



Kendal Town Council.

20Miles Per Hour Speed Limits Survey 2015.

Analysis Report

This report analyses the results of the 20mph Have Your Say survey conducted via a self-completion and online survey carried out during June 2015.

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Introduction

This survey was carried out by Kendal Town Council following a resolution at Full Council to seek the opinions of the residents of Kendal in order to ascertain the strength of support for the extension of 20 mile per hour speed limits across the town.

The aim of the survey was to gather public opinion from across the spectrum of people who travel in and around the town, whether ...

young or old,

pedestrians, cyclists, or motorists,

residents, commuters, trades people, service providers, or shoppers...

and taking into account the different times of day people make their journeys.

Method:-

The Kendal Town Council 20mph Survey was open to all residents of Kendal. It was published as part of the Kendal Town Council Newsletter which is delivered to every residential address in Kendal. It was available through the Kendal Town Council website. Additional paper copies were also made available at shops on the various estates around the town. The public were made aware of the survey through a feature in the Westmorland Gazette.

Have your say on a 20mph speed limit for Kendal

Q1 What is your connection to Kendal?
(Please tick more than one, if applicable)
☐ I live here ☐ I work here ☐ I shop here ☐ I am a visitor ☐ I am a student ☐ I live in Kendal as part of my job

Q2 What is the purpose for most of your journeys?
(Please tick one only)
☐ Commute to work ☐ School run ☐ Shopping ☐ Part of my job ☐ Leisure ☐ Other
If other please give details: _____

Q3 How often do you travel around Kendal?
(Please tick one only)
☐ Daily ☐ 2-3 times a week ☐ Once a week ☐ Once or twice a month ☐ Less often ☐ Never

Q4 What time of day do you travel around Kendal?
(Please tick all that apply)
☐ Early morning ☐ Morning rush hour ☐ School drop-off & pick-up times ☐ Mid morning to mid afternoon ☐ Afternoon rush hour ☐ Evening

Q5 How often do you use these forms of transport?
(Please tick one only on each line)
Every day 2-3 times a week Around once a week Once or twice a month Less often Never
Walking ☐ ☐ ☐ ☐ ☐ ☐
Walking with pram/bicycle ☐ ☐ ☐ ☐ ☐ ☐
Bus ☐ ☐ ☐ ☐ ☐ ☐
Bicycle ☐ ☐ ☐ ☐ ☐ ☐
Motor bike ☐ ☐ ☐ ☐ ☐ ☐
Motorcycle ☐ ☐ ☐ ☐ ☐ ☐
Car - other ☐ ☐ ☐ ☐ ☐ ☐
Car - passenger ☐ ☐ ☐ ☐ ☐ ☐

Q6 Do you support the principle of 20mph speed limits?
(Please tick one box only)
☐ Yes ☐ No ☐ Don't know

Q7 To what extent do you agree or disagree with the following?
(Please tick one only on each line)
Strongly agree Agree Don't know Disagree Strongly Disagree
I feel safer walking in a 20mph zone ☐ ☐ ☐ ☐ ☐
20mph zones would encourage me to walk more ☐ ☐ ☐ ☐ ☐
20mph zones would encourage me to cycle more ☐ ☐ ☐ ☐ ☐
20mph zones significantly increase my journey time ☐ ☐ ☐ ☐ ☐

Q8 Where should 20mph speed restrictions be implemented?
(Please tick one only on each line)
Strongly agree Agree Don't know Disagree Strongly Disagree
On all Kendal roads ☐ ☐ ☐ ☐ ☐
On all residential roads ☐ ☐ ☐ ☐ ☐
Only where the residents request ☐ ☐ ☐ ☐ ☐
Other - Please give details: _____

Q9 If introduced, 20mph restrictions should be.....
(Please tick one box only)
☐ Advisory/Desireline ☐ Mandatory ☐ Don't know

Q10 Any other comments?
(Please give details below)

Details provided in Q11 & Q12 will only be used to check circumstances where there are deemed to be an unrepresentative number of responses from the same household. Failure to provide this information will result in this response being nullified.

Q11 What is your post code? _____

Q12 What is your house number/ name? _____

Q13 What was your age last birthday?
(Please tick one box only)
☐ Under 16 ☐ 16 - 25 ☐ 26 - 35 ☐ 36 - 45 ☐ 46 - 55 ☐ 56 - 65 ☐ Over 65

Q14 Do you have a disability that affects you getting around town?
☐ Yes ☐ No

(The Kendal Town Council 20mph survey as it appeared attached to the Kendal Town Council Newsletter.)

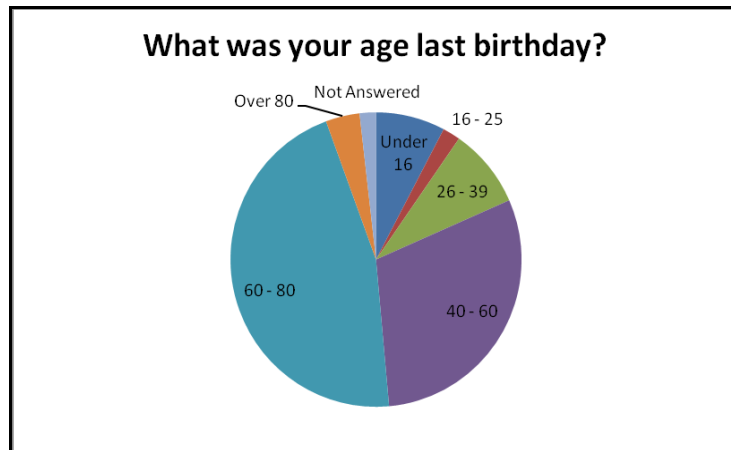
Respondents:-

There were 663 useable responses to the consultation. Kendal Town Council appreciate the time and consideration all respondents gave in completing the survey.

About the Respondents.

Age Profile.

Question:- What was your age last birthday?



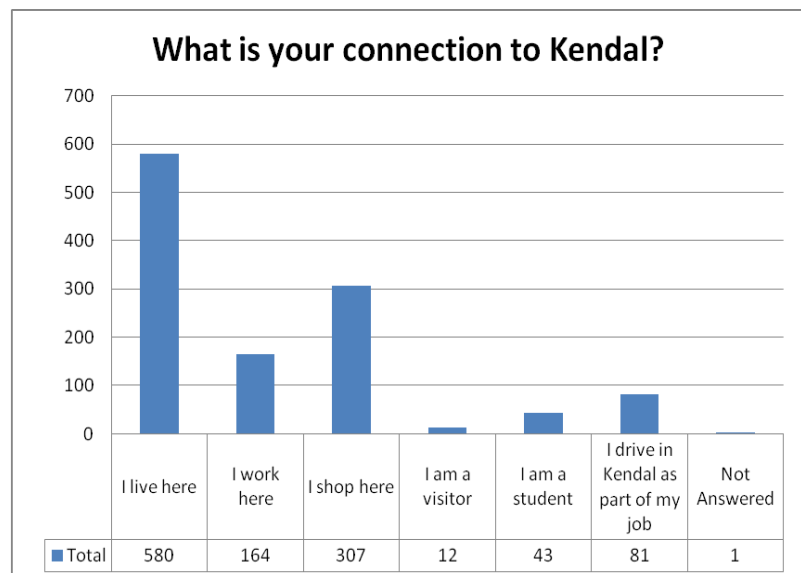
Under 16	51	7.69%
16 - 25	13	1.96%
26 - 39	58	8.75%
40 - 60	200	30.17%
60 - 80	304	45.85%
Over 80	25	3.77%
Not Answered	12	1.81%

The majority of the respondents were over 40 years of age (80%), the highest proportion being those between 60 and 80 years of age.

Connection to Kendal.

Question:- What is your connection to Kendal?

I live here	580	87.48%
I work here	164	24.74%
I shop here	307	46.30%
I am a visitor	12	1.81%
I am a student	43	6.49%
I drive in Kendal as part of my job	81	12.22%
Not Answered	1	0.15%

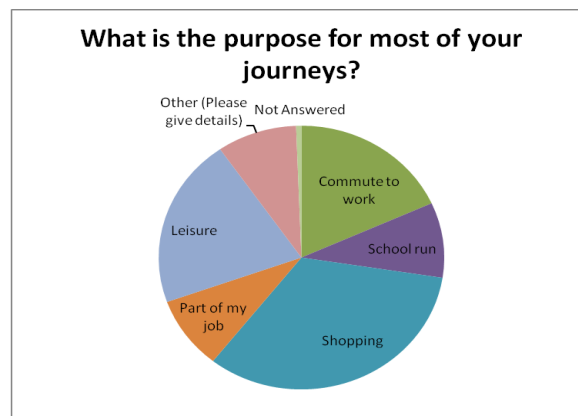


Almost half the respondents shop in Kendal, whilst a quarter are employed in the town.

Reasons for travelling in and around Kendal.

Question:- What is the purpose for most of your journeys?

Commute to work	121	18.25%
School run	61	9.20%
Shopping	220	33.18%
Part of my job	59	8.90%
Leisure	138	20.81%
Other	60	9.05%
Not Answered	4	0.60%



Shopping (33%) and leisure (21%) are the reasons most cited for travelling in and around Kendal. However commuting (18%), 'part of my job' and school runs (9%) are '5 days a week' events for most people whereas shopping and leisure may not be so.

There were 117 'other' responses related to this question. They were as follows...

Personal and charity work
Shopping, Banking, etc. Leisure.
business multiple trips around the town
I am self employed and work from home, however, I have to drive to meet clients outside Kendal
Driving to Morrisons once a week, twice weekly drive to work, other times I bike or walk.
General errands, seeing friends who are that bit too far away to walk or when shopping is too heavy to carry home.
Many different reasons.
All of the above every day
I drive between various places of work in and around Kendal
I use buses, walk or cycle so the speed limit is best at 5mph
I live here so all of the above
One answer too restrictive - I live in Kendal so travel through and around town regularly - work, shopping, leisure and will also soon have a school run.
There is no one purpose for most of my journeys. Some are childminding, some shopping, some social
Mostly I shop in Asda but approx. once a fortnight I cycle into Kendal to buy stuff not available at Asda.
Cycle to work 3 days a week. Drive two. From south to north kendal.
Transporting visitors
I drive through Kendal to Morrisons and 20 mph would be a limitation that is not necessary. We drive through often to go out south and North.
Shopping Part of my job Leisure
My wife being disabled means I drive her into town for appointments, shopping and leisure.
visiting family, shopping, banking etc. We have none of these facilities where we live
To visit a relative, do my banking and other things that we in the outlying towns have lost
To and from college
Health appointments
Visiting suppliers
Visits to Hospital and Doctors Surgery.
Retired so shopping medical and leisure
meetings.
Driving to places where I volunteer
Use car for day to day things and leisure but not travel to work.
Getting through town to other destinations (I live in Old Hutton so bypass/motorway is not an option) as well as shopping and leisure, and there is no bus service near me.
Shopping and leisure activities
I'm a Driving Instructor and passionate about road safety. I am also involved in behalf of the Kendal & District Driving Instructors Association in reporting and following up Road defects and improvements
Most of my driving around Kendal is for the two local Volunteer driving organisations - RVS and Cumbria County.
Visiting, hospital visits
Family visits etc..
Support for elderly parents at two locations in the town
Business
also church and doctor's appointments
Shopping, leisure,
various movements about town as part of daily life
Most of us walk, scoot and cycle to school but some come in parents' cars.
I shop within the area plus commute to work for two days per week so I see the drivers who ignore the 20mph requests
Mixture of work and leisure
shopping, walking, leisure, visiting people, banking.
Medical visits

