

Appleby New Fair Traffic Management Plan 2024



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Westmorland
& Furness
Council

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Introduction.

Appleby New Fair is the largest Horse Fair in Europe, attracting up to 10,000 Gypsy and Travellers and over 20,000 visitors from the settled community. The Fair is one of very few annual unorganised events in Cumbria that has no recognised organiser.

Appleby New Fair occurs in early June each year, commencing on the first Thursday of the month (unless that Thursday falls on 1st June, in which case the Fair commences on the second Thursday) and lasts for one week, although, the key focus is now Thursday to Sunday within the town of Appleby. The unorganised event, however has an impact beyond the town during and outside of the “week” which is a cause of concern for the local community.

In 2008 the key agencies formed a Multi-Agency Strategic Coordination Group (MASCg) to develop an operational plan to provide coordinated community leadership. Whilst the MASCg has overall control of community leadership issues, it does not have direct responsibilities for the Fair itself, which is a gathering from the Gypsy and Traveller communities with visitors and tourists coming to witness it.

The overall response to Traffic Management issues for Appleby New Fair is managed by the MASCg Traffic Management sub-group. The Traffic Management Plan is designed to minimise the impact of the excessive overload to the highway network during the various phases of the operation and to maintain safety for those visiting the Fair and those using the impacted highway network.

The plan seeks to manage the movement of vehicles migrating towards the Fair and to prevent inappropriate parking and encampment, within the extents of highway, during the Fair period. Further information on this can be found in the MASCg Encampment Strategy.

The plan functions around the concept of directing visiting vehicles from each of the three approach routes to designated permitted car parks and then to exit via the same routes, avoiding Appleby town centre. The lack of entry and exit opportunities for the A66 in both directions of the town also prevents the use of the A66 to circumvent the town’s congestion. Plans showing the routes and associated car parks can be seen on page 15.

This plan outlines what legal powers and physical infrastructure are deployed, or are at the disposal of MASCg Agencies, to manage the use of the highway. Westmorland and Furness Council, as the Highway Authority for all non-trunk roads, provides the infrastructure and utilises its powers to minimise risk to highway users during the Fair. Any measures taken are intended to protect the highway user and the highway asset, maintain the free movement of traffic, or to facilitate other Agencies to carry out their responsibilities. No measures are undertaken to facilitate the Fair itself.

Since 2011 a permanent Traffic Regulation Order (TRO) has been in operation to impose restrictions on traffic, both in the Eden and South Lakeland areas, in order to maintain road safety, in the lead up, to and throughout the duration of Appleby New Fair. Much of the Order comprises of No Waiting at Any Time restrictions and details of those restrictions that are to be implemented can be seen in the plans included within this report.

Although permanent, the TROs are only active between the 30th April and 30th June for Eden and 1st April and 30 June for South Lakeland and are only enforceable **as and when the appropriate signage is displayed**. The work to enact these restrictions is undertaken by the Councils Highway teams and third-party contractors in both the Eden and South Lakeland Locality Areas.

MASCG.

The MASCG Traffic Management Sub-group continually reviews the restrictions introduced to facilitate Phase 1 to 3 of the Appleby New Fair and any necessary changes to the TRO are implemented by way of a new Consolidated Traffic Regulation Order being made through the Councils Locality Board process.

Changes to infrastructure, identified as part of the MASCG Traffic Management sub-group reviews, are agreed by the wider MASCG group and the Councils Locality Board in advance of the its implementation.

Appleby New Fair is considered to occur in three distinct phases, for the purposes of planning the measures taken in reaction to the unorganised event, these are:

- **Phase 1** - migration to, by the Traveller and Gypsy community, and encampment within the South Lakeland and Eden Locality Areas.
- **Phase 2** - Fair activity within Appleby Town and the close surrounding areas.
- **Phase 3** - Departure from the Eden Locality Area.

The objectives of the TMP are:**Safety.**

- To facilitate a safe highway environment for all users throughout the duration of the Fair and its associated migration movements to and from the unorganised event.
- Ensure that roads are free of unreasonable hazards and that all highway users are adequately protected from obstructions resulting from the unorganised event.
- Implement appropriate measures to ensure that adequate forward visibility is maintained on major routes and that appropriate visibility is maintained at road junctions and property accesses.

Management of traffic flows.

- Implement appropriate measures that ensure traffic flows are maintained to an acceptable level throughout the duration of the unorganised event.
- Ensure that sufficient warning, regulatory and informatory signs are displayed and that adequate guidance is provided to delineate traffic restrictions and diversion routes.
- To minimise the impact of the unorganised event on normal patterns of community life across Cumbria, balancing the needs of resident communities and Gypsy and Travellers.

Minimising Damage to the Highway Asset

- Implement appropriate measures to limit or prevent damage caused to carriageways, footways, street furniture, drainage systems and any associated highway infrastructure that may be caused as a result of the Fair traffic and/or activities.
- To mitigate the impact of the unorganised event on the biodiversity, natural and historic fabric of the County and local areas.

Relevant Legislation.

The two principal pieces of legislation relevant to this plan are the Highways Act 1980, which places duties and powers on the Highway Authority to maintain safety and manage traffic on the roads, and the Road Traffic Regulation Act 1984, which enables the Highway Authority to impose restrictions on the highway network as described below:

The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") detailed below, for the reasons specified at sections 1(1)(a) and 1(1)(f) of the 1984 Act, namely for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising; and for preserving or improving the amenities of the area through which the roads run.

Under Section 122(2), the matters which must be considered in exercising that duty are: -

- (a) The desirability of securing and maintaining reasonable access to premises.
- (b) the effect on amenities of an area.
- (c) the national air quality strategy prepared under section 80 of the Environment Act 1995.
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the authority to be relevant.

New Measures to be Introduced 2024.**30mph Speed Restriction – Appleby.**

A 30mph speed restriction is to be introduced under temporary powers for the 2024 Fair. This is to ensure a reduction in traffic speeds in areas which are heavily pedestrianised and where motorists are able to legally travel at greater speeds.

A plan showing the traffic management layout that will be applied and the extents of the restriction are shown on page 42. It is likely that this restriction will be introduced into the permanent Order for future years.

Bunding A685 – Kirkby Stephen to Winton.

Following on from concerns over recent years regarding the safety on the A685 the Council's highways team reviewed options in order to address these concerns, during the Fair, with the intention of preventing access to the highway verge in areas of particular risk.

Previous methods used to prevent access to the highways verge have presented challenges when seeking to relocate those that had infringed the control measures and therefore a decision was taken to use bunding on a trial section between Kirkby Stephen and Winton. This section includes a tight bend that creates particularly poor visibility of the verge for motorists travelling in both directions.

This area was originally posted and restricted under the temporary powers of the Traffic Regulation Order during Phase 1 to 3 of the Fair. A plan showing the extents and traffic management layout that will be applied is shown on page 28 and 29.

New Footway and Pedestrian Guard Rail – Flashing Lane

It was recognised that the fencing on the stretch of road known as the 'Flashing Lane' during the fair was in a poor condition, in need of replacement and not to highway standards, in addition to this there have been a number of requests from the community for a footway along this length of road to improve connectivity and provide a safer route for pedestrians and it was seen that the permanent fence resulted in pedestrians not having easy access to the road outside of the times of the Fair.

Therefore as a result of some funding being secured, the Highway team were able to address these concerns.

A 1.5m footway will be in place for the 2024 Fair, extending from the field access along the eastern side of "flashing Lane" to just beyond the bend at the Rising Sun. Pedestrian guard rail will be installed replacing the existing wooden fence, 3 sections will be laid end to end giving a total distance of 9.3m with a 2m gap enabling step off points before the next 9.3m section. Providing pedestrian safety for the duration of the Fair only and therefore will be socketed enabling easy installation and removal during those times.

Water filled barriers will be installed at points along the western side of "Flashing Lane" to aid pedestrian safety. A plan showing the extents and traffic management layout that will be applied is shown on page 48.

Temporary Traffic Calming Measures

Temporary Traffic Calming Measures will be introduced following concerns having been raised relation to the excessive speeds in which those travelling to and from the town of Appleby by Horse and Sulky were reaching by the RSPCA and the Police.

Various options have been considered with chicanes being the preferred option. They have been designed for various locations along the route from “Salt Tip Corner” to “Station Road junction” with different approaches, this is mostly due to the characteristics of the road i.e private driveway access, road widths etc.

