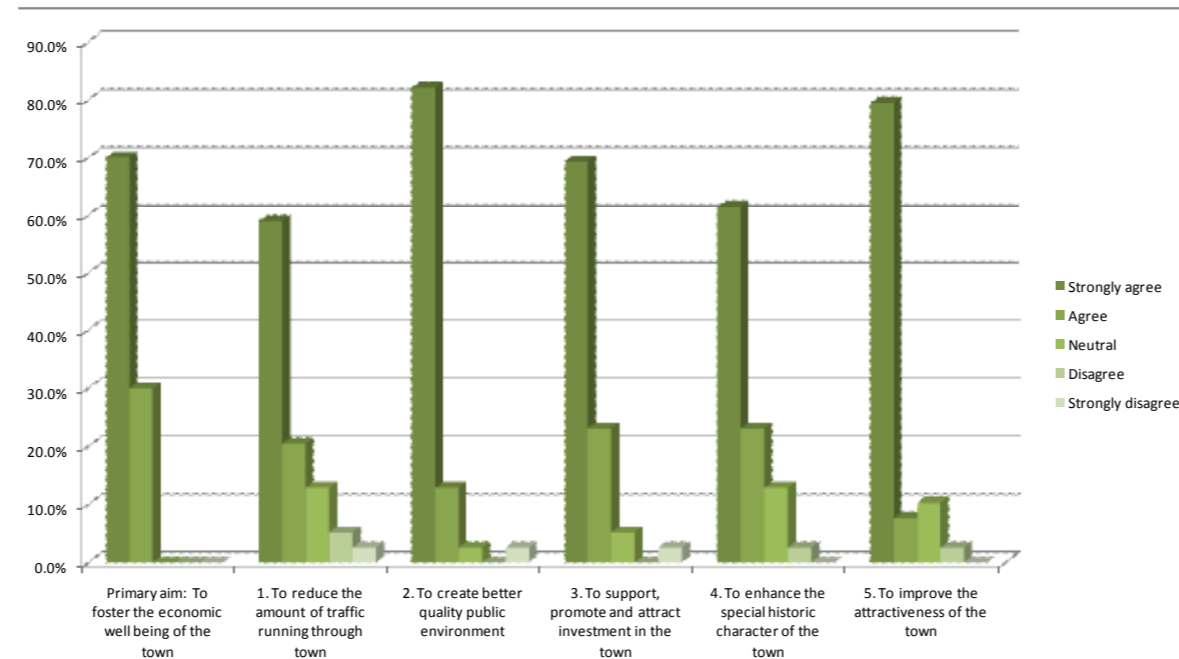


Figure 2 - Level of agreement with the proposed Aim and Objectives for Sedbergh Townscape Initiative

### Public realm strategy

The majority of respondents again strongly agreed or agreed with all of the proposed public realm proposals. The highest level of agreement was for the resurfacing of central Main Street in high quality materials and designed to slow traffic and prioritise pedestrians. There was also strong support for the use of different quality materials on the roadway at the junction of Finkle Street and indicate pedestrian priority of the area. No respondents disagreed with the proposals for Joss Lane which improved facilities for the market either side of Joss Lane and environmental improvements to this key public space.