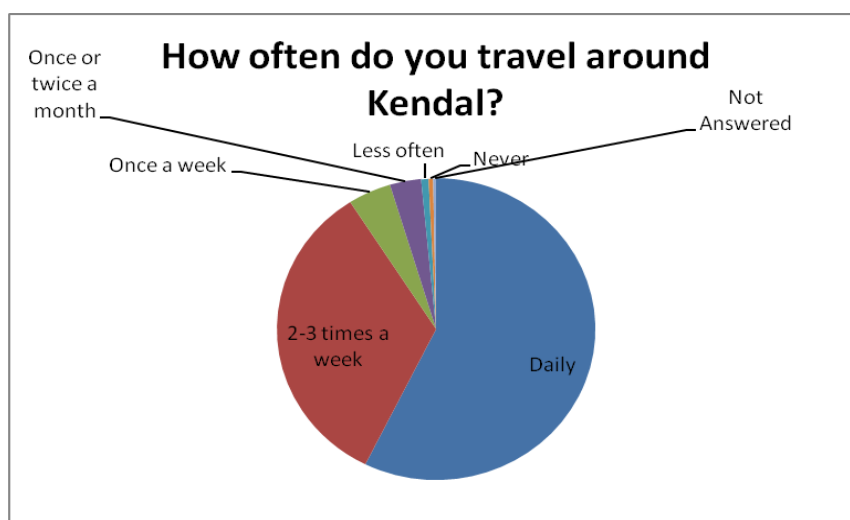
shopping and regular attendee at Kendal Midday Concert Club
I am a keen Cyclist and cycle through Kendal often.
going to school
I go to school here.
going to school qks
I go to school at QKS
Learn at school
go to school
I walk to and from school
We are high school students
I walk to school, which is a good 2 miles away. I walk into town a lot aswell.
i like to go to different places in the car
to go to other places like lancaster
every day runs
Attending meetings, hospital, Brewery Arts etc
I live locally and visit Kendal regularly for all aspects of shopping, banking, business and leisure.
I live in Sedbergh, so visit Kendal very regularly for both shopping and leisure and also visiting friends.
Volunteering work etc
Motorcyclist, for pleasure. Occasionally drive a van for work purposes.
I have a business in Kendal that requires the odd journey into the centre about twice a week.
Shopping and social events and club/group meetings etc
A combination of all but the school run, no one greater than another.
Visiting family, friends and church.
Drop kids off at Heron Hill School every day then drive to Windermere for work.
using my home town facilities
Commute to work outside of district
Everyday driving in my home town
shopping and visiting friends and family. Going to town centre restaurants and the Brewery Arts Centre
school, learning
to go to school
going to school
to go and meet friends
i walk to school every day
I live in Grange over Sands and Kendal is our nearest town for shopping.
Travel from Natland to Windermere, usually via Kendal centre.
I work in sales and visit my clients throughout Kendal.
Just live & shop in the Kendal area.
Visiting mother at other end of Kendal
Attending meetings throughout Kendal at various sites.
Family runs eg taking children to clubs, shopping etc, also for work - getting out of town mainly
Driving instructor and resident.
Between home and the railway station
Visit family with disability
A mix of purposes - children/ shopping/ to and from allotment in and out of Kendal
Retired - take part in voluntary & educational activities
Volunteering in Kendal
Visiting friends
doctor, dentist, chemist, leisure, taxi grandchildren
Visiting, school events
Visit day centre/visit town
Plus hospital visits, shopping and leisure
Live and work here
To encourage market, parking should be all day for price of 1 hour on Weds.
Church
voluntary work locally

Walk in Kendal/ Use car to go to places outside Kendal
Running for exercise with dogs
Don't own car & like to walk
Grandma doing school run and visiting family and elderly parent
I walk to town always but sometimes go by car to asda/b&q or morrisons
Shopping & leisure
Passing through
Cancer care, once a week. medical appointments, occasional/ regular
Semi retired getting into town - meetings
I care for my mother who lives on the other side of town.
I use the bus to save using the car
All of the above I live and work here
RETIRED
GENERAL LIVING
I WALK TO MOST PLACES. I NEED TO GET INTO KENDAL FOR LEISURE, SHOPPING AND OTHER WORK
To attend meetings in town

Frequency of journeys in and around Kendal.

Question:- How often do you travel around Kendal?

Daily	380	57.32%
2-3 times a week	223	33.63%
Once a week	29	4.37%
Once or twice a month	21	3.17%
Less often	5	0.75%
Never	3	0.45%
Not Answered	2	0.30%

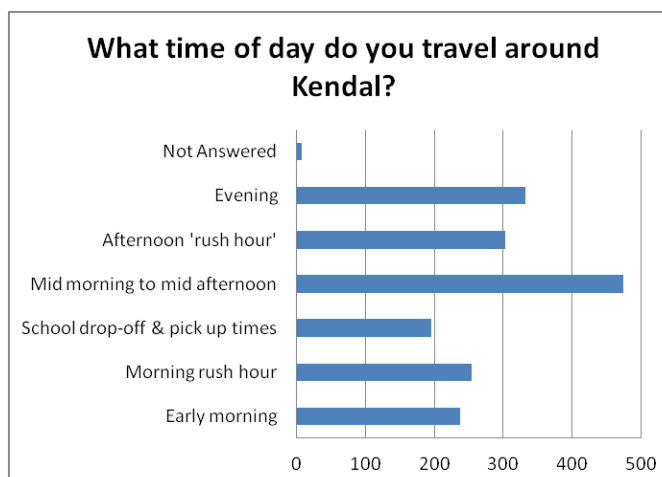


The overwhelming majority of respondents (91%) travel in and around Kendal on a very frequent basis.

Daily travel in and around Kendal.

Question:- What time of day do you travel around Kendal?

Early morning	237	35.75%
Morning rush hour	254	38.31%
School drop-off & pick up times	195	29.41%
Mid morning to mid afternoon	474	71.49%
Afternoon 'rush hour'	303	45.70%
Evening	332	50.08%
Not Answered	8	1.21%



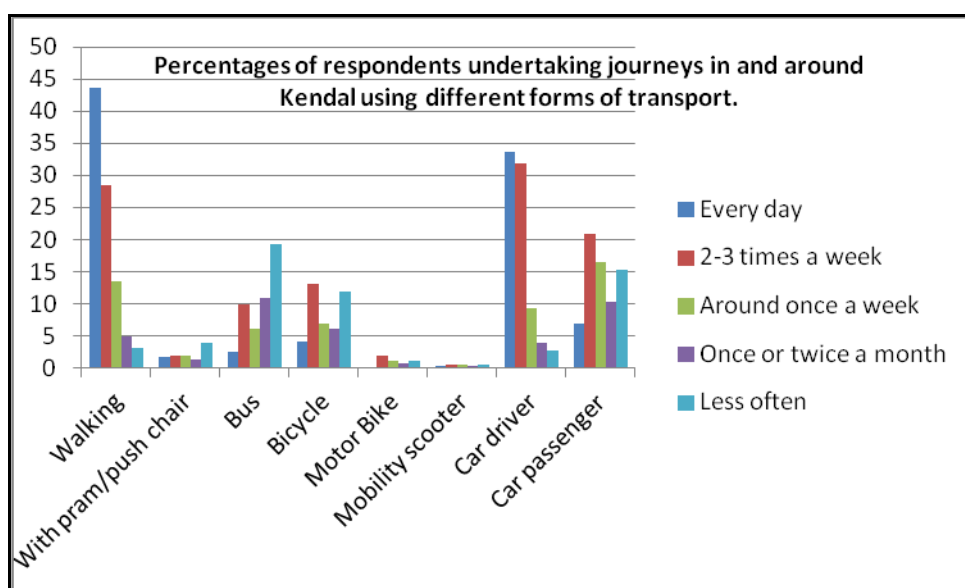
Frequency of different forms of journeying in and around Kendal.

Question:- How often do you use these forms of transport.....

Walking, walking with pram/push chair, Bus, Bicycle, Motor Bike, Mobility Scooter, Car-driver, Car-passenger?

(Percentages of respondents undertaking journeys in and around Kendal using different forms of transport.)

	Walking	With pram/push chair	Bus	Bicycle	Motor Bike	Mobility scooter	Car driver	Car passenger
Every day	43.59	1.66	2.56	4.07	0.15	0.3	33.63	6.94
2-3 times a week	28.51	1.96	9.8	13.12	1.96	0.6	31.83	20.97
Around once a week	13.57	1.96	6.03	6.94	1.06	0.45	9.2	16.44
Once or twice a month	4.83	1.21	10.86	6.03	0.75	0.3	3.92	10.26
Less often	3.17	3.92	19.31	11.92	1.06	0.6	2.7	15.23

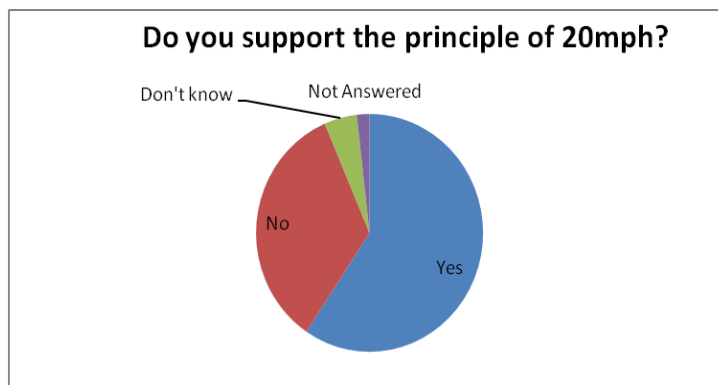


Respondents' opinions.

Question:- Do you support the principle of 20mph?

All Respondents.

Yes	394	59.43%
No	226	34.09%
Don't know	31	4.68%
Not Answered	12	1.81%



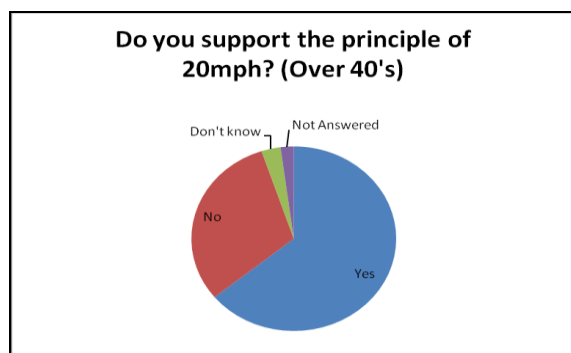
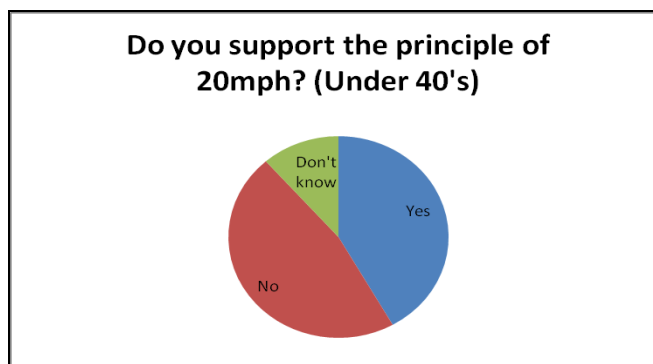
The majority of respondents (59%) support the principle of 20mph. The strength of support for 20mph limits is evidently influenced by the weight of the response from the over 40's.

Responses by age groups.

Under 16			16-25			26-39			40-60			60-80			Over 80		
Yes	20	39.22%	4	30.77%	27	46.55%	132	66.00%	191	62.83%	16	64.00%					
No	18	35.29%	9	69.23%	30	51.72%	58	29.00%	98	32.24%	7	28.00%					
Don't know	13	25.49%	0	0%	1	1.72%	7	3.50%	7	2.30%	2	8.00%					
Not Answered	0	0%	0	0%	0	0%	3	1.50%	8	2.63%	0	0%					

Comparing responses of people under 40 with those of people over 40.