The measures will be installed in compliance with Traffic Signs Manual Chapter 8 with the use of Rhino Barriers, cones and the associated signs. A plan showing the extents and traffic management layout that will be applied is shown from page 54.

One-Way Restriction – Boroughgate Side Road

A one-way traffic restriction will be introduced under temporary Powers, prohibiting south bound traffic flows, following concerns being raised surrounding the Boroughgate side road which accesses the Post Office and Market Hall etc due to conflict of vehicles and horses. A plan showing the extents and traffic management layout that will be applied is shown on page 50

Murton Parking Restrictions

Murton Parish Council raised concerns surrounding inappropriate parking during Phase 1 of the 2023 Fair on the village green and have therefore made a request for the section of highway which fronts the village green to be included within the Traffic Regulation Order, with the intention of the Parish then installing posts and associated signage to try and prevent this happening for future fairs.

The restrictions will be introduced under temporary powers, however the Parish have been advised that whilst a Traffic Regulation Order will be in place prohibiting parking, if motorists are found to be being contravening the restriction during its time of operation an Assessment will be carried out in line with the Encampment Protocol and the outcome of the assessment may be that there is no safe alternative site to relocate the encampment to and therefore the decision made may be “to manage in situ”. A plan showing the extents and traffic management layout that will be presented to the MASCg meeting in April for full approval.

Leisure Centre Car Park

For several years illegal overnight parking has taken place on the Leisure Centre Car Park within the Town. For the 2024 Fair height restriction measures will be introduced and controlled with the use of rise and fall barriers, maintaining residential access where required for the duration of the fair.

Burrells

It is proposed that changes are made to the posting on the Burrells Road, this is to take into consideration that over previous years Encampments have formed around the bend on the approach to the speed limit signage, as a result of limited visibility for motorists there is a concern that this area is a potential hazard. Therefore the posts have been removed from a wide area of verge where there is sufficient visibility to enable Encampments and posts are proposed to be installed on the bend to the speed limit sign. A plan showing the extents and traffic management layout that will be applied is shown on page 22.

Slow Moving Vehicles Warning Signage

It has been recognised that improvements to the signage on the A683 is required to warn of slow moving vehicles, covering both the Eden and South Lakeland Locality. Additional signs will be included as part of this years measures. Plans for the locations are not available at this time but will be included within the 2025 Traffic Management Plan.

Flood Recovery Works

It should be noted that Flood Recovery works are currently ongoing within the Town. Whilst this does not introduce any further traffic restrictions or impede those which are introduced during the fair. It does involve the closure of Broadclose Car Park.

We are able to confirm at this time that a temporary car park will be in operation and the public toilets will remain open. Further communication works are taking place between the contractors and Highways to ensure car parking provisions are still available during this time.

Improvement to on-street Enforcement

Reports were raised following the 2022 Fair that there was a lack of on-street Enforcement, Westmorland and Furness reassessed their Civil Enforcement Patrols for the 2023 Fair which did have a positive impact and this will continue with the intention of introducing further improvements for the 2024 Fair.

Measures from Previous Years

40mph Speed Restriction – Powis Lane.

A 40mph speed restriction was introduced under Emergency powers during the 2022 Fair due to road safety concerns relating to fast moving vehicles and pedestrian collisions.

The restriction reduced concerns and was seen to be an improvement to the area, therefore this restriction will be introduced again during Phase 1 of the 2024 Fair under a temporary order. A plan showing the traffic management layout that would be applied and the extents of the restriction are shown on page 41.

Temporary Road Closure - The Midland, from its junction with Clifford Street to its junction with Station Road.

A temporary road closure was introduced under Emergency powers during the 2022 Fair due to road safety concerns relating to vehicle, pedestrian and horse conflict.

The restriction minimised the potential for any hazard to occur and was seen to be an improvement to the area, therefore this restriction will be introduced again during Phase 2 of the 2024 Fair under a temporary order. A plan showing the traffic management layout that would be applied and the extents of the restriction are shown on page 40.

Key MASCG Officers; Responsibilities and Contact Numbers.

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MASCG – Traffic Management Subgroup works to be addressed during each phase***Appleby New Fair 2024 – Start Date 06th – 09th June*****Phase 1.**

W/C 15th April – Traffic Management Team to arrange for traffic counts to be installed 1 week before the Fair date and removed 1 week after.

W/C 15th April – Traffic Management Team to ensure Risk Assessment is updated accordingly for operational works to commence.

W/C 29th April – Commencement of post installations carried out by Westmorland and Furness Councils Highways team. with specialist traffic management at high-risk locations. Works estimated to take 2 weeks.

Priority 1 – A685 posts and waiting restrictions implemented before 10th May

Priority 2 – Sandford posts and waiting restrictions implemented before 17th May

Priority 3 – Kirkby Stephen Grammar School Measures installed before 17th May

W/C 29th April – Introduce 40mph speed limit signage along A685. This can be used as a temporary measure to facilitate post installation works reducing the need for more major Traffic Management however signage **MUST** be turned/covered so they are facing traffic following completion of these works.

W/C 29th April – Set up compound for the Councils delivery team staff.

W/C 06th May – Erect temporary horse drawn vehicle warning signs along A686 from County border to Melmerby junction.

W/C 29th April – Install temporary 40mph speed limit signage at points along Powis **ensuring signs are not facing vehicles at this time.**

W/C 29th April – Submit Approved Traffic Restriction and Car Parking Plan to Appleby Tourist Information Centre for distribution

W/C 20th May – Traffic Management Team to issue letters reminding residents of parking restrictions which are to be introduced along Chapel Street and Garth Heads Road

W/C 27th May – Install temporary signage to warn of suitable stopping dates in villages
Locations to be fully confirmed following Paris Liaison

W/C 27th May – Turn 40mph speed limit signage on Powis and A685 following request from Police

W/C 27th May – Install signage to warn motorists of Horse Drawn Vehicles

W/C 27th May – Grass cutting and verge clearance carried out on C3004 “Flashing Lane” and “Salt Tip Corner”..

W/C 03rd June – Commence installation of pedestrian guardrail on “Flashing Lane” footway..

W/C 03rd June – All traffic restriction, diversion and info signing/infrastructure to be installed within Appleby and surrounding area. ***N.B if signage is installed before this date ensure***

it is covered to avoid confusion and disruption within the town – signage should NOT face traffic until 06th June.

03rd June – Pedestrian barriers (StrongWall and Rhino types) taken to site ready for installation (The Sands, Salt Tip Corner, Brampton and Long Marton Road)

07th June – Pedestrian provision on Long Marton Road to be completed. All barriers in situ before end of day. All signage erected or stored as necessary in order to enact restrictions and implement diversion routes:

- The Sands; prohibition of motor vehicles
- The Sands Pedestrian Crossing: road closed
- Chapel St, Garth Heads Rd, Station Rd and Garbridge Lane; one way
- Jubilee Ford (west bank); road closed
- O/S the Midland, road closed

Phase 2

06th – 09th June – Fair period. Reactive works as necessary and maintenance of traffic restrictions. MASCG group (silver command) briefing meetings attended daily by highways co-ordinators (Laura McClellan) and Area Manager (Nick Wright). All issues from previous day/planned changes for day ahead reported at meeting and measures agreed by group.

Phase 3

W/C 12th June – ‘Hot debrief’ meeting with MASCG representatives to discuss successes, improvements and any suggested changes while infrastructure still on site.

W/C 12th June – Commence removal of physical measures. Pedestrian barriers (StrongWall and Rhino types) to be cleared from site (The Sands, Salt Tip Corner, Brampton and Long Marton Road) and ensure all permanent flap signs are made right following consent given at MASCG meeting.

Inclement Weather Contingency Plan.

In order to maintain safe and free passage of the highway, a number of measures may be deployed in the event of severe weather occurring prior to, during or immediately after the 2023 Appleby New Fair.

The decision to take any of these measures will be made by the Appleby New Fair MASCG, with the works being instructed by the Councils Highway Officers, complying with all relevant highway standards and legislation.

Jubilee Ford.

Jubilee Ford is a popular destination for Fair attendees to wash their horses and is also used as a river crossing point, avoiding the town centre, during the migration periods of the unorganised event.

Although the river at the point of the ford is relatively wide, shallow and slow flowing, conditions can quickly become hazardous during or following periods of heavy rainfall. For this reason, it is planned that the ford be closed, using the permanent Appleby Fair Traffic Regulation Order, at any such time as The Sands river access ramp is closed as a result of high river levels. The decision to close The Sands river access ramp, and by extension Jubilee Ford, will be taken by the MASCG on consideration of advice provided by The Environment Agency.