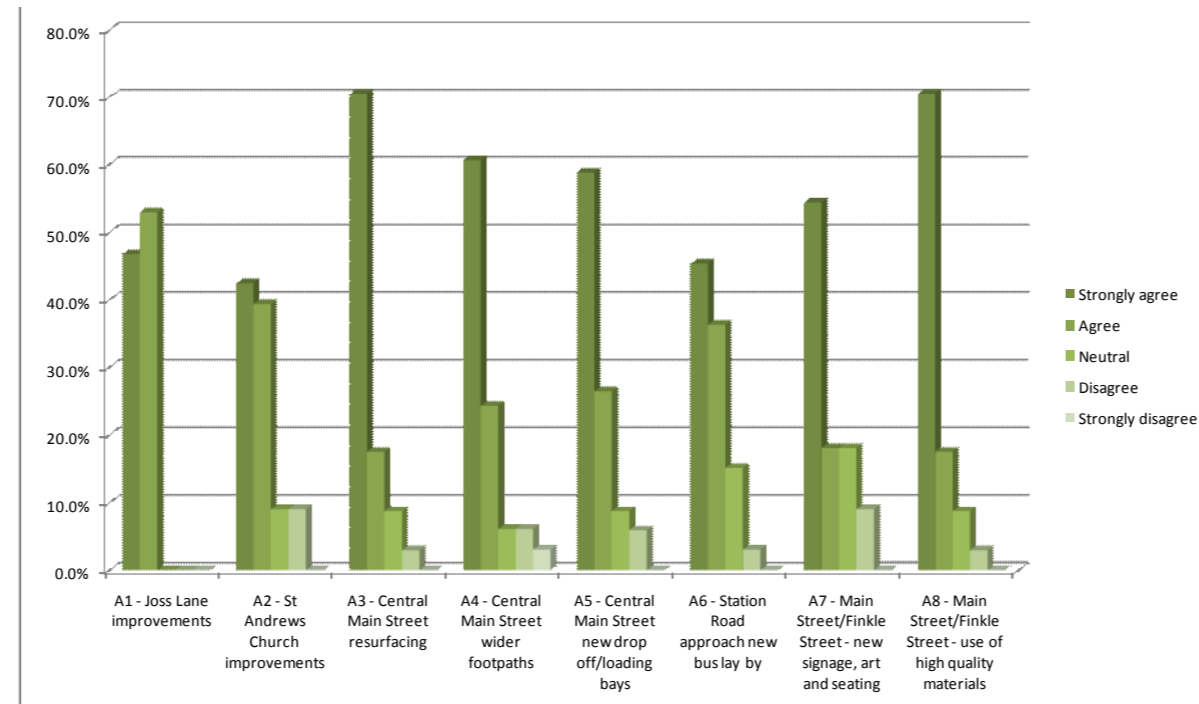


Figure 3 - Level of agreement with the proposed Public Realm Strategy

### Movement strategy

The movement strategy proposed was generally agreed with. Notably 68% strongly agreed with the proposal to promote Busk Lane as the key route for all school and through traffic (no respondents disagreed with this proposal). 62% strongly agreed with the proposal to redesign the junction at Station Road and Busk Lane, which supports the change in traffic priority suggested above.

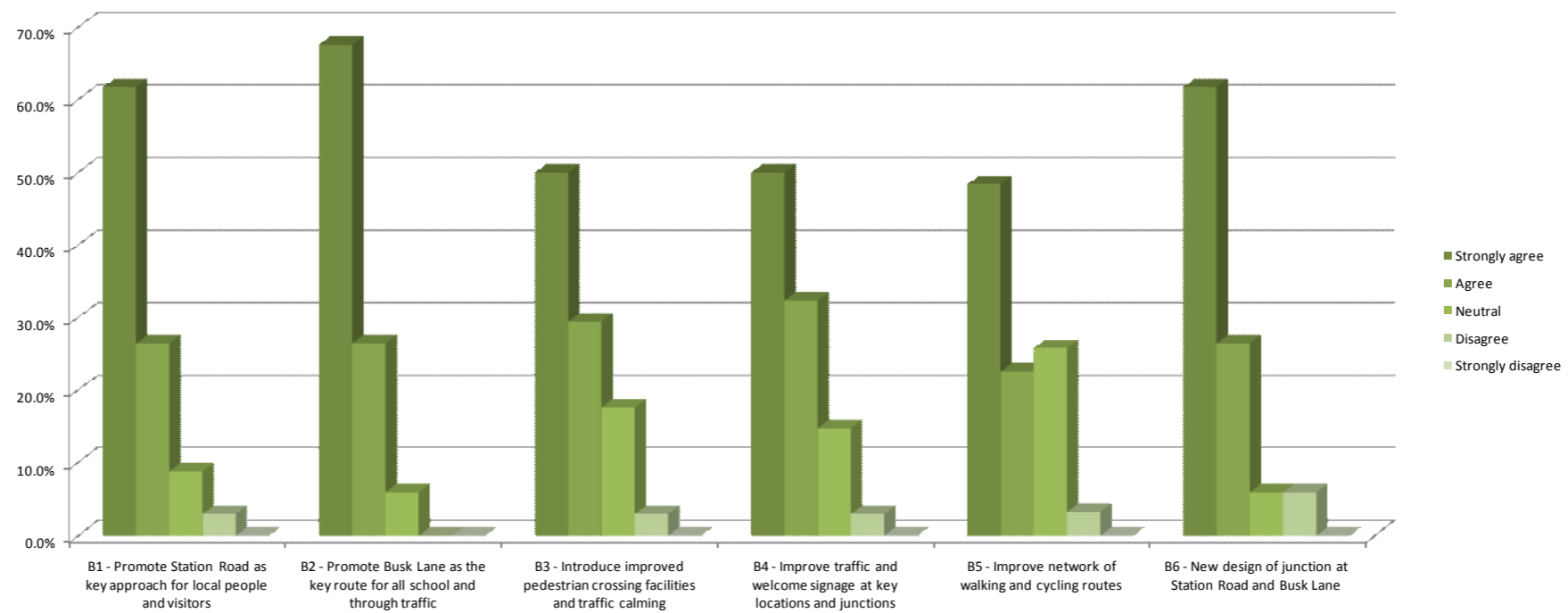


Figure 4 - Level of agreement with the proposed Movement Strategy





# Sedbergh Townscape Initiative