Under 40's	
Yes	51
No	57
Don't know	14
Not Answered	0

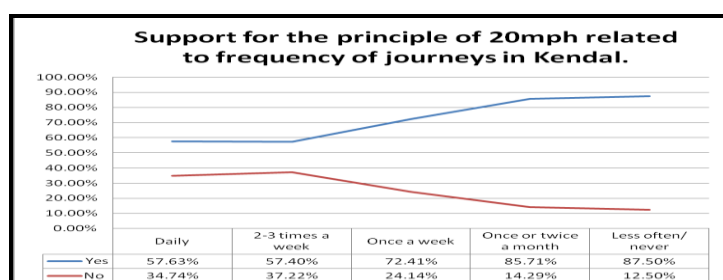


Over 40's	
Yes	339
No	163
Don't know	16
Not Answered	11

The strength of support for the principle of 20mph increases in relation to decrease in frequency of journeys in Kendal.

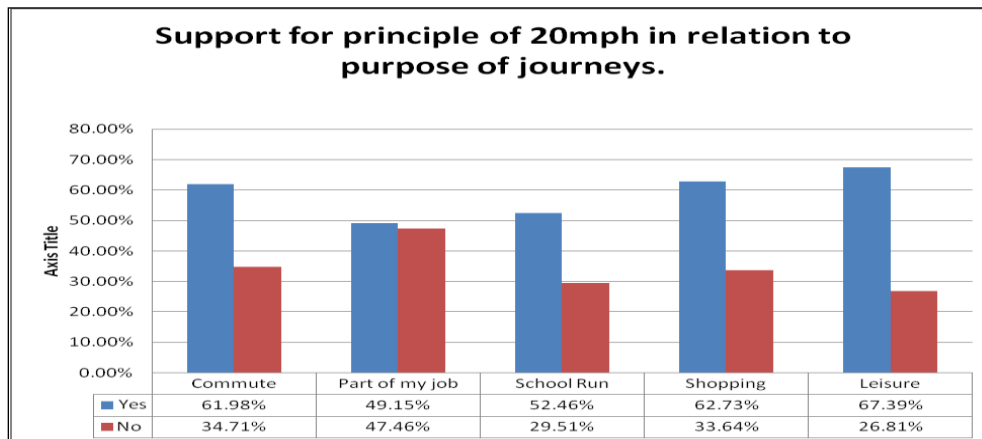
(Support for principle of 20mph in relation to frequency of journeys.)

Daily			2-3 times a week			Once a week			Once or twice a month			Less often/ never			With Disability		
Yes	219	57.63%	128	57.40%	21	72.41%	18	85.71%	7	87.50%	27	52.94%					
No	132	34.74%	83	37.22%	7	24.14%	3	14.29%	1	12.50%	21	41.18%					
Don't know	22	5.79%	8	3.59%	1	3.45%	0	0%	0	0%	1	1.96%					
Not Answered	7	1.84%	4	1.79%	0	0%	0	0%	0	0%	2	3.92%					



(Support for principle of 20mph in relation to purposes for journeys.)

Commute			Part of my job		School run		Shopping		Leisure	
Yes	<u>75</u>	61.98%	<u>29</u>	49.15%	<u>32</u>	52.46%	<u>138</u>	62.73%	<u>93</u>	67.39%
No	<u>42</u>	34.71%	<u>28</u>	47.46%	<u>18</u>	29.51%	<u>74</u>	33.64%	<u>37</u>	26.81%
Don't know	<u>4</u>	3.31%	<u>1</u>	1.70%	<u>11</u>	18.03%	<u>1</u>	0.45%	<u>6</u>	4.35%
Not Answered	0	0%	1	1.70%	0	0%	7	3.18%	2	1.45%



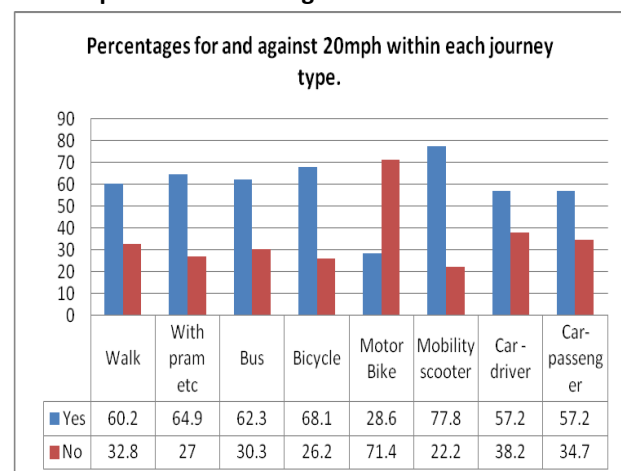
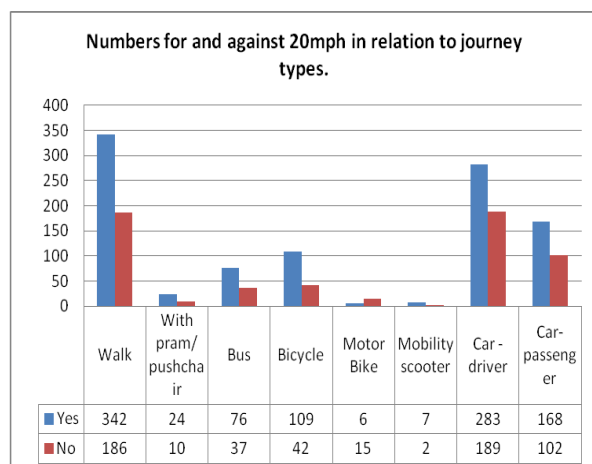
People, such as service providers, who drive in Kendal as part of their job (49%) are less supportive of 20mph limits than other respondents.

(Support for principle of 20mph in relation to daily travel times.)

	Early morning	Morning rush hour	School drop-off & pick up times	Mid morning to mid afternoon	Afternoon 'rush hour'	Evening
Support for 20mph (%)	58.65	55.12	53.33	59.28	59.08	57.83

This table indicates that the time of the day respondents travel has no significant impact on the strength of support for 20mph.

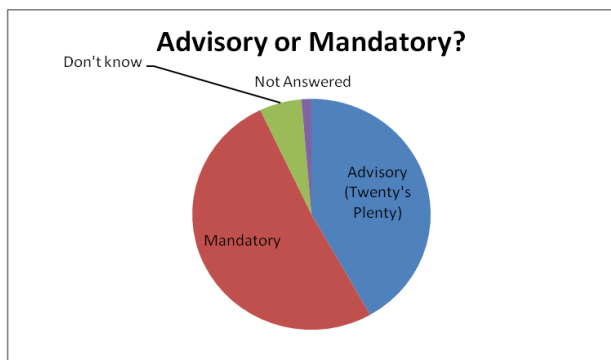
(Support for principle of 20mph in relation to journey types for respondents travelling in Kendal at least once a week.)



Respondents journeying on motor bikes or mobility scooters indicated significantly different levels of support for the principle of 20mph from each other and also from the other journey types. However it should be noted that there were few respondents in these categories presumably because they are minority 'journey types'.

Advisory or Mandatory.

Question:- If introduced 20mph restrictions should beadvisory (Twenty's Plenty) or mandatory?

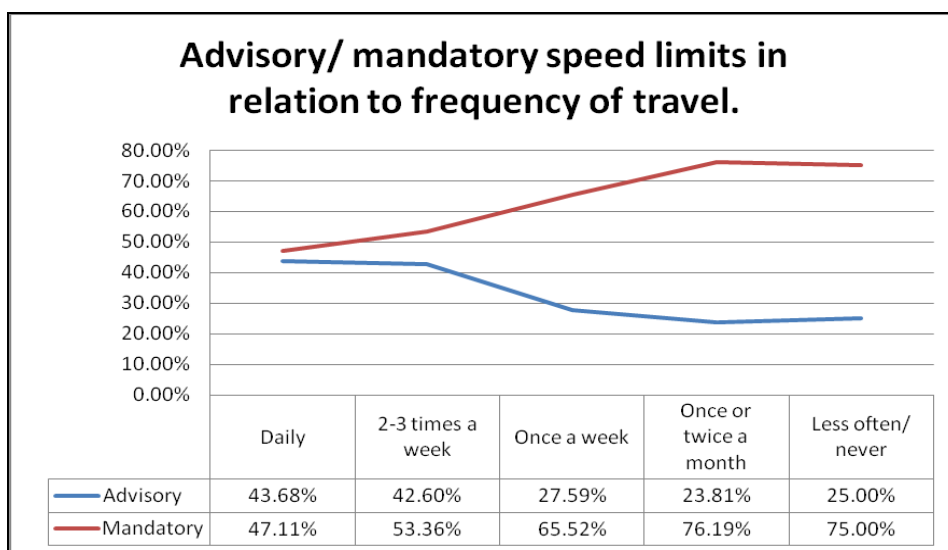


Advisory (Twenty's Plenty)	277	41.78%
Mandatory	339	51.13%
Don't know	38	5.73%
Not Answered	9	1.36%

Just over half the respondents supported mandatory 20mph speed limits.

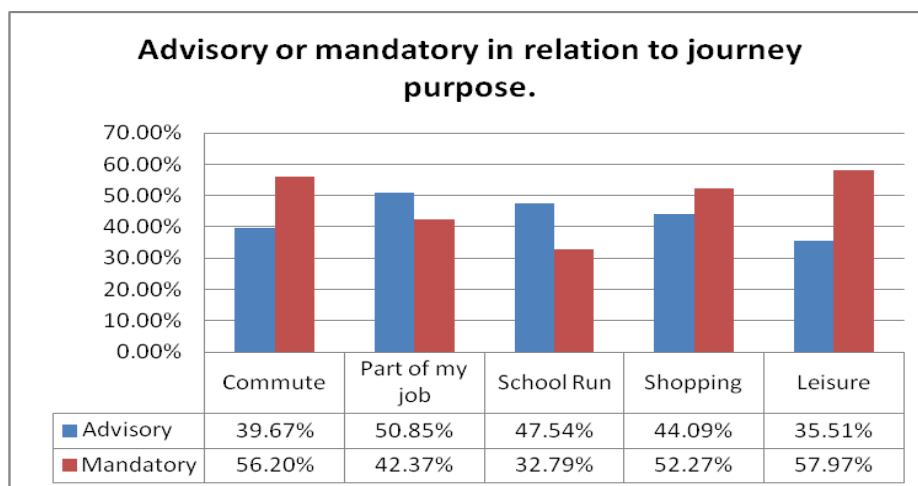
(Responses by Frequency of Journeys.)

	Daily		2-3 times a week		Once a week		Once or twice a month		Less often/ never		With Disability	
Advisory	166	43.68%	95	42.60%	8	27.59%	5	23.81%	2	25.00%		
Mandatory	179	47.11%	119	53.36%	19	65.52%	16	76.19%	6	75.00%		
Don't know	30	7.90%	6	2.69%	2	6.90%	0	0%	0	0%		
Not Answered	5	1.32%	3	1.35%	0	0%	0	0%	0	0%		



Responses related to purposes for journeys.