The appropriate 'ROAD CLOSED' signs will be displayed at the extents of the restriction for the duration of the closure. Informatory signs, advising fair visitors of the closure, will be displayed on Long Marton Road, Bongate and Scattergate in the event of the ford being closed.

A plan showing the traffic management layout that would be applied and the extents of the closure are shown on page 37.

Road Sweeping.

Following periods of heavy or sustained rainfall, significant quantities of dirt and mud may be present on lengths of highway in the Appleby area. This material can present a hazard to highway users by causing surfaces to become dangerously slippery.

It is planned that, in the event of this situation emerging, road sweepers be deployed to those locations that are assessed to be unsafe. A decision will be made by MASCG as to the necessity to deploy such measures, advised by the Councils Highway Officers.

Blocked drainage systems may become an impediment to highway users or present a hazard as a result of those conditions described above. In the event of drainage systems becoming blocked as a result of Fair activity, gully jetting/emptying equipment will be deployed as necessary to maintain safety and free passage of the highway.

A road sweeper and gully wagon will be kept on standby by the Highways dept. at the request of MASCG, in the event of heavy rainfall being forecast.

A685 Brough to Kirkby Stephen.

Encampments located on the Principal Road Network and major roads can present significant risks to highway users and encamping Travellers. In an effort to reverse an observed trend of annually increasing encampment being present along the A685, Brough to Kirkby Stephen during the weeks preceding the Fair, 'No Waiting at Any Time' restrictions have been implemented on sections of the A685 since the 2015 unorganised event.

The application of waiting restrictions and community engagement work carried out by MASCG agencies, to discourage early arrival to the Fair, resulted in significantly reduced total 'nights of encampment' being observed during the 2015 and 2016 unorganised events (nights of encampments taken as the sum of the daily recorded number of caravans present on the A685 over an 18-day period; 10 days prior to the Fair, the 4 day Fair period, and 4 day following the Fair).

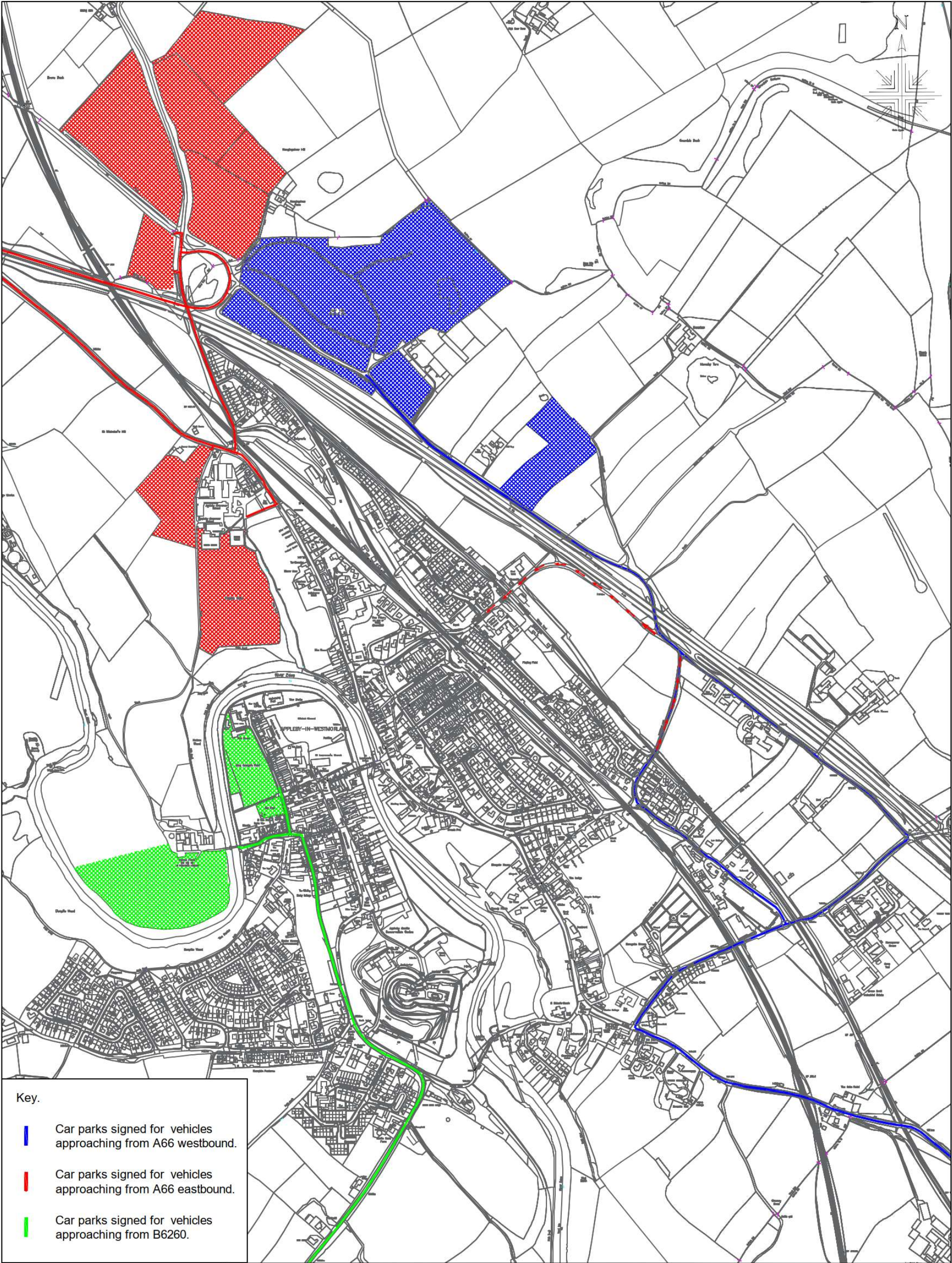
Annual increases in the total nights of encampment resumed in 2017 and continued in 2018; seeing the second greatest number of 'nights of encampment' being observed and the greatest number of motor-vehicle drawn caravans being present on the A685 at a single time. There was no significant increase of recorded 'nights of encampment' during 2019 or 2021.

The local community representatives, and MASCG officers have raised a number of concerns regarding the significant negative effects that inappropriate and widespread encampment has on road safety along the A685:




- The presence of large numbers of caravans and vehicles being present on verges restricts forward visibility, being of particular concern at junctions.
- Large numbers of horses tethered within highway verges have the potential for livestock to break loose and enter a live carriageway. Poorly tethered horses have been observed as being present within live carriageways.
- Pulling on and off from the verge occurs along the entire length of the Brough to Kirkby Stephen section of the A685, at locations where such manoeuvres would not normally be expected. The loading/unloading of horses regularly occurs 'half on/half off' or wholly on the carriageway, severely restricting traffic flows on a road that serves as an M6/A66 tactical diversion route.

The A685 is a strategic relief road for the A66(T), being the designated alternative route in the event of the A66(T) being closed between Brough and Penrith. As such, in the interests of public safety, MASCG have worked to reduce encampments to a safer number along the A685 between Brough and Kirkby Stephen.

Commencing from 2019; areas of verge designated as "Highways Safety identified areas" have had signage installed to make it clear that both bow tops and motorised vehicles cannot stop there. Plans showing these measures can be found on pages 25 to 29.



Key.

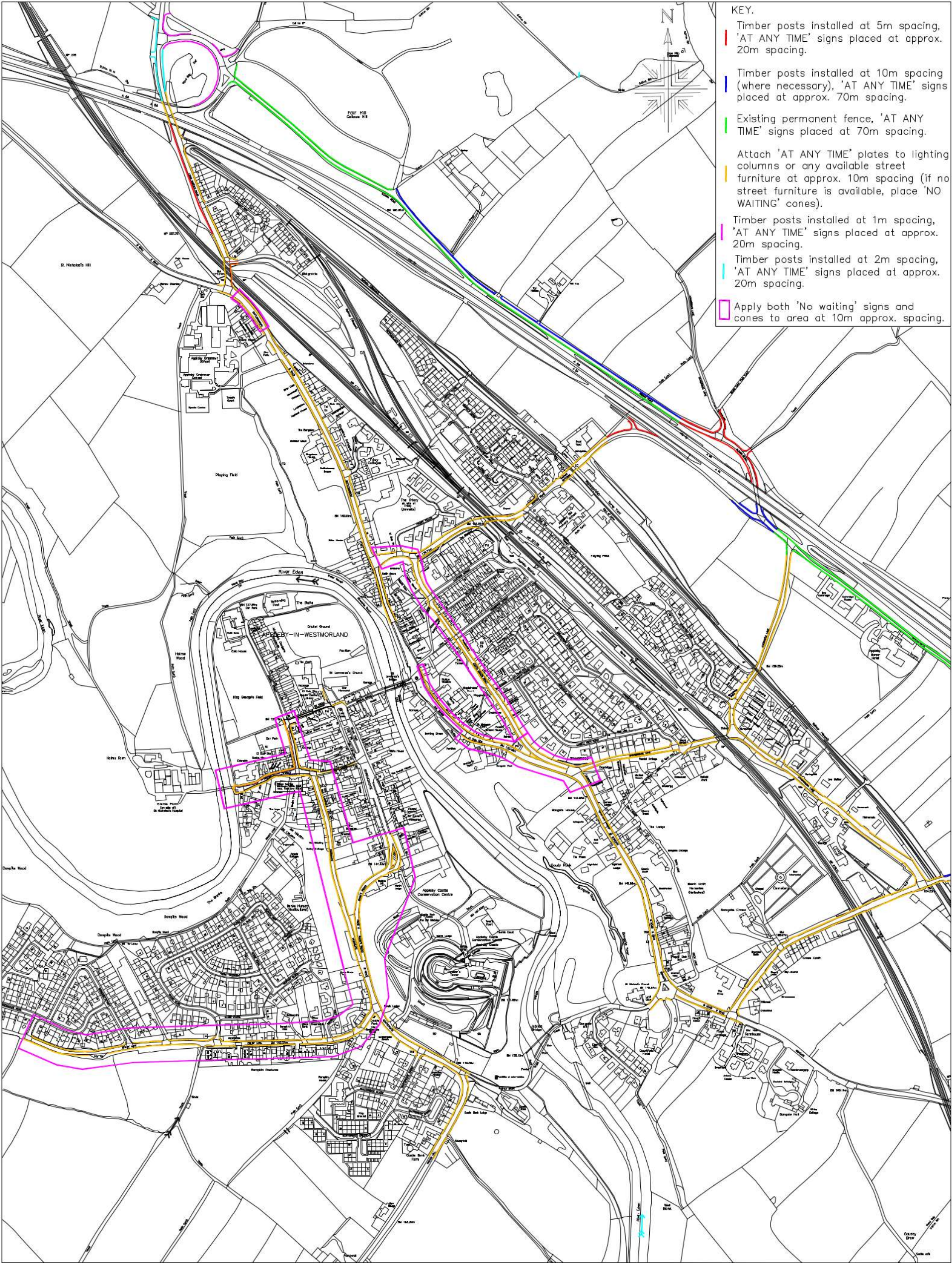
-  Car parks signed for vehicles approaching from A66 westbound.
-  Car parks signed for vehicles approaching from A66 eastbound.
-  Car parks signed for vehicles approaching from B6260.




Westmorland & Furness Council
Skirsgill Highways Depot
Skirsgill,
Penrith. CA10 2BQ

Appleby New Fair.
Car Parks and Access Routes.
Grid Ref: 368491,519628

Crown Copyright Licence LA 100019596			
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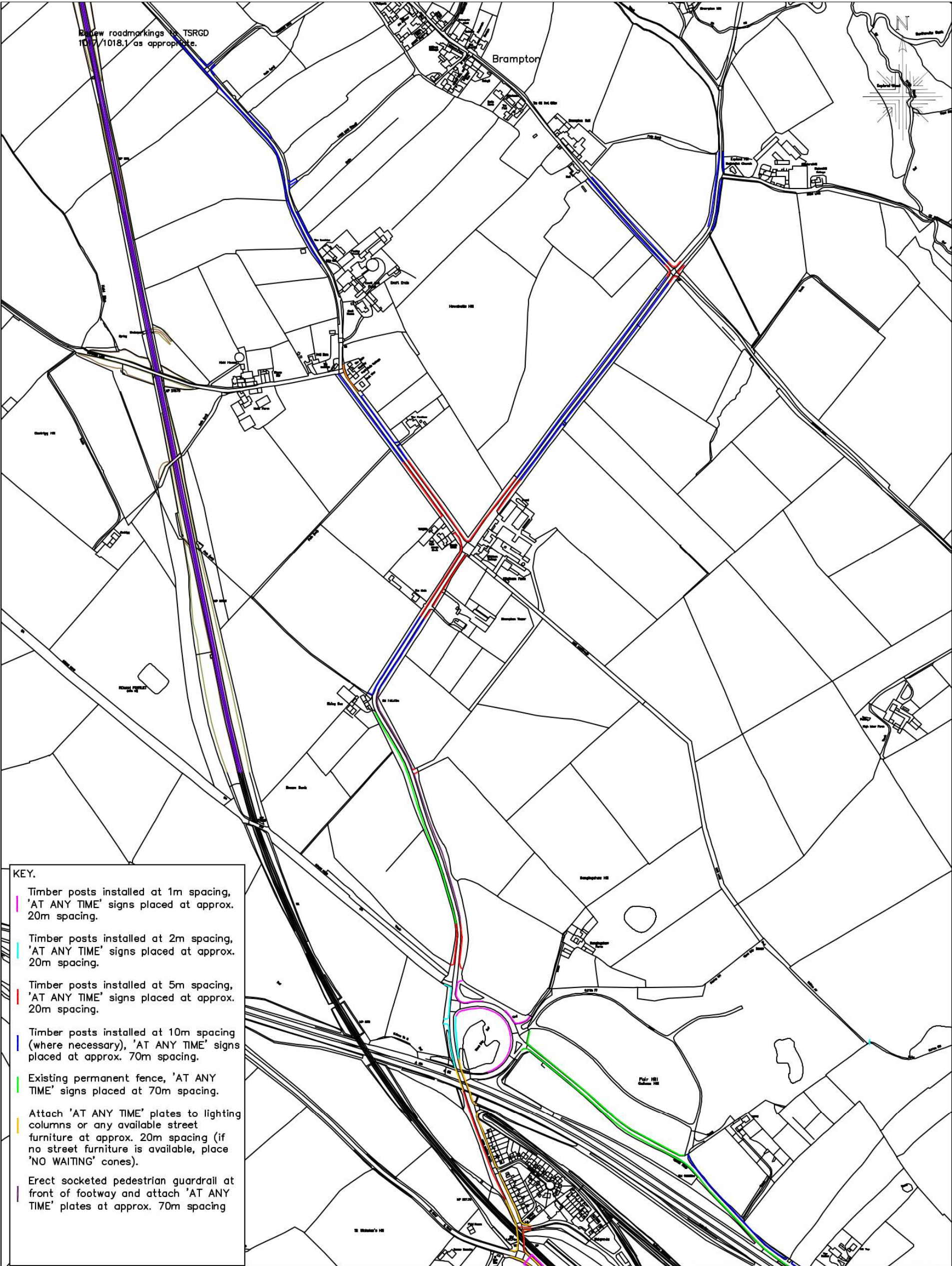


Westmorland & Furness Council
Skirgill Highways Depot
Skirgill,
Penrith. CA10 2BQ

Appleby New Fair,
Extents of Post Installation,
Appleby-in-Westmorland,
Grid Ref: 367994,521457

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**Westmorland
& Furness
Council**

Skirsgill Highways Depot
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Penrith. CA10 2BQ