	Commute		Part of my job		School run		Shopping		Leisure	
Advisory	48	39.67%	30	50.85%	29	47.54%	97	44.09%	49	35.51%
Mandatory	68	56.20%	25	42.37%	20	32.79%	115	52.27%	80	57.97%
Don't know	4	3.31%	3	5.09%	11	18.03%	7	3.18%	6	4.35%
Not Answered	1	0.83%	1	1.70%	1	1.64%	1	0.45%	3	2.17%

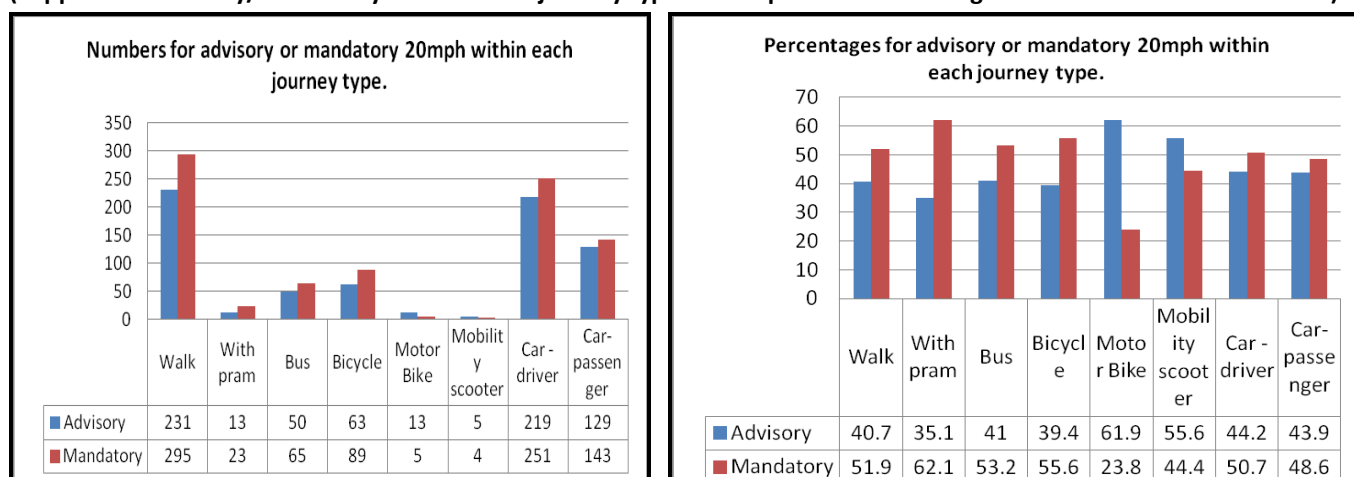


(Percentages re Advisory or Mandatory in relation to time of daily travel.)

	Early morning	Morning rush hour	School drop-off & pick up times	Mid morning to mid afternoon	Afternoon 'rush hour'	Evening
Advisory	41.77	44.83	42.56	41.56	42.24	42.17
Mandatory	48.52	48.03	46.67	52.11	51.16	50.6

Times of daily travel does not have a significant impact on support for either Advisory or Mandatory speed limits.

(Support for Advisory/Mandatory in relation to journey types for respondents travelling in Kendal at least once a week.)

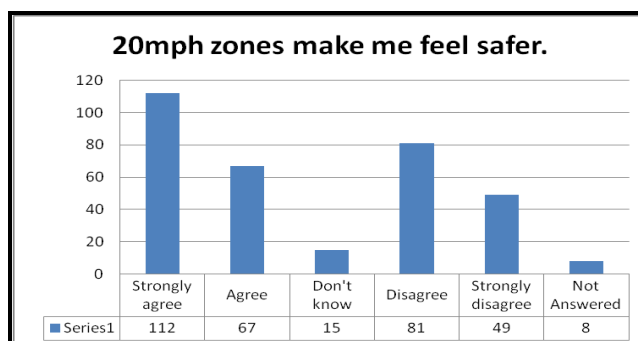


Respondents on motor bikes or mobility scooters indicated significantly different responses, re advisory/mandatory 20mph, from the other journey types.

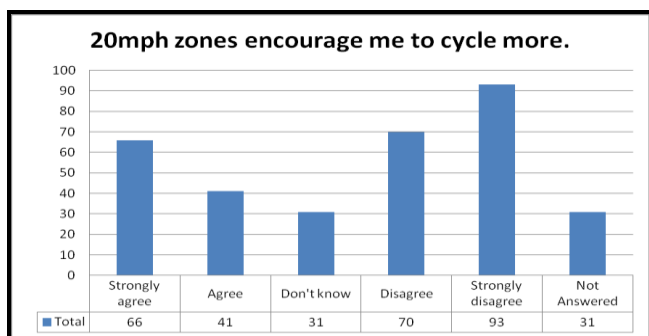
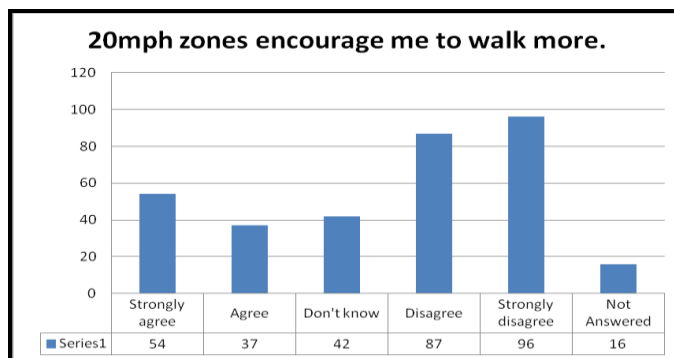
Impact of 20mph.

Question:- To what extent do you agree or disagree with the following?

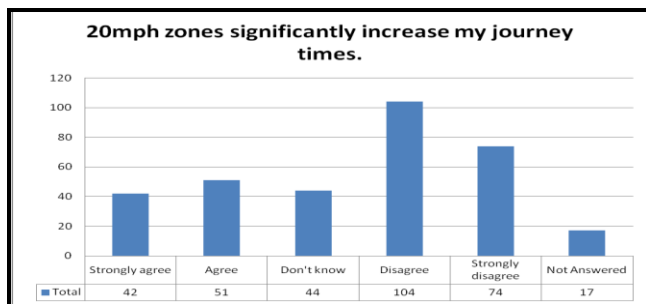
Strongly agree	112	33.73%
Agree	67	20.18%
Don't know	15	4.52%
Disagree	81	24.40%
Strongly disagree	49	14.76%
Not Answered	8	2.41%



Strongly agree	54	16.27%
Agree	37	11.14%
Don't know	42	12.65%
Disagree	87	26.20%
Strongly disagree	96	28.92%
Not Answered	16	4.82%



Strongly agree	66	19.88%
Agree	41	12.35%
Don't know	31	9.34%
Disagree	70	21.08%
Strongly disagree	93	28.01%
Not Answered	31	9.34%



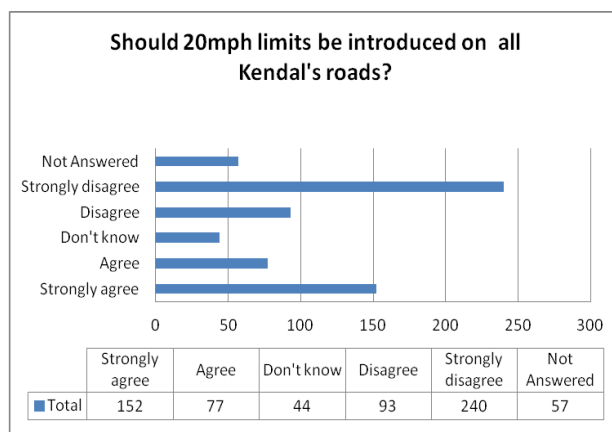
Strongly agree	42	12.65%
Agree	51	15.36%
Don't know	44	13.25%
Disagree	104	31.33%
Strongly disagree	74	22.29%
Not Answered	17	5.12%

Where should 20mph limits be introduced?

Question:- Where should 20mph speed restrictions be implemented?

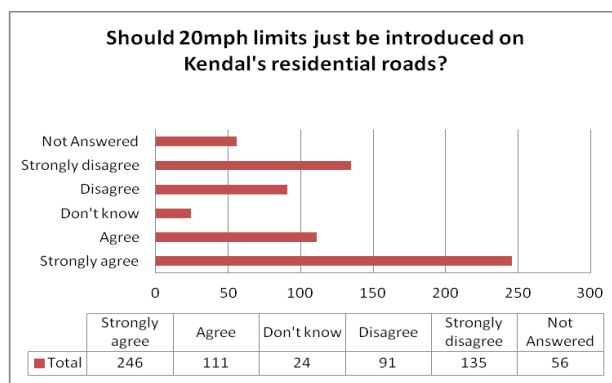
On all Kendal's Roads?

Strongly agree	152	22.93%
Agree	77	11.61%
Don't know	44	6.64%
Disagree	93	14.03%
Strongly disagree	240	36.20%
Not Answered	57	8.60%



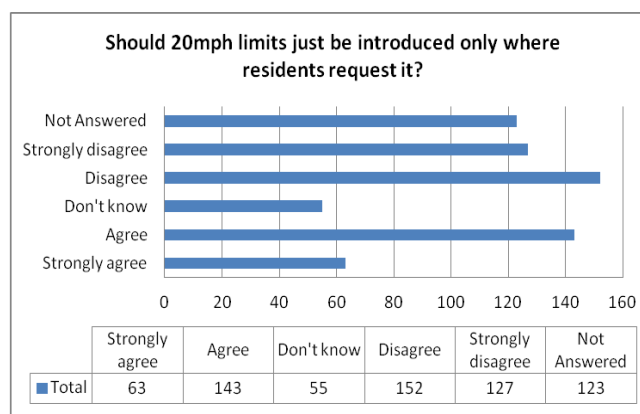
On Residential Roads?

Strongly agree	246	37.10%
Agree	111	16.74%
Don't know	24	3.62%
Disagree	91	13.73%
Strongly disagree	135	20.36%
Not Answered	56	8.45%



Only where residents request it?

Strongly agree	63	9.50%
Agree	143	21.57%
Don't know	55	8.30%
Disagree	152	22.93%
Strongly disagree	127	19.16%
Not Answered	123	18.55%



There were 183 'other' responses related to this question. They were as follows.....

All roads
I think we need to enforce the 30 mile limit more on roads.
Briarrig estate off Burneside Road Aynam Road
Also, roads where we feel should be 20mph zones even though some residents may not want it.
On all estates - this is very inconsistent in kendal already - but not main roads.
I walk sometimes on busy roads. They should all have 20mph speeds.
Housing estates and any accident black spots. Not on main roads such as Windermere Road, Aynam Road, Burton Road and Milnthorpe Road
Briarigg, if not covered by two above
20mph should be implemented only where it is absolutely needed. Such as outside schools and health centres, and places where there are lots of pedestrians.
Near school entrances only
20 mph should apply to Town Centre roads. In practise it already does as it is hardly ever possible to achieve 30 mph.
Only apply 20mph limits where there will be a significant improvement in safety. Both cyclist and pedestrians can be there own worst enemy. I am an avid cyclist myself and cringe at the way some people ride around the town. Children now are taught everything at school even sex education, when I was at school I was taught road safety. Bring back the Tufty Club!
Near schools - hazard spots - housing estates
Kendal already has key areas restricted to 20, and they're in the right places. To me, you drive to the conditions of the area - heavily pedestrianised streets such as those through the main high st (already 20mph) should be 20mph, and outside of schools during school drop off / pick up. It doesn't make sense to restrict all current 30mph roads to 20mph - if anything, you'll make driving more dangerous.
I do not believe that simply putting up 20mph signs will have any effect unless they are strongly enforced. Statistics are bandied around by all yet they mean nothing. True the statistics show how many accidents but how many motorists were actually over the current 30 mph limit when the accident took place. Before imposing a blanket limit, with possible increases in congestion and increased environmental damage, due to higher emissions and petrol consumption, the situation should be fully analysed and the current 30 mph limits strictly enforced to get reliable data before going off half cock with another scheme that possibly has no benefits. Whilst one accident is one too many, taking action without having full data and being