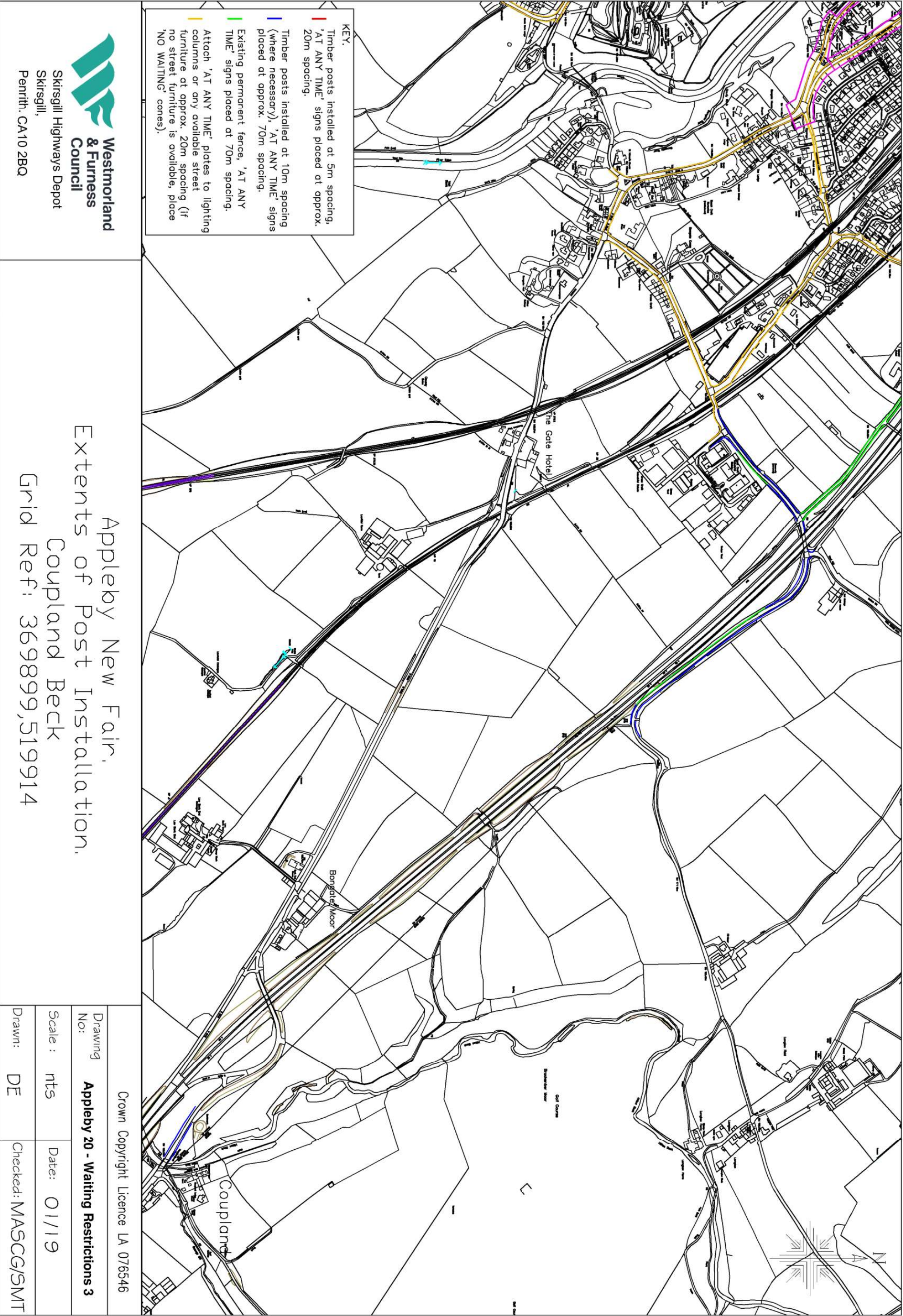
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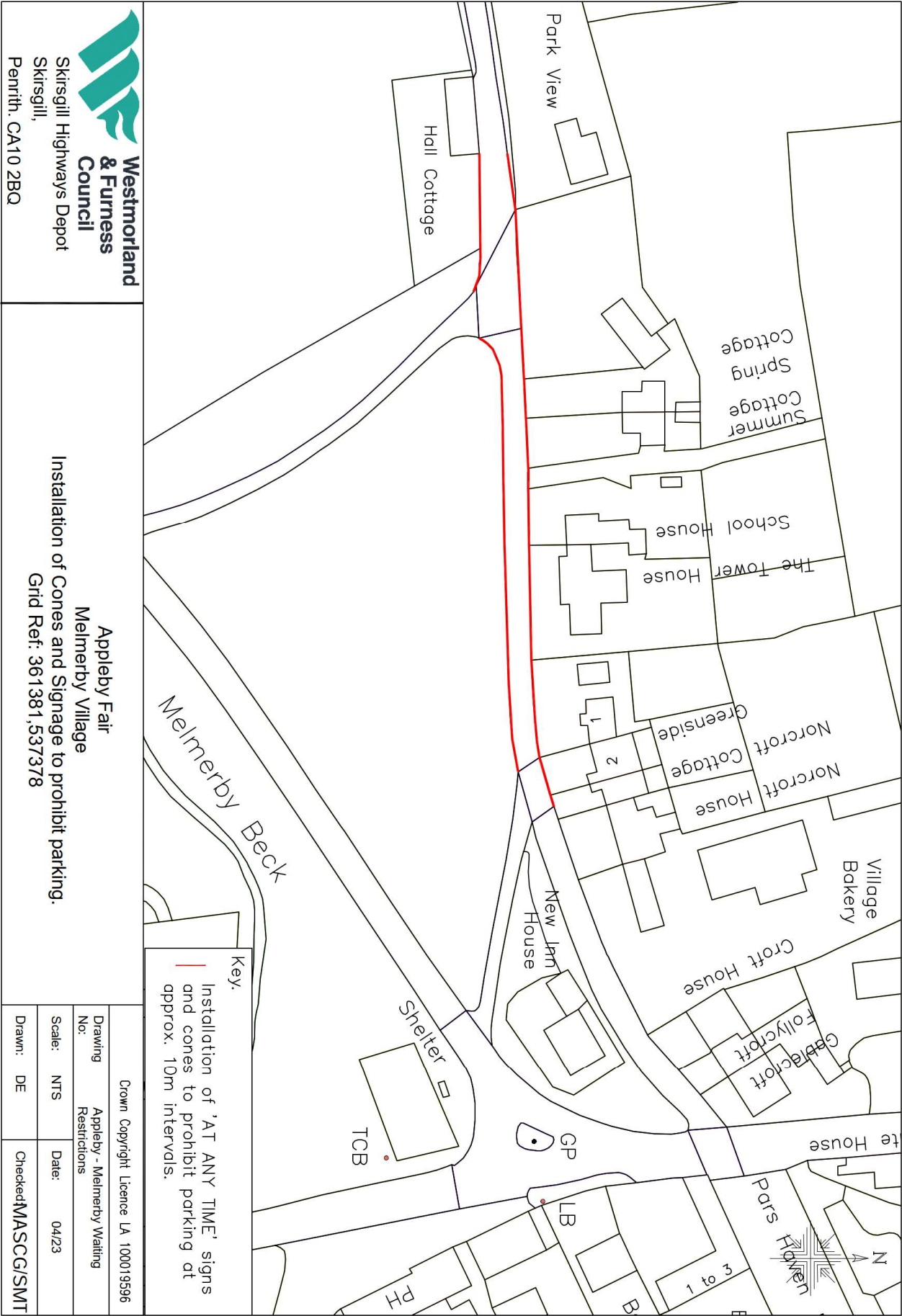
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