aware of all implications of a decision is foolhardy.
Outside schools
Retain the existing arrangement.
Retain existing limits.
Defiantly on Aynam Road, it's like a race track, day and night. My house has been crashed into more times than I can remember. Then the front was demolished 2 years ago and a young man was killed. Cars go so fast the fail to stop at the zebra crossing and I've seen people almost knocked off their bikes. It makes me shudder when I see vehicles speeding. There needs to be a working, permanent speed camera too.
Parkside road above the railway bridge often sees cars travelling way above the current speed limit, 20 make the junction at Larch Grove safer, but must be a mandatory limit, and must be enforced.
20mph should be introduced everywhere that is currently 30mph. The only place that might be the exception to this is the main arterial roads towards the outer limits of the town. I'm thinking about Windermere Road: maybe consideration should be given to it being 20mph until the Hallgarth junction or wherever surveys show that non-motorised road users drop right off
You still get idiots with big exhaust pipes flying through these areas , police need to monitor a lot of areas more, Through the Castle estate, through Castle Grove is a joke the speed drivers come over the rise of the hill is ludicrous . That section should be made one way or a cul-de-sac , as cars should go down sedbergh road and parkside road, instead of using it as a rat run, What makes me annoyed is the speed of the vehicles who's drivers need to go to Specsavers, as they must see the 20's plenty sign as 60,s plenty for them, The council should get the police to monitor these areas, as they have a lot of young children in these areas, and these idiots don't seem to realise this..
On Natland Road and Burton Road would be good, too, at least as far as Natland.
There could be a case for speed restrictions near schools during school hours. Outside residential homes, but these can by applied by a specific location restriction and not a blanket ban. Kendal does not have a serious traffic problem, check with Cumbria Constabulary, Cumbria Fire Brigade!. If a 20mph restriction is applied, who will enforce it?, budgets are being cut!.
on approach to town to encourage drivers to slow down in preparation
20mph limits would only be suitable in certain residential areas. However many if these will already have an 85%ile speed around the 20mph mark. The problem is public perception and not actual speeds (with the odd exception - Valley Dr being one). It would be a great waste of funding to implement these limits only to formalise something whih is occurring naturally. In order to actually slow vehicles the road itself should give a more enclosed feel, which would require extensive physical measures and not just new speed limit signs with repeaters in between.
On all narrow residential roads (eg Kendal Green)
Schools - Absolutely nowhere else.
Around Schools Town Centre Residential Estates - please no speed bumps already have enough
Gillinggate please! It's where I live, but it is very dangerous for pedestrians, for getting in and out of parked cars, for pulling away from parking. Also, it seems to be accepted that your car will be damaged by drivers when parked here.
roads next to play parks and football fields etc.
Line 3 should be NOTEVEN when residents request it.
Advisory speed signs "Twentys Plenty"
I don't feel there is any need for a reduced speed limit anywhere however if it must be implemented then keep the main through routes for the town at 30 mph. Traffic volumes will dictate when a slower speed is necessary. On the basis that most accidents involving children are not near schools, give more education to the children on road safety away from school. Other than near schools, I cannot see why speed bumps need to be installed. They lower the tone of the area, implying a rougher neighbourhood, and depending on the type of bump, can encourage traffic to weave across the road to minimize the bump and cause wear to the suspension of vehicles.
There should only be a 20 mph limit on the big housing estates. E.g. Hallgarth, Sandylands.
It's about time roads were given back to motorists - who PAY for them. We are too namby pamby about school kids - don't teachers educate them to respect roads any more, or are they too busy with " environmental projects"? Roads are for cars - not kids.
National Speed Limits should be reconsidered all Towns should all be 30kph overnight no signage changes (20mph / 32kph) all single carriage ways should be 100kph (62mph / 100kph) all motorways should be 120kph (75mph / 120kph)
Near schools
The fallacy about any proposal to introduce a blanket 20 mph limit across wide areas is that there would be wholly inadequate enforcement. You only have to look at the daily/hourly abuse of the Turn Left only restriction southbound on Windermere Road into Maude Street and Stricklangate to see the impact of inadequate enforcement resources. When these limits were first permitted there was a requirement that they were accompanied by physical measures to partly self enforce the limit. I cannot see - and would not want - that happening over wide areas of Kendal. A consequence of introducing what may be seen by some as inappropriate limits which will not be enforced regularly is that it gives residents, pedestrians and cyclists a false sense of security when actual speeds have not materially changed. Think VERY HARD ABOUT THIS AND ONLYASK FOR 20 MPH LIMITS WHERE THEY WILL BE RESEPCTED and thus have the benefit sought.

Outside schools at beginning and end of school days only with light indicators and this should be national
Definitely around Kendal Green and it should be enforced with speed bumps. There are lots of children who play on the green and the speed that some cars travel around the green is extremely dangerous.
Outside schools at starting and finishing times.
6'6" roads in Natland need to be 20mph Natland road should be reduced from 60mph to 40mph or even better 30mph, it is a cycleway and has no footpath for walkers
Where there is shown to be a need: accident black spots for instance. These should be mandatory. In other places they should be advisory.
Cars for me cause problems with noise, pollution, isolation, cost, lack of exercise. We need to encourage ourselves to bite the bullet and make Kendal less a victim of car culture. Cars are not the future.
Only where there is danger- but then sensible drivers would go slow anyway something gained
By all means introduce mandatory 20mph zones on all Residential roads, but do NOT include speed bumps. If the two come as a "Package", then don't have any 20mph zones.
as well as safety it is important to reduce speeds to reduce vibration, dirt and noise that increase with speed...particularly for properties , for both businesses and residents who live /located close to the roadside. this is even more imperative in helping to protect the conservation areas in the town that give kendal so much of its character but are being spoilt in so many ways due to speeding traffic, associated noise, vibration and dirt.
Perhaps preference on residential cul-desacs, leaving main through routes at 30.
Could exclude main roads towards edge of town eg implement 20mph from Kendal College lights towards town but not further out.
Main thoroughfare routes should be 20mph, particularly by schools and nurseries. Also residential roads particularly where children and/or elderly live.
probably sensible at going and leaving school times on relevant sections of road
Only near schools and known accident blackspots
Have the flashing orange lights around schools during school run and make it 10mph at these times.
Around schools
It depends what you mean by 'kendal' . Do you mean the whole of Kendal or the central area? I certainly think that the traffic should be 20 mph in Highgate and Kirkland and in most of the central area.. I also think there should be more zebra crossings between the pedestrian lights by All Hallows' Road and the town Hall as it is VERY difficult to cross Highgate unless the traffic is stationary. A crossing is definitely required by the Brewery. At the moment, shoppers are limited to looking at shops on one side of Highgate or the other unless they have the courage, good eyesight and physical agility to cross a busy road.
At and near schools when pupils arriving/ leaving.
On Aynam road, to slow the cars down that race along that road.
There has been longstanding consistent failure to enforce the 30mph limit on Windermere Road - now much more important with the new houses on Firtree Rise. Also the speed limit should be reduced to 30mph much earlier than it is as it makes it dangerous for residents leaving Firtree to leave the estate by car -especially if they wish to turn right.
200 mtrs each side of all infant and primary school entry
Some roads need to stay at 30 due to constant movement of traffic, however so of the residents of residential areas may be the very drivers, who have no respect to adhere to driving restrictions .
I want to see 20 mph speed restrictions on the Brigsteer Road as it leaves Kendal from SD 505 920, the junction of Underwood and Brigsteer Road. This is a narrow road with no pavement and fast traffic. Once housing development begins for Kendal South West heavy vehicles will make that road even more dangerous. It would be negligent of Cumbria County Council not to have robust health & safety measures in place before that happens. ie. a footpath and 20 mph speed restrictions.
School approaches at specific times
Where there are facts to show that fatal/serious injury accidents have actually taken place in particular locations with a frequency that is above the statistical mean for, say, the last 10 years there may be a case for having lower speed limits at those locations
out side schools and the hospital area.
On the roads where schools are located.
It is unenforceable, draconian in its approach. twenty plenty is respectful and works not as a twenty speed but by keeping speeds at 30mph and under.
streets with heavy pedestrian footfall such as Highgate
20mph only in areas where either accident 'hotspot' or narrow residential road. Present 30mph limit should be more rigidly enforced (speed cameras/police) especially 'far' end (leaving Kendal) of Windermere Road.
20mph zones are reasonable around schools, at school opening/closing times; elsewhere they represent an arbitrary and pointless interference in the daily lives of the thousands of people who depend on efficient transport for their livelihoods. The fact that it is even being considered is a testament to how much time some people have to waste.
If at all in areas near primary schools but really it is number of cars doing the school run that are more dangerous than 30mph

speed limits. Rather than creating new speed limits why don't you just enforce the 30 mph limits we have that most drivers seem to ignore.
Around houses and schools to prevent a loss of a family member or a fatal accident to a child.
in town but not on main road
I only think it should be in some not all places
Around people's homes so it is safer for people to get out their driveways. and around schools
near schools and zebra crossings
around schools
houses area so mums and dads and cars can let you play after we are home from school
where there are schools, nursing homes etc
Schools only.
In the town centre, some right loons drive through town at high speed.
near schools
Town centre & surrounding streets e.g. the inner one-way system
20 mph at selected sites (eg school) with activated signs only for use when needed.
Possibly on roads where schools are during drop off and pick up times
Approach roads into Kendal
Town Centre roads
Near schools, nurseries etc
In specific areas, and not in others. I think the decision should be the result of research and fact gathering, rather than blanket application of general principles. As an example: considering Milnthorpe Road approaching Kendal from the A591: The 30 zone that starts on the outskirts close to the town boundary covers an area on which there are fewer pedestrians, grass verges between pavements and the road and might not benefit from a 20mph zone, when taking into account the nature of traffic behaviour it may be that a 20mph zone would be either advantageous or disadvantageous on balance, but without knowing the facts, who can tell?
All the way out to Station Inn at Oxenholme! The traffic is terrible, I would cycle everywhere from here if it wasn't for the idiots speeding and parking so badly!
I have measured a typical journey from home to relative in Kendal. The rpm of the car and the time taken was measured accurately. At 20mph TWICE as many revs were needed to complete the journey, higher revs longer time and lower gear. this proposed change will DOUBLE AIR POLLUTION
On closely packed residential roads (such as Heron Hill or Sandilands), or near schools, care homes etc. Some towns have speed restrictions that apply outside schools, only at busy times, with flashing lights.
Until current limits can be enforced and proven then this project should not have another penny spent on it.
Although you suggest leaving it up to residents, I don't think residents are sufficiently mobilised to collectively agree this. I'd like to see 20mph limits on residential estates for the benefit of children/schools, but not the main routes through and into Kendal please. I fear this scheme is being orchestrated entirely for the benefit of cyclists as the two main protagonists are cyclists.
In the centre of town and particularly in accident hotspots.
In the vicinity of schools particularly at beginning and end of school day.
Past schools & playgrounds
Maybe on roads leading into Kendal it should drop gradually from 40 to 30 to 20 as town centre is nearer, or on entry to residential areas.
Where a need is identified by evidence or the impacted community for a 20mph limit (fixed/temporary) at a specific location. For example: Sedbergh Rd on a stretch each side of the zebra crossing, 20mph when lights flash to support kids walk to/from nearby school - I see this as good use of targeted spend.
It's a ridiculous concept
The main arterial roads, Windermere, Burneside, Shap, Appleby, Castle Green, Sedbergh, Parkside, Oxenholme, Burton, Natland, Aynam, Milnthorpe, Brigsteer & Underbarrow, should not be restricted any more than at present. Any introduction of limits on other roads should be advisory only as enforcement would be difficult or expensive.
Especially the town centre. Have a high street frontage office here in Kirkland (southern end of Kendal, LA9 5AF) and a car crashed into and through the front window of the at 6am on the 17th June 2015. Thank goodness it wasn't any later as pedestrians, cyclists, etc., who use this recently expanded and upgraded highway could well have been hurt or even a fatality.
There is plenty of evidence to show that 20 mph increases air pollution. Kendal already has lower than acceptable air quality and 20 mph can only make matters worse. As someone who lives in the centre of town, I would prefer air quality not to deteriorate further.
100 yards either side of schools, hospitals, day care centres, and the like.
also around schools