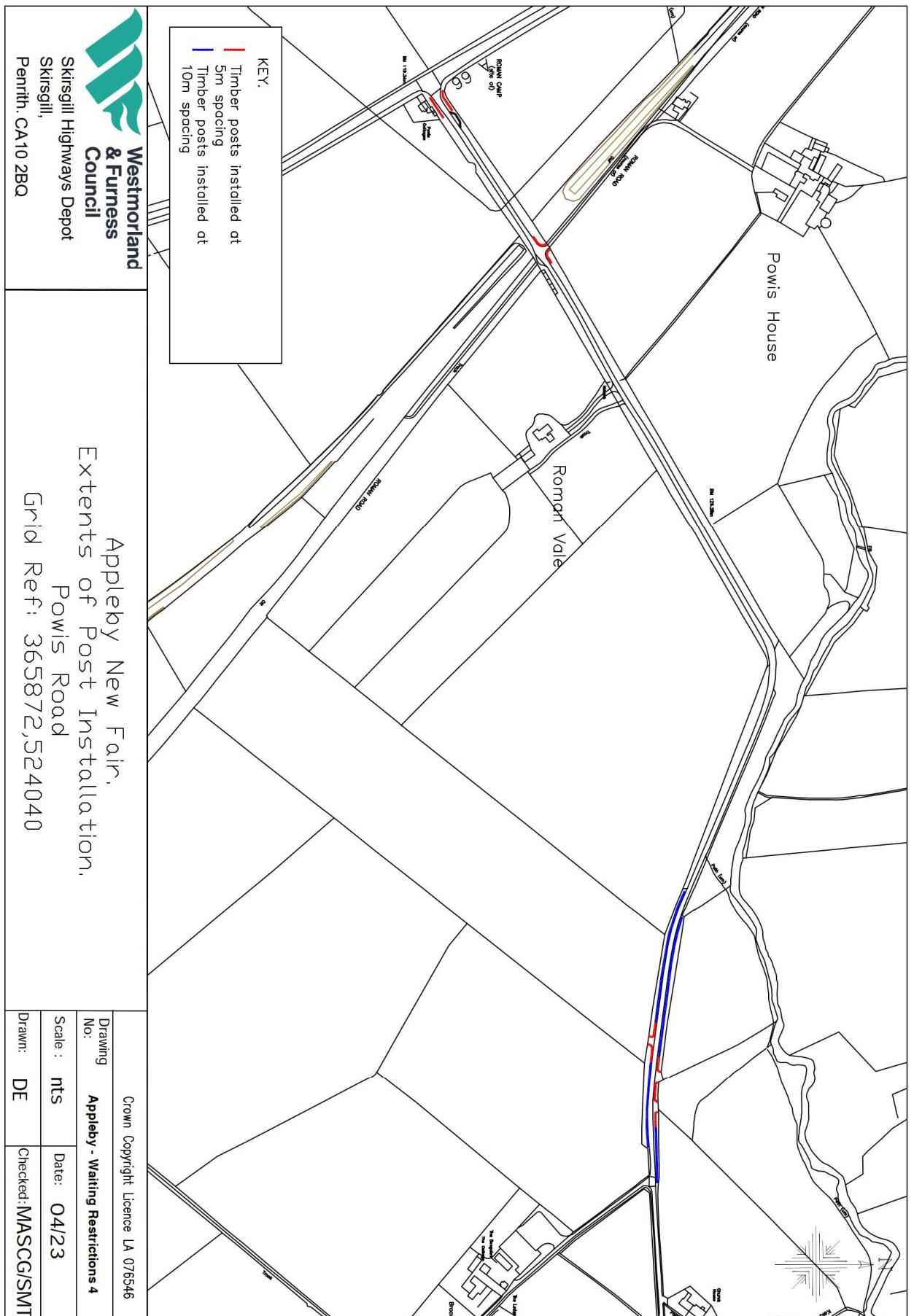
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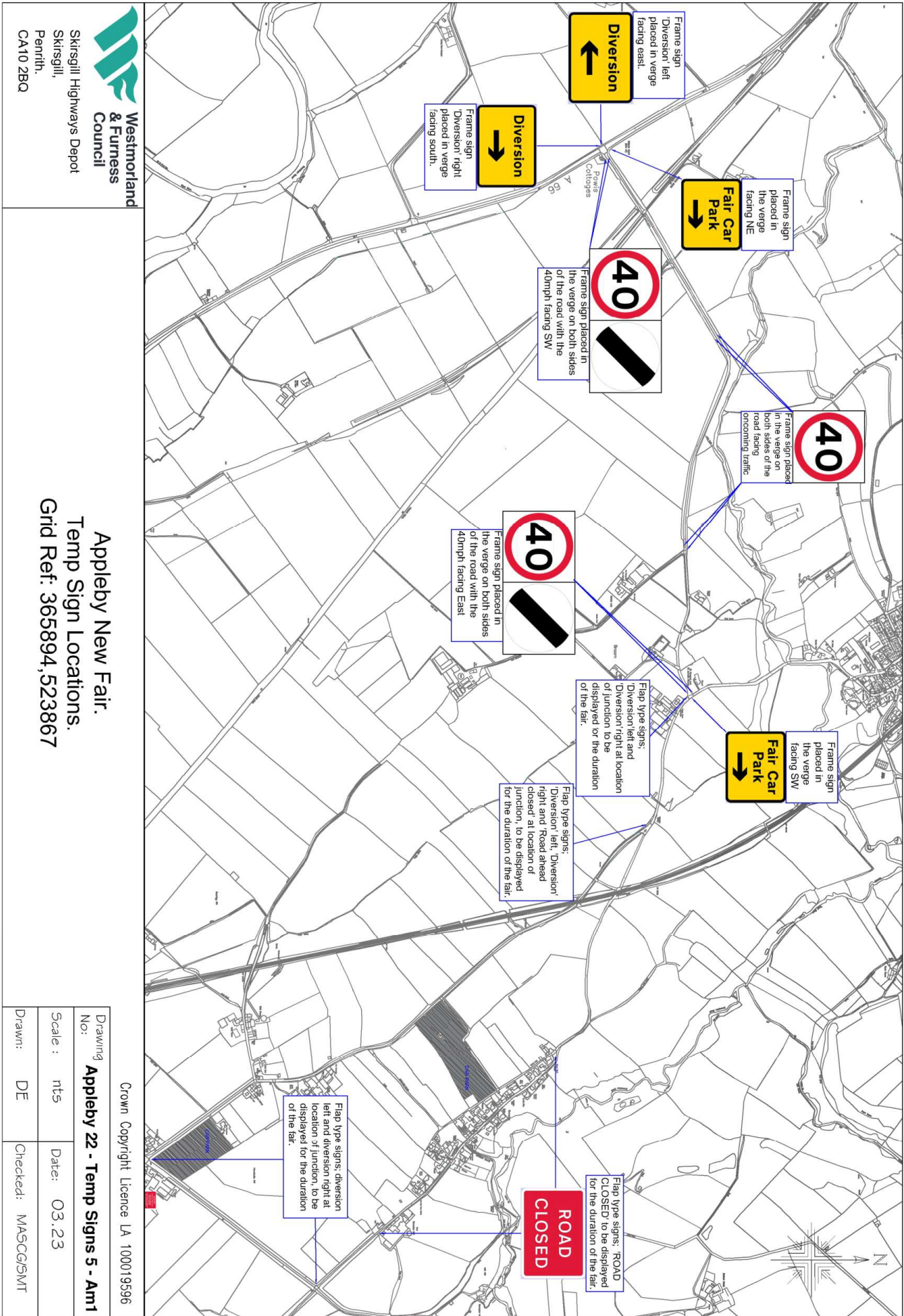