i think where people tend to over speed the speed limit should be 20
big long roads
On all 30 mph roads . All schools should have 20 mph and traffic lights.
Where the layout of the road makes it unsafe to drive faster than 20 mph
Accident "black spots", and areas identified as particular problem areas
Only outside schools
Residential areas where drivers take short cuts to avoid the one way system of Kendal.
20 mph should definitely be introduced around all schools and college areas
I don't think the speed restrictions will work, however I do believe full width speed bumps will especially around areas with children such as schools and parks.
Only around schools or housing estates
Only where there is specific evidence which identifies a high-risk area.
The statistics do not show that Kendal has a significant speeding problem. Accidents are below national averages and are mostly related to the volume of traffic and pedestrian/cyclist interaction. At whatever speed, if a pedestrian fails to look properly or misjudges the gap, then there will still be an incident. Interestingly the stats show that the police recorded a contributory factor against all the pedestrian incidents - people need more training and educating in how to cross the road and use crossings! Penalising all motorists is not the right approach. Kendal does have a problem with drink impaired 'petrol heads', and drink impaired mature drivers. Changing speed limits will not solve the pedestrian or drink problem. As a driving instructor I really really do not want to see mandatory 20 limits everywhere. ADIs have to obey the law, but we will be the 'only' ones actually doing 20. What will this teach pupils - that no one else thinks 20 is plenty, and if you obey the too slow limit, people will dangerously tailgate you. And the law can be broken cos everyone else does! Stupid laws just bring the law into disrepute and won't make us all 'safer'. Thinking road users will. I drive down Valley Drive most days, and I, along with all the other drivers & residents, show through voting with our feet that 20 isn't plenty. I think I've followed 1 or 2 drivers doing 20 along Valley Drive since the green signs went up. Democracy in action. On a straight, quiet road, sensible and experienced drivers are quite happy to do 30. So, no thank you - it doesn't need this expensive and unnecessary change. The road is a transportation network, it's not a park, playground or young cyclist training ground. Nancy Black is very sensible and should be very wary of the traffic and her father shouldn't be trying to get her on busy roads to learn how to cycle.
Some roads are a mixture of residential and local distributor - they should be considered on their merits with the preference for 20mph like Queens Road. Gilligate and Beast Banks/Greenside could also be considered as speeds are periodically excessive both up and downhill with motorists blinded by road alignment and parked cars (and sun in the evenings), particularly on the brow of the hill, the entrance to the town and at the crossroads.
Zoned areas
I've also nearly been hit by a bike several times. Riders' never use their bells!!!
On Queens Road 20mph doesn't mean 20! Often cars speed along despite bumps.
Some main routes in & out of town could remain as 30mph zones - eg. Milnthorpe Rd. Windermere Road.
On town centre Roads - gilligate, Burneside, Highgate etc
as soon as houses/schools/workplaces begin
people often drive too fast into our estate, which is a worry with young children about - especially our own grandchildren.
We live on Kentrigg hill Buneside Rd, and would welcome 20 mph
Traffic normally drives fast on Aynam road-accidents are no surprise.We strongly recommend a mandatory 20mph limit on Aynam road
AYNAM ROAD IS A PROBLEM SEE BOX BELOW BUT WE DO NOT WANT SPEED BUMPS
I AGREE IN AREAS CLOSE TO SCHOOLS
NEAR SCHOOLS
NEAR SCHOOLS
TO INCLUDE HELMSIDE ROAD OXENHOLME
Kendal Green needs a 20mph restriction. Children playing. Dog walking. A school.
Main roads - 20mph limit not practical or enforceable.
Cyclists should be banned from overtaking on left. Emergency vehicles should be exempt.
1. Gilligate to Main Rd into town, Highgate and also from town to college.
Locals on Heron Hill often say they want limits elsewhere but not on Valley Drive - Lingmoor Drive!
Really, I mean my first choice is all roads &, failing that, all residential roads.
More signs & Road Markings should be displayed - then there is no excuse for those who go over the limit
Especially on Aynam Road - its like a race track! Also as you drive into Town (Kirkland to Lowther Street. A6
most strongly around schools and residential areas
Main access roads into Kendal could retain 30mph limit as far as town centre eg Milnthorpe Rd - @ College Duke of Cumberland etc.

Particularly Aynam Road.
Drivers leaving Rinkfield, and the 4 junctions beginning 'Helme' and turning E on the A65 will be helped at a dangerous manoeuvre.
Upper part of Greenside both ways as a driver/ resident speeds can be ridiculousley high. Should be mandatory here.
20mph = common sense
I am strongly against a 20mph speed restriction in Kendal.
Nowhere as they serve only to frustrate drivers. Valley Drive, no traffic. 20mph - you're joking.
only outside schools
Mintsfeet Road
On roads near to schools
Consider 20 mph around bus and railway stations
Milnthorpe Road – Windermere Road, Shap Road - Aynam Road 30 mph with speed cameras.
All of town centre should be 20 mph – but not the main routes into and out of town. Cyclists should be banned from Stricklandgate to make pedestrians safer.
outside schools
Outside schools because they all come out glued to phones and with headphones in!
Are not nearly all Kendal's roads residential i.e.have houses on them? I'd agree with just minor, housing estate roads being 20 MPH
I do not agree with a blanket reduction to 20 mph on Kendal roads .
The interests of pedestrians should come above those of motorists
Please note on Sdbergh Road it is marked 30 coming into town but not out, this means vehicles are driven at speed exiting Kendal.
f not all roads, then at least all arterial roads e.g. Windermere Road
It is alright putting them up but you might as well put a hood on them for what good they will do
Dixe person open's his mouth and S.L.D.C jump tell the idiot to live somewhere else
Especially Aynam Road and Highgate
Only on residential roads where there is a proven problem relating to traffic flow/ speed, road layout, & regular presence of children and for elderly
Kendal area not defined
I prefer the Canadian system - 20mph when schools are in use.
Around schools when children starting or leaving
There should be a road for cyclist on the Burneside Road it is so dangerous because of them in the curbs e.g. the footpath could be divided 20 mph restrictions would make it very hard – in that somebody has to understand watch it at all –sometimes because of it, it is very crazy
Cycle tracks/ pavements should have speed restrictions for mobility vehicles & cyclists
I would agree to 20 mph zones if all sleeping policeman are removed.
No more 20 mph zones I have to watch the speed is not the road in 20 mph zones
Traffic calming on the roads where traffic goes at speed significantly over 30 mph e.g. Aynam Road and Parkside rd
I am not in favour of road bumps (distracting to the driver)
Only in areas frequented by young children
By schools when children arrive and p.m. when they leave not necessary at weekends or holiday times
Used sparingly – sympathy with crowded housing estates Queens Road is a nonsense
TO MY KNOWLEDGE SIGNS ON VALLEY DRIVE WERE PUT UP WITHOUT CONSULTATION
Prefer all Kendal's roads as otherwise it causes problems.
Kirkland near Parish church and Abbott hall very fast traffic around the Blind Bends of Kirkland.
Drivers should be allowed to decide
For the maximum benefit for all Kendal's residents and visitors, widespread 20mph limits are best. Everyone would be clear that when within Kendal, ALL streets are 20mph. Not the current mix and match scenario. Travelling times would not be significantly affected.

In addition there were 312 responses to 'Any other comments?'. They were as follows...

As a parent with a child at stramongate school & town centre resident I strongly support the 20mph limit to limit pollution. But I would also love to see this across all towns and cities.
Traffic in Kendal is largely self regulating, busy times for pedestrians, are the busy times for road traffic and the road layout slows down the traffic to below 20mph. All 20 limits do is encourage a disrespect for the law as they are disproportionate

response.
It would make me feel safer riding my bike to school with slower cars. I think it is a good idea.
It would be good if cars were slower. I would be happier riding my bike more.
This is a balancing act between safety and the need to travel, so no right or wrong answer, but a few thoughts..... We are talking about publicly maintained roads, whose purpose is to facilitate vehicle journeys. I reject the whole idea of a 'rat run' - surely drivers act in the general interest if they choose the least congested routes, i.e. there is that bit less pressure on the main routes. Allowing residents to rule locally gets close to NIMBY-ism, but I would still prefer that to an arbitrary categorisation. One other thought - I would much prefer to have a 20 limit anywhere if it was used to replace speed bumps (a few of which are reasonable, but most seem to be designed more as punishments for daring to use that road, which contravenes my point about publicly maintained roads.) Hope this helps.
As someone who has to make several trips around this town on a daily basis for business I find the current system is atrocious. The fact Lowther Street is one lane and all major through traffic has to negotiate this is utterly ridiculous. My business means I have to carry extensive equipment and no other form of transport will suffice. The town is severely congested by parked vehicles which makes the vast majority of the stretch from Kendal College to the Iceland single lane. This has been exacerbated by the reduction in the lane widths in Kirkland for a wider pavement that does not appear to have required it. The congestion over Miller Bridge, again for pavement widening has led to even more delays and frustrations as the two way traffic has to merge into one lane to negotiate the bridge. The additional journeys that are made in order to traverse the block of buildings containing the Quaker Meeting house and back on to New road, just to get back to Ayman road is laughable. Traffic moves slowly already, why make matters even worse by having a mandatory 33% reduction in the speed. The current traffic system has strangled this town this would finish it off.
Living in the town centre I worry about all the increased pollution. Travelling at 20 mph would require 2nd gear for most cars (7.5 mpg in my ford focus) instead of 30mph which easily works in 4th gear (at 46mpg). So that is nearly 7 times more pollution for a 10mph reduction in speed. Not to mention most modern cars having start/stop technology.
30mph in a town is completely unnecessary. With pedestrian crossings, traffic lights, roundabouts and pinch points like New Bridge, traffic is constantly stopping and starting, lowering average speeds, dropping to 20mph makes little practical difference to commute times. We need to lose this mindset that car drivers rule roads. Roads are multi user public realm, lowering speeds would encourage more people to cycle and walk around town providing improvements in health and making for a far more pleasant experience.
I live on Queens Road, despite there already being a 20 mile an hour limit here the vast majority do not abide by this. I have thought long and hard about this and believe that the signage is not prominent enough. Mainly due to the excess amount of signs at the Windermere end of the road I think the 20 sign gets lost. Drivers also tend to speed up the hill in the middle of the speed bumps, and even on the corners at both ends of the road. I have witnessed several near misses. I know that the speed bumps are not the issue of this survey, but do feel that there is a secondary impact from them. Some bumps are badly situated and allow drivers to speed their way through the middle of them. The only part which seems to slow drivers down is the speed bump which crosses the whole road at the nursery.
It wouldn't be possible to police a mandatory 20 mph.
Yet again the motorist seems to be the enemy of all town centres, if cars are that bad to safety then ensure that public transport is adequate and viable for people to use. Introduce park and ride schemes that actually work. Cars are already in Kendal for the park and ride scheme at Clarkes village, only at Christmas though! With regard to the school run the major problem is how parents drive and park. A 20mph speed limit will not solve this major road safety issue, only education of ignorant parents.
This whole proposal is ridiculous - the council have the power to set the speed limits as appropriate, we should be having the debate about increasing speed limits too. Cars get safer every year and regulating against bad drivers is impossible.
Appleby Road, seems to be now used as a race track for idiots with cars with large exhausts, from about 09-00 till about 23-00, Probably on there way up to do there usual, of a Spin around Morrison's Car Park, yes its still going on . I have seen two cars sometimes coming through about 80 mile an hour racing, with a large racket of noise following them, I thought this sort of noise was illegal . If this carries on I will be writing to the Chief Superintendent about it, people should not have to put up with these clowns, as they will kill somebody yet , coming at that speed, A variable speed camera needs putting in the Appleby Road section, to monitor from Queen Catherine School, down to Gardners Garage, this the worst section of it anyway, Police need to be aware of this at night so they can park in a secluded place not in view and monitor this section of road.
the implementation of 20mph is overdue
my only exceptions to Kendal wide 20 mph limit might be the very outer edges of the arterial roads such as Windermere and Milnthorpe Roads. We are way behind the rest of Europe on this and way behind parts of southern England. I would feel a lot more secure in my childrens safety if 20mph limits were introduced and also feel it would make Kendal a much more pleasant place to live
I'm surprised this is being discussed, it is moronic. You should work on being cycle friendly by implementing cycle tracks throughout Kendal that are interlinked instead.
I Don't Believe there is a need for a 20mph system and that it would achieve very little and waste a lot of money also could detract people from coming into Kendal and taking more business out of the town

There will be much more achieved if the 30 mph limit were enforced more. We should all travel at less than 30 anyway and that would be closer to 20 but not restricting us to less than 20. Traffic needs to flow smoothly through Kendal and less than 20mph is not helpful. Let's remember we are talking about less than 20 not travelling at 20. The claim that reductions of 1 mph are always going to produce less collisions has validity but it is not the key issue. Driving sensibly and with awareness is the key, not the speed when you get below 30.
The main culprits for speeding on the residential roads are taxi drivers and young mothers on the school run, perhaps they should be targeted. Not many drivers can get above 20 mph on the trunk roads in town due to congestion and most respect the 30 mph limit on the other main arteries.
Live in town centre frequently hear cars driven at high speed .
In some places of town, it is impossible to even get up to 20mph when driving anyway, therefore the speed restrictions wouldn't make any difference. Focus should be on resurfacing road that need to be done. The road I drive down every day from my estate is appalling.
Repeating above. Lets get grip and stop "hammering motorists, who DO PAY FOR the roads!!!! It's about time roads were given back to motorists - who PAY for them. We are too namby pamby about school kids - don't teachers educate them to respect roads any more, or are they too busy with "environmental projects"? Roads are for cars - not kids.
The town needs to move forward not slow down
I strongly agree with 20mph mandatory speed limit for the whole of Kendal. I disagree with the extremely steep speed bumps in parts of town (e.g. Hallgarth, Tenterfell) which actually require you to do less than 20mph! It would be even better if the whole of the High Street was pedestrianised and dedicated cycle routes put in. Pedestrians and bicycles should have priority in a town centre over cars.
Having read your paper the incidents are not broken down into degree of injury or any evidence of who was at fault or any other factors for example was excessive speed more than existing limits a factor.
I think main roads in Kendal should retain the 30mph limit eg. Aynam Rd, Burneside Rd., Windermere Rd etc - but there should also be speed cameras to enforce the limit. All residential roads could then have 20mph limit.
There should definitely be some sort of mandatory speed restriction around Kendal Green and it should be enforced with speed bumps. There are lots of children who play on the green and the speed that some cars travel around the green is extremely dangerous.
Experience I have of towns with 20mph limits gives me the impression that they are widely ignored at all but the very busy times. Outside the obvious peak times roads to Kendal are quiet, especially in the evening. To blanket roads such as Sedbergh Road, Burton Road, Windermere Road etc at these times with a 20mph limit is surely unnecessary and very much overkill. 20mph means cars are in lower gears, use more fuel, cause more pollution. 20mph is very slow and can genuinely be difficult to keep to, the danger being that drivers spend more time trying to keep to 20mph than actually watching what's happening around them. The majority of the town works perfectly well with the current speed limits and has done for many years. There are many pedestrian crossings in operation, pedestrians are not having to dodge fast traffic.
I fully support 20 mph on residential roads, not necessarily for myself but for the elderly and children who do not have the awareness or be able to react to vehicles.
30mph is a safe speed limit, and any driver who is inclined to ignore that limit will definitely ignore a 20mph limit.
Speed Bumps penalise everybody and cause unnecessary damage to vehicles. Law abiding motorists keep to the speed limits. I would request that ALL Speed Bumps be removed and replaced where required with Speed Cameras and/or Police Traffic Officers. Fines for exceeding speed limits need to be markedly increased and three offences should result in the licence being withdrawn for 12 - 24 months. Mandatory 20mph limits should be introduced on all Residential roads, but main roads should remain as 30mph. One aspect that isn't covered here is cyclists. They are a nuisance in town and the pedestrianised town centre should be strictly pedestrian only.
As a driving instructor i am on the roads all day every day and witness loads of idiotic driving. One of the negative things that a 20 zone creates is overtaking and so can create a hazard that wouldn't otherwise be there. I've be driving AT 20mph and, maybe because of the L plates, other motorists have chosen to OVERTAKE - This often happens on Valley Drive approaching Parkside Road.
Cyclists using footpaths should travel at less than 10mph
I consider myself a safe, observant driver and will drive on any road up to the limit dependent on traffic and weather conditions so whether the limit is 20 or 30 I am continually observing my surroundings and am ready to react to the unexpected. This is how everyone should drive, we were all taught the same if we undertook lessons and a driving test in the UK and the Highway Code clearly states what is required of a driver. However, this is not an ideal world and in this day and age of busy, busy, busy, people are constantly rushing from A to B trying to get everything done. They pay little attention to what is going on around them and unfortunately this also happens when they are in their cars. Speed limits are irrelevant to many people, they are not paying enough attention to the road ahead, their speed or the speed of other drivers. This is why accidents happen. So whilst you state that 20mph is a much safer speed for vehicles to travel at, the majority of people will continue to ignore the limit of 20 as they do 30. When I travel into Kendal from either north or south, I reduce my speed at the appropriate sign and almost without fail I find myself pushed along by the driver behind, who clearly wants to be going faster and who is also visibly annoyed by my reduction in speed. If the whole process of speed reduction in Kendal is not going to be

enforced, then I think the scheme will be a waste of time and money to implement. I live at the bottom of Hallgarth and have to travel up and down the whole length of the estate to get in and out. There are many speed bumps to negotiate (a few of which are now crumbling and in much need of repair). Even with the 20mph limit and speed bumps I still regularly witness drivers who speed up between the bumps in excess of 20mph and then apply brakes to drive over the bump only to speed up again afterwards. The people who don't care now will continue not to care. People just drive too fast!
Part of your justification for 20 mph speed restrictions is better traffic flow. This could be better enabled by policing of inconsiderate and illegal stopping / driving - for example on Wildman Street during rush hour, and turning right up Stricklandgate from Windermere road. Use of yellow box junctions - for instance at the junction of Sandes Avenue and Blackhall Road would also help traffic flow (if it was camera policed). National statistics suggest that 20 mph restrictions without enforcement (either police enforcement or by setting up a zone with calming measures) only reduces average traffic speeds marginally. Setting up a blanket 20 mph without taking other measures to ease Kendal's traffic flow is likely to lead to more frustration with Kendal's traffic system and therefore more rat run hot spots.
the introduction of 20mph speed limits in the town must be mandatory , advisory signs will make no difference what so ever. people don't adhere to the 30 mph limits in many areas , mandatory with enforcement is essential. see my comments above about protecting the safety of people but also protecting our quality of life and buildings which are increasingly being eroded by speeding cars, causing more vibration, noise, dust and dirt by speeding. this is a factor in reducing the quality of the environment in the towns conservation areas which by their very nature tend to be on the main routes in and out of town. the county council appear to keep ignoring the fact they have a duty to protect the towns heritage for future generations....please consider all the needs , safety and quality of life...lets keep kendal a good and safe place to live, work and visit...reduce the speed limit and enforce it.
Already responsible drivers drive at appropriate speeds up to 30mph. a 20mph limit will not change the behavior of the irresponsible ones.
Speed bumps impact cyclists more than they slow traffic down. They should only be installed where accident rates justify it.
Whilst I appreciate that speed bumps can encourage drivers to stick to 20mph (for example on Queen's Drive) I personally would prefer that speed restrictions were enforced by speed cameras. Speed bumps, even driven over at a speed below 20mph cause damage to cars and create noisier road conditions for residents. Sadly enforcement of some form would probably be necessary.
Enforcement can at best be intermittent, a much better approach is to apply a safe and considerate driving approach and enforce that
I believe not only would it be safer - it would also improve traffic flow!
Only in school zones
20mph limits should be mandatory but they will need to be policed.
instead of wasting money on lowering the speed limit, i personally think that the money should be spent on actually maintaining the roads properly. the state of the roads in and around kendal are a disgrace.
20 is plenty but 30 ain't dirty. I've nearly been knocked off my bike by more drivers (all of a senior age I might add) driving 25 or less than I have been threatened by boy racers or normal drivers using the road appropriately. As a cyclist and a driver I would urge more money is put into improving road quality and use for bikes. Those changes would force slower car journeys, make cycling more attractive and not create more "nanny state" rules for the town.
The argument regarding enforcement is spurious. Its absolutely no different to enforcement of the current 30 limit. The argument about delivery and taxi drivers is also dodgy. Average speeds in Kendal will be significantly below 30mph. it may feel slower, but over the length of a trip through Kendal, it will make little difference. In fact, traffic flows are likely to improve, hence it may make trip times quicker. Anything that gets the average Kendal motorist out of the trance-like state where they are completely oblivious to what's happening around them is a good thing. And at 20mph, even if they are in that state, the damage done will be significantly lower.
It would bring the town to its knees !
Town centre would benefit from enforced 20mph limit.
having recently crossed kendal from Asda to Morrison's on Sunday morning I feel there is no need to apply a 20 mph speed limit this journey took me 30 mins because every body was doing 10-15 mph the fastest i was able to achieve was 25 mph on the stretch from Duke of Cumberland to the Morrison's turn. These speeds are not unusual in town and help to increase carbon emissions due to cars idling
Our children are still very concerned about the additional time that journeys will take for their parents, by going 20 mph. The children are concerned about being late.
A 20mph town limit would only work business wise with the construction of an external ring road to allow business traffic to move freely without the need to go into or through the inner town and residential areas. It is also worth noting that pedestrians and cyclists take more chances with traffic in 20mph zones as they feel safer. This can lead to a greater risk to said groups. Overall I feel that a 20mph limit would have a negative effect on the economy and businesses of a town like Kendal, which already has poor transport links for business and industrial traffic.
I live in Burneside and I am disabled so I use a mobility scooter or my husband drives me as I am unable to drive ,I would like