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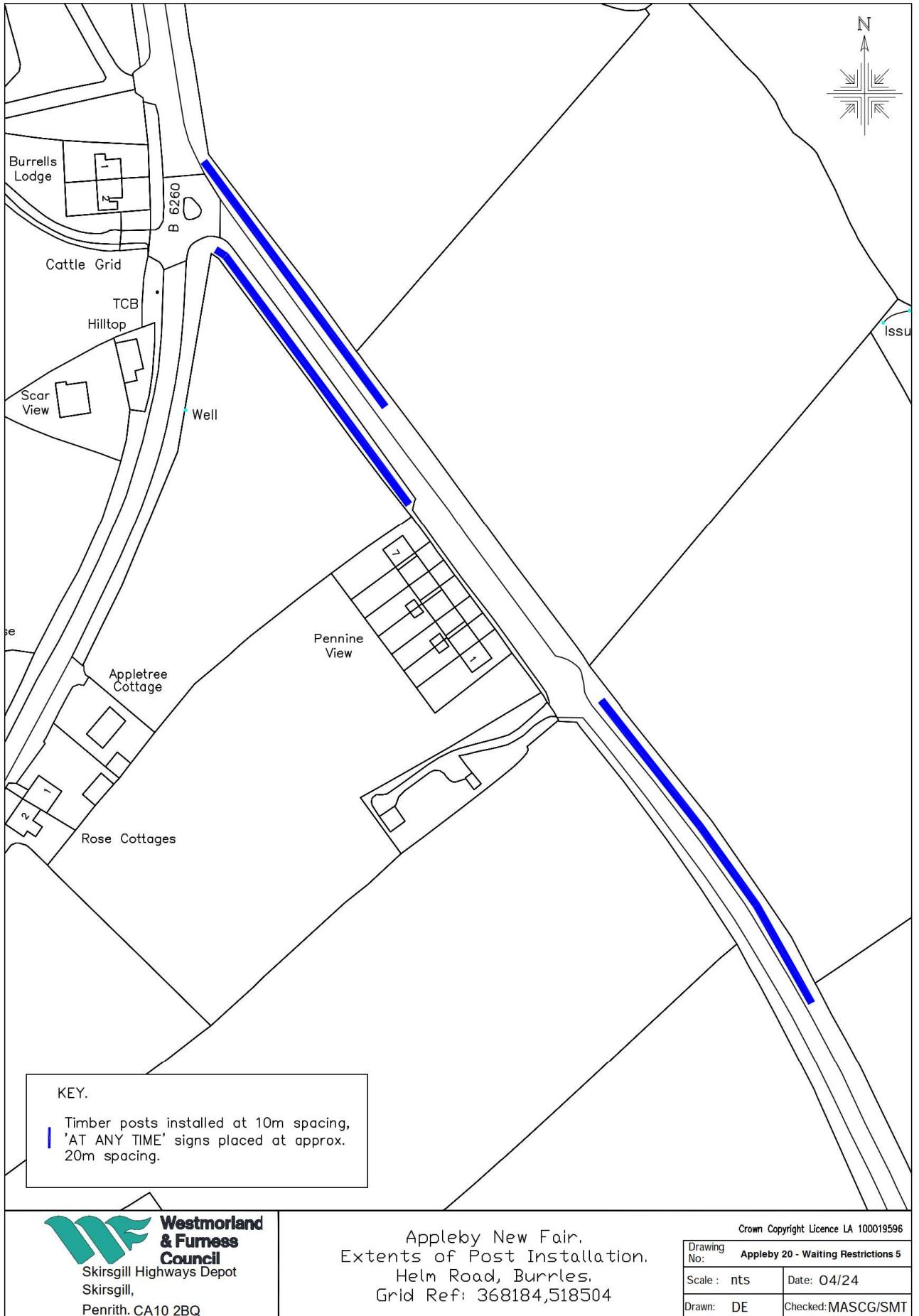
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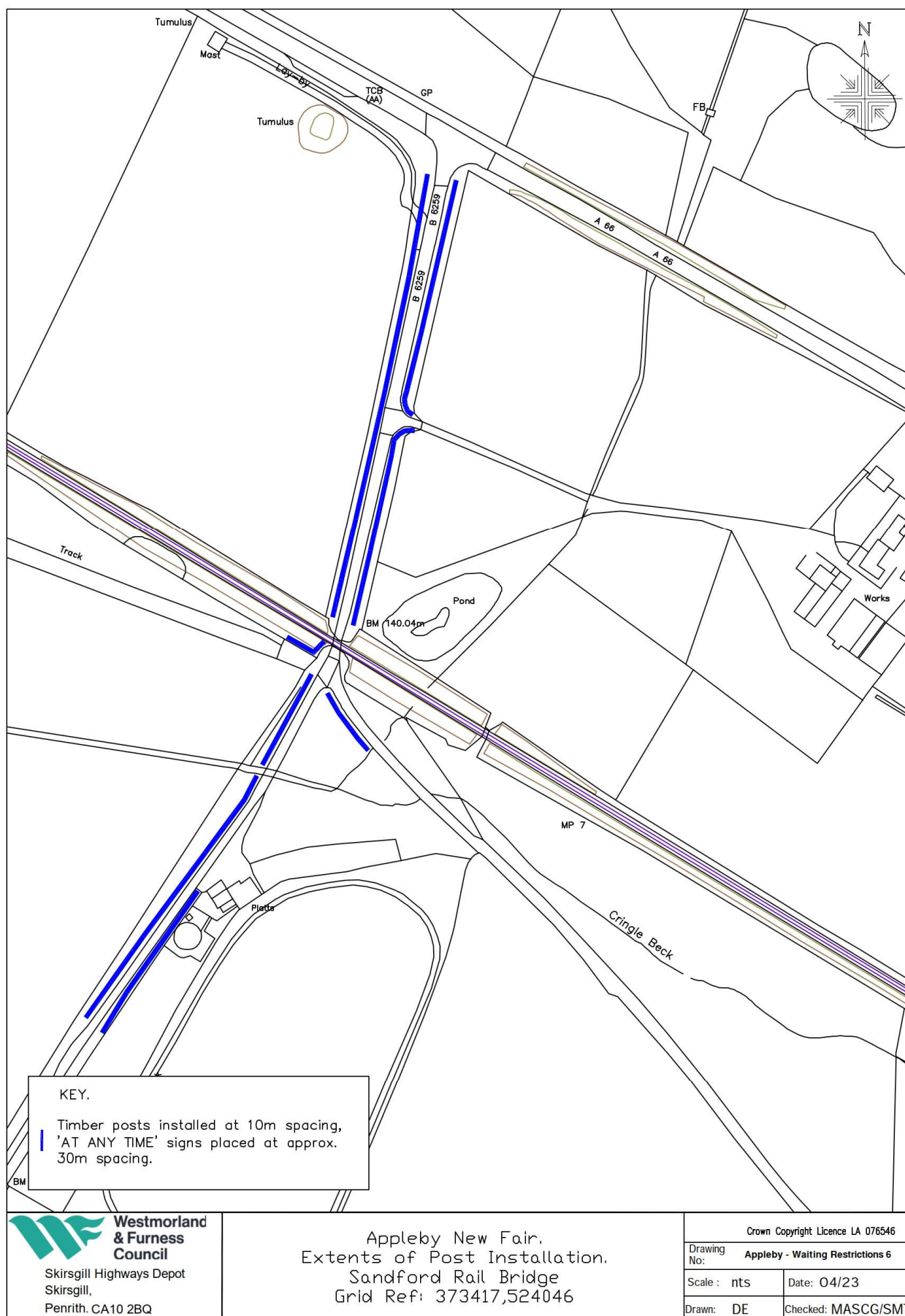


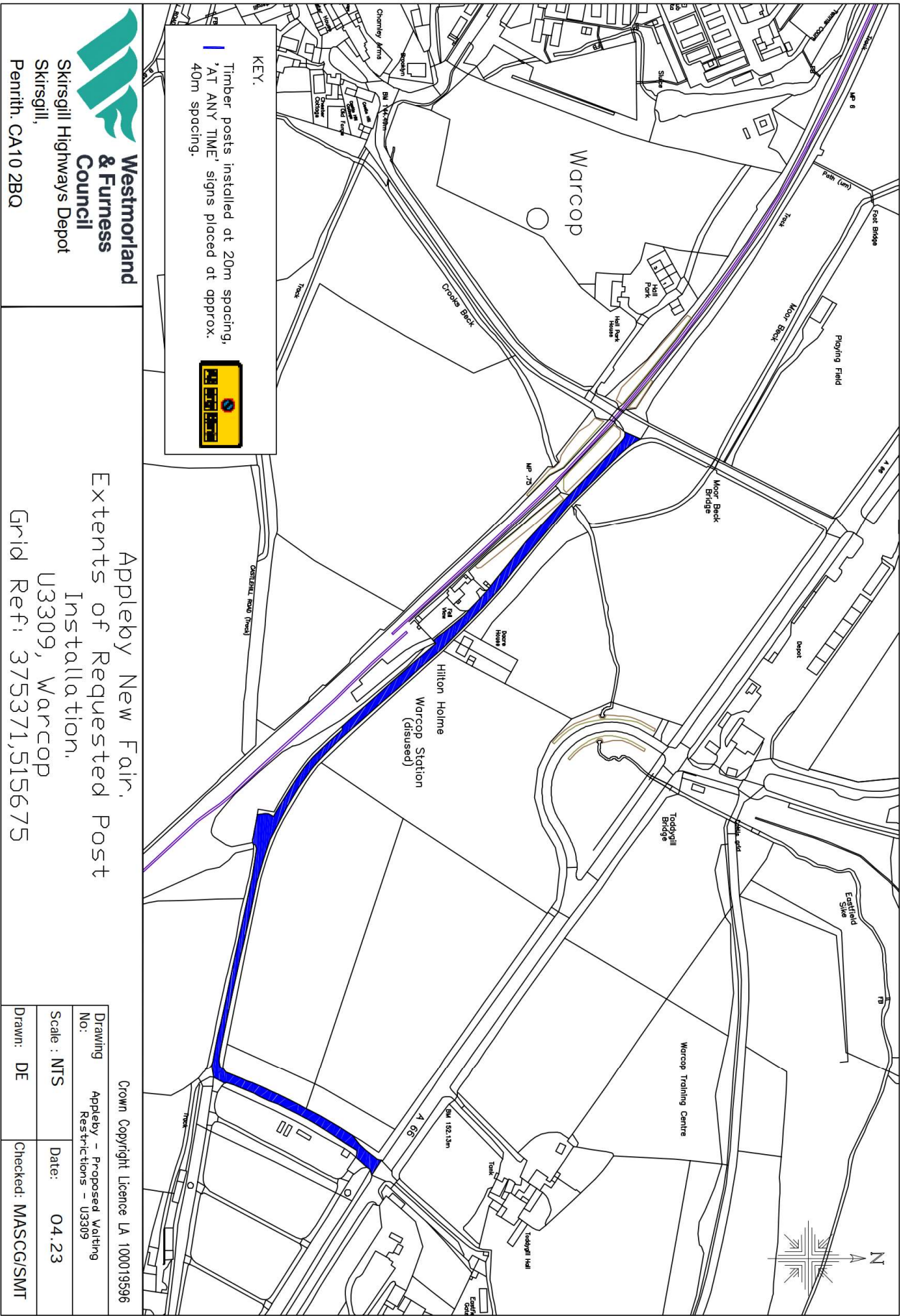


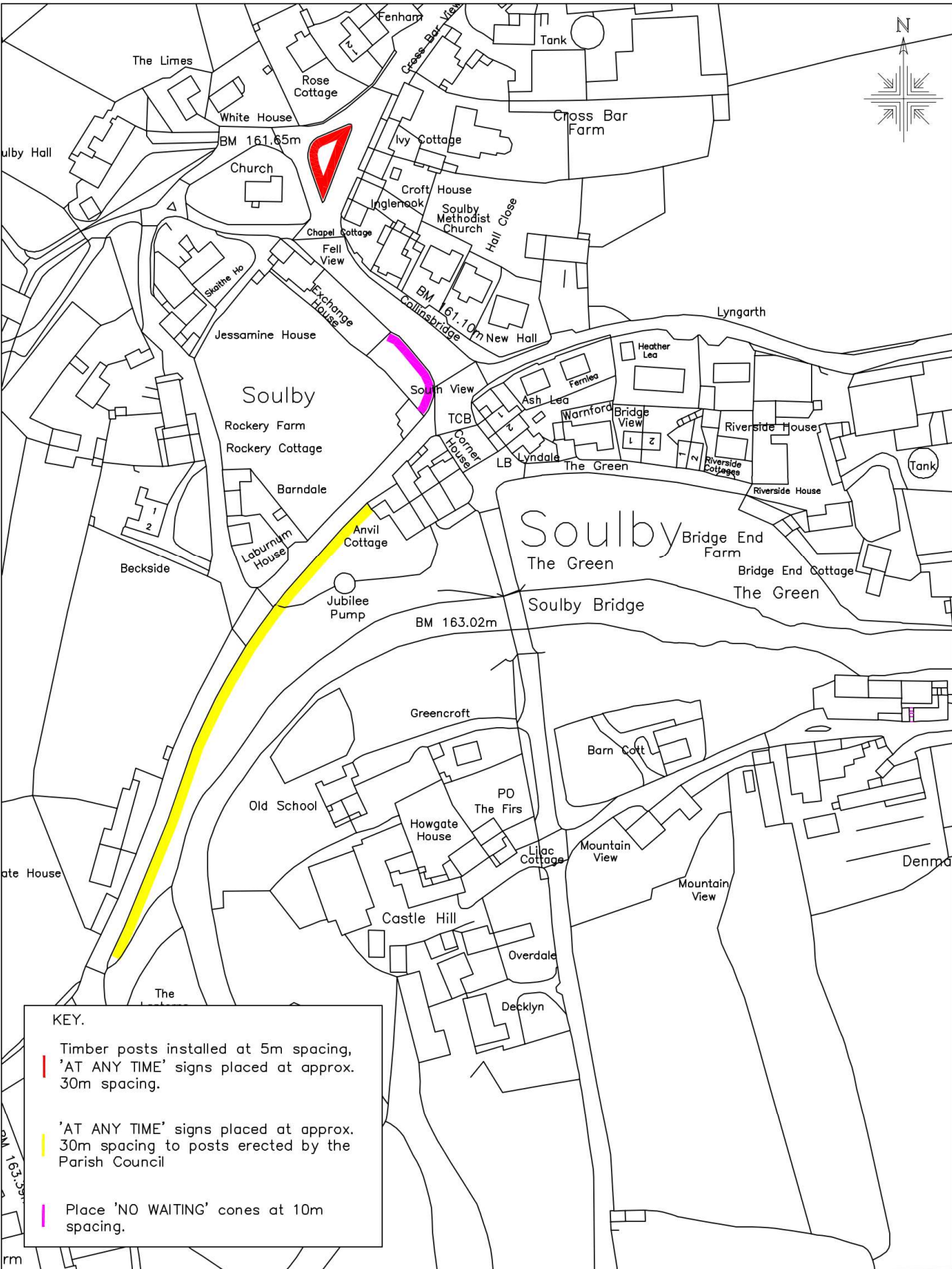


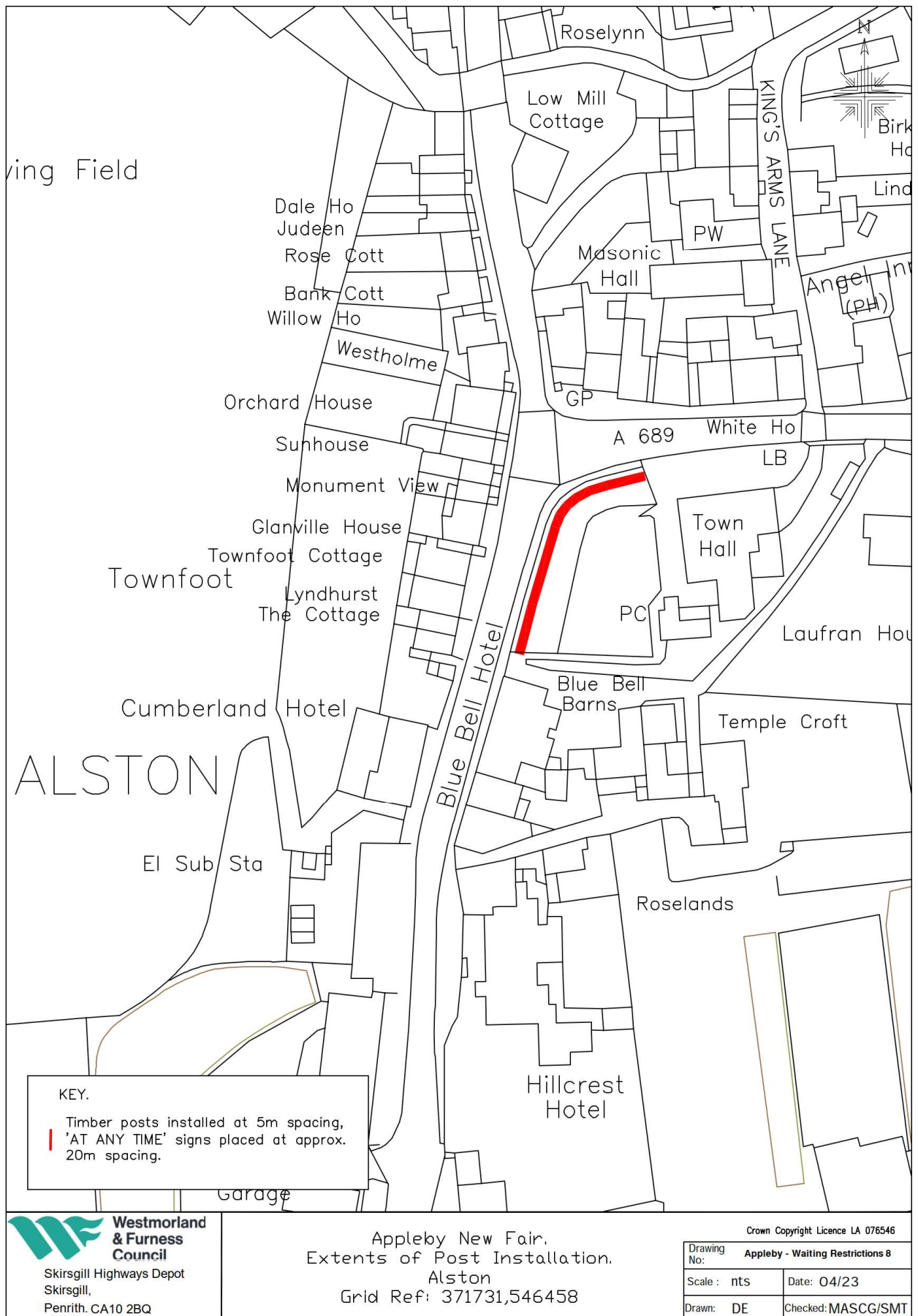