the speed limit reduced because a few drivers are doing 40 or more through the village .we are very lucky to have hedgehogs in our gardens .but every now and again they are squashed on the road and quite a few birds are hit by cars I feel if these were humans being killed something would be done ,I would like the speed limit reduced to 20 miles it be a lot safer for people and animals .
I used to live near Oban, which has a 20mph speed limit in the centre. All town traffic and all passing-through traffic had to go through the 20mph zone. The traffic flowed well and there was rarely any hold up. Pedestrians could cross the road safely, shop in comfort and generally the feel in the zone was easy and pleasant whether you were in a car or on a foot, or on a bicycle. It is not necessarily the case that journey times increase significantly with these speed restrictions in place. What you do get, however, is a much more pleasant area where people feel they like to linger, shop, etc - which means that the town centre would become more vibrant as well as much safer for all. I would entreat you to take the risk and make Kendal town into a 20 mph zone.
The zebra crossings near schools should all have a school crossing patrol person to help enforce the crossing regulations. As they used to have before cut backs. The lights, 20mph and incorrect signs (there is a footpath unlike the indication of the new signs!) on Castle Green Lane for Castle Park School are really an overkill. The school is not on that road or indeed Sedbergh Road but it is on Sedbergh Drive!!!! Children also of primary age attending Stramongate school do not have all this. The school is MUCH closer to far busier main roads but these children do not have all these warning signs to protect them, or do they know how to use the roads properly. Queen Katherine school does not benefit from this overkill either although I do know of children being hit by cars in that area. The zebra crossing on Appleby Road has much shortened zig zags which prevents clear visibility for both pedestrians and vehicle users from seeing each other. Double yellow lines from Crescent Green road end to Queen Katherine Avenue would make this road far safer. 20 mph speed limit is not needed as most of the time you can only do that anyway, due to the badly designed road system. How about sorting out all the pavement parking that goes on and is ignored. The parking on Milnthorpe road near South Road junction before someone is killed in a head on collision. And the parking on Sedbergh Road near the Sandylands Road junction, visibility is poor when vehicles park there when turning. Finally any money for the 20 mph would be better spent on POTHOLE!!
It is unenforceable, draconian in its approach. twenty plenty is respectful and works not as a twenty speed but keeping 99.9% under the 30mph limit. it also reminds pedestrians to be careful, by making slower speeds leaves pedestrians less careful and being a holiday area we have enough moronic pedestrians and cyclists now. But as we all know these decisions have already been decided and this survey like all council surveys is an after the event. Same as all jobs advertised..... allegedly I have seen in the past nine years of living and working up here some really idiot decisions especially by so called road planners whom have a degree and think they are gods gifted.
I drive safely. I always slow down around schools. As far as I am aware, there has been no dramatic upswing in tragic accidents around schools, despite an increase in both enrolment and traffic which would indicate the need for such drastic action. This entire proposal is a waste of money and time that could be better spent by those involved sitting quietly and reflecting on what they have done wrong in their lives to lead them to such fallacious reasoning.
See comment above enforcing 30mph would be better than creating new speed limits. Cars speed along Sedbergh road all the time. Doing something to prevent the school run as the number of cars round schools are dangerous to pedestrians and cyclists. If you want more cyclist you need better cycle ways as a speed limit is not going to make people feel safer.
Natland Road is becoming VERY busy -particularly with heavy lorries going far too fast for the conditions (more building sites = increased traffic.
From a cyclists perspective. A 20mph limit would greatly help to encourage new or beginner cyclists. They can feel intimidated by speeding motor vehicles therefore lowering traffic speeds may encourage more cycling as they will feel safer whilst using Kendal's busy roads and streets. Who knows this may well eventually reduce chronic congestion and lead to healthier and fitter people. Also it is about time that Kendal's roads are made safer for cyclists by re designing junctions and making good the appalling road surfaces especially between Milnthorpe Road and the Town Hall !
first of all i live in levans so getting to school is hard but this will slow it down. the experiment is not fair over Kendal as the traffic could have changed. and for younger people it is their own fault for not looking so TEACH THEM ABOUT THAT NOT CHANGE THE SPEED LIMIT.
should be able to chose wat speed you want
I think that there shouldn't be 20 mph signs all over Kendal on every road!!!
no
it should be 20 in residential arias but not on main roads.
make sure not to effect main roads
I strongly support 20mph limit on all of kendal roads, I think it makes for a better living and working environment. I think it would also encourage walking and fits with a greener way of living. 20mph would also have benefits for tourism.
I really don't feel the need for Kendal to become a 20 mile an hour town we have places to get to get to! Happy with the housing estates been twenty plenty zone but defiantly not the rest of the town... It takes long enough to get round as it is with the ridiculous ' not so pedestrianised centre' don't make our journeys any longer please
We need a good cycle route through Kendal.
I don't want any more speed bumps. Narrowing the roads is a better way to show traffic and means pavements can be wider.

Please please address the bad parking area and speed limits around the railway station, it's only a matter of time before someone is seriously hurt...
see answer to 8
Traffic flow in the town could be improved if mini roundabouts were installed in some places instead of traffic lights. For instance at the junction of Burneside Road and Windermere Road, and the junction of Parkside Road and Lound Road. The traffic lights at the K village exit are totally unnecessary and just cause more traffic back ups.
Enforcing is the problem, too many already exceed the speed limit now so lowering it will make this worse. Aynam road and Highgate are race tracks in the evening so why not police more at these times?
Many motorists unlikely to adhere to 20mph limit and enforcement will be near impossible. I witness on a daily basis many motorists exceeding 20 mph limit in designated areas.
The change would be a waste of money. Speeders will still speed as experienced by anyone who has lived on sparrowmire lane. Existing speed limits and anti social driving should be enforced at the current speed limits and the problems listed would all be reduced greatly.
Kendal is awful to get round anyway, with or without a 20mph speed limit. But that seems to be the agenda of the town/district council. Let's make Kendal impossible to get around. Let's make the humble driver enemy number one. Let's put speed bumps on our roads. Let's make parking expensive. Let's make parking outside your own home difficult. Let's make the road system as difficult as possible for visitors (just try putting a visitors head on for a minute and try to follow the sign posts around town!). Instead let's pander to the biking brigade. The money which is wasted on cycle schemes is staggering. Tell me, how often is the cycle lane on Oxenholme Road used. How many cyclists do you ever see on the cycle path created on the A591 between Kendal and Windermere. There is an excellent cycle way through Kendal, the canal path, but why use that when you can cycle 3 abreast along Natland Road. No, this 20mph idea is a waste of time and money. How much will it cost the council to implement this idea? Will it be policed. Of course not. There was an extensive 20mph scheme at Waterhead which was never enforced (as long as you were doing 30mph or less the police turned a blind eye) and so has been scaled back. If unenforceable (and it is) why bother. Is speeding such a problem in the town in residential areas? If so, why isn't the existing limit being enforced. Why don't we spend a bit of money slowing the traffic on Aynam Road, where there have been numerous accidents, some fatal. Perhaps invest some money on the buses in the town. Build some bus shelters. Introduce better timetables, extended into the evenings. But a 20mph speed limit. No. Thanks, but no.
As answered in Q8, it's a ridiculous concept. Don't do it.
WE DO NOT WANT 20MPH SPEED LIMIT AT ALL. It would not encourage me to do anything different than I am already doing. If people were taught to respect what anyone else was doing there shouldn't be any need to lower the speed limit. For example children should be taught the green cross code from an early age like we were, not to run on pavements walk with their parents and do as they are told. Roads are not for playing on they are for cars there are plenty of parks for children to play in. Slowing traffic down will only create more emissions it will take longer to get around I run my own business and for me it would mean losing money every day if the council going to pay my losses. (I don't think so)
Due to deliveries in Kendal there is little traffic protection to the side of the roads- no bollards, etc. There is no definition from carriageway and kerbside to pathway. The car that recently crashed into my office spun on road, clipped kerb and slammed sideways into the building. Any protection for people? No. The driver was interviewed on the roadside by the Police. But people still drive too fast on the road- not taking any notice of either aspect of road, its tight corner and narrowing, or the weather conditions. SLDC and CCC has had enough consultations over the years for traffic, loading bays, etc., and still pedestrians aren't any safer on this section of Kirkland. I am sat here today and cars, etc., are still driving too fast around this section of road and corner into town. The only things that slow them are the standing traffic!
20 mph across all of Kendal would make a clear statement that we wish for Kendal to be a safer place for everyone, a place for people to visit and shop without having to dash across roads to avoid fast moving traffic. It would also be cheaper and more effective than a series of one off zones developed in an ad hoc manner over the next few years.
Would be good to push this district wide
See above. Traffic does not flow around Kendal. More important to look at a better ring road system and turn Kendal town centre into a pedestrian area.
In Kendal town centre it isn't very often that I can travel more than 20 mph. Time and effort would be better spent on trying to ease traffic flow and congestion rather than tinkering at the edges!
If they were advisory then nobody would do it, you would have to make it mandatory.
people should be able to do what speed they want up to 30 mph
Better education of children and people to look properly when cruising roads. I've had a number of experiences where kids just cross roads without looking, while using their mobile phones. Especially outside QKS.
How will this be enforced?
Kendal does not have the finances or man-power to enforce the restrictions if introduced. A permanent obstruction such as full width speed bumps are always there, don't need enforcing and since they're a physical obstruction, can't be avoided. To be clear, I'm referring to full width speedbumps, not those silly square ones such as on Queens road and Sandylands, which can simply be driven over with a wheel on each side.

Town is congested enough without making restrictions on the occasions when traffic can get going.
I do not feel that 20 mile an hour speed limits would significantly increase the safety of road users. I think drivers should be encouraged to drive to the conditions rather than to arbitrary limits. In the areas where there are numerous hazards most car drivers will be doing less than 20 anyway and in areas where there are less hazards drivers can go faster with out increasing the accident risk. The police statistics for Kendal also show that the town has a below the national average number of accidents involving speed as a factor, therefore this does not support changing the speed limits.
Could there be a mixture of mandatory and advisory limits depending on area/need etc. Generally I think 20mph would be safer + encourage more cyclists/walking etc but I have answered never on Q5 as I cant cycle etc so doesn't apply to me.
As a resident I would like to see a 20mph restriction on Natland Road. People (pedestrians) would be much safer.
Advisory does not work Castle Estate a classic example
Depends on area. I drive a lorry around Kendal all day for work, 20mph would keep traffic moving.
The obvious road is Helmside Rd - one of the busiest streets in Kendal
Re Q6I fully support 20mph in residential areas - in town mostly crossings work well.
NOTHING
BETTER CYCLE LANES/PATHS WOULD ALSO HELP, REDUCING THE SPEED IS NOT THE ONLY ANSWER.
let's move forward and be innovative!! 20mph!!
Cars to Natland where I live travel too fast along Greenholme Lane & along residential roads.
Castel Road needs special attention - congestion adds to speeding risks!
I am convinced 20mph speed limit in the town would increase road safety
Stop and prosecute the older teenager Early 20 year olds cycling on pavements & make all cyclists have a better horn that works.
20 limit will be useless unless properly enforced and accompanied by physical traffic calming measures.
I consider car drivers in Kendal to be extremely polite, courteous and careful - I cycle to Kendal most days.
I have lived in Oxenholme for over 20 years and seen significant increases in traffic and parked vehicles. Due to concerns over traffic to Oxenholme I requested a review/ traffic census. 5000 vehicles in five days passed along Helmside Road which is a through route to the railway station and junctions 36 and 37 of the M6. Because of parking restrictions, cost of railway parking et cetera I saw some vehicles speed through pinch points. Many elderly people live in the village and they have concerns over volumes and speed I urge you to recommend a 20 mile an hour limit. Stephen Warner 10/6/15
Don't forget the forgotten the state Kendal Parks. We had a child killed on this estate years ago.
All speed limits should be rigidly enforced. No parking on major estate roads. Advisory speed limits do not work
With so many traffic lights and speed bumps, it is difficult to reach speeds of more than 20 mph at the moment.
20 mph is unlikely to be self mandatory. It would need to be policed and must apply to cyclists whom I have clocked at 30 mph in town and up to almost 40 mph in country. Cyclists should be separated from pedestrians.
Average speed around Kendal is approximately 12 mph so to do 20 mph would be an improvement.
What is the cost of this exercise. Leave things alone and reduce my council tax instead.
Not a balanced survey document question seven is more of an advert for 20 mph speed limits that a question. Question eight is based on the assumption that 20 mph is per se a good thing
Kendal Green should be a 20 mph zone – school and children playing. 20 mph would help to stop it being used as a rat run when Windermere Road is full of traffic
Hallgarth as (20) sign it could stop these speed aces. (I don't think so.)
Very skewed statistics poorly worded - biased questionnaire will do nothing to make cyclists obey rules of the road (a significant cause of accidents!)
Ban cyclists from town centre pavements & riding against one way traffic. Prosecute them for ignoring traffic lights, stop signs etc, they are very dangerous to pedestrians far more so than normal motorists
Would be better to enforce 30mph on Aynam Road + Burton Road esp Aynam Road + put signage up to show accidents on Aynam Road
Traffic coming into Kendal on Windermere Road would need some traffic calming measures to slow it down to 20mph - it is difficult to adjust to slow speed after 60mph. It can be very very difficult to cross Windermere Road on foot even when crossing at traffic islands, because there is often a constant stream of traffic with nothing to cause gaps in the traffic. I would not let my child cross the road on their own because it is too difficult to judge speeds of vehicles on the road.
Thinking of 20mph on the main roads is ridiculous its slow enough coming into town
When driving in a 30mph limit - speed can creep up towards 35/40 & danger - in a 20mph limit a driver really has to concentrate to keep speed down.
Beast Banks is particularly bad for cars speeding up & down the hill - be great if reduced to 20mph
It is good as it is. Bad drivers won't become good drivers by imposing a speed limit. People will be annoyed.
Is there any evidence that 20 mph on all Streets will reduce injury/ death.

Town would get snarled up increasing queues and pollution from fumes
20 mph means lower gear therefore more fuel consumption and more air-pollution. Road humps a menace. For school areas use flashing amber lights only when necessary
I believe Castle Green Lane should be 30 mph not 40 mph up to Parkside Road. Hotel and one-way system made it very busy at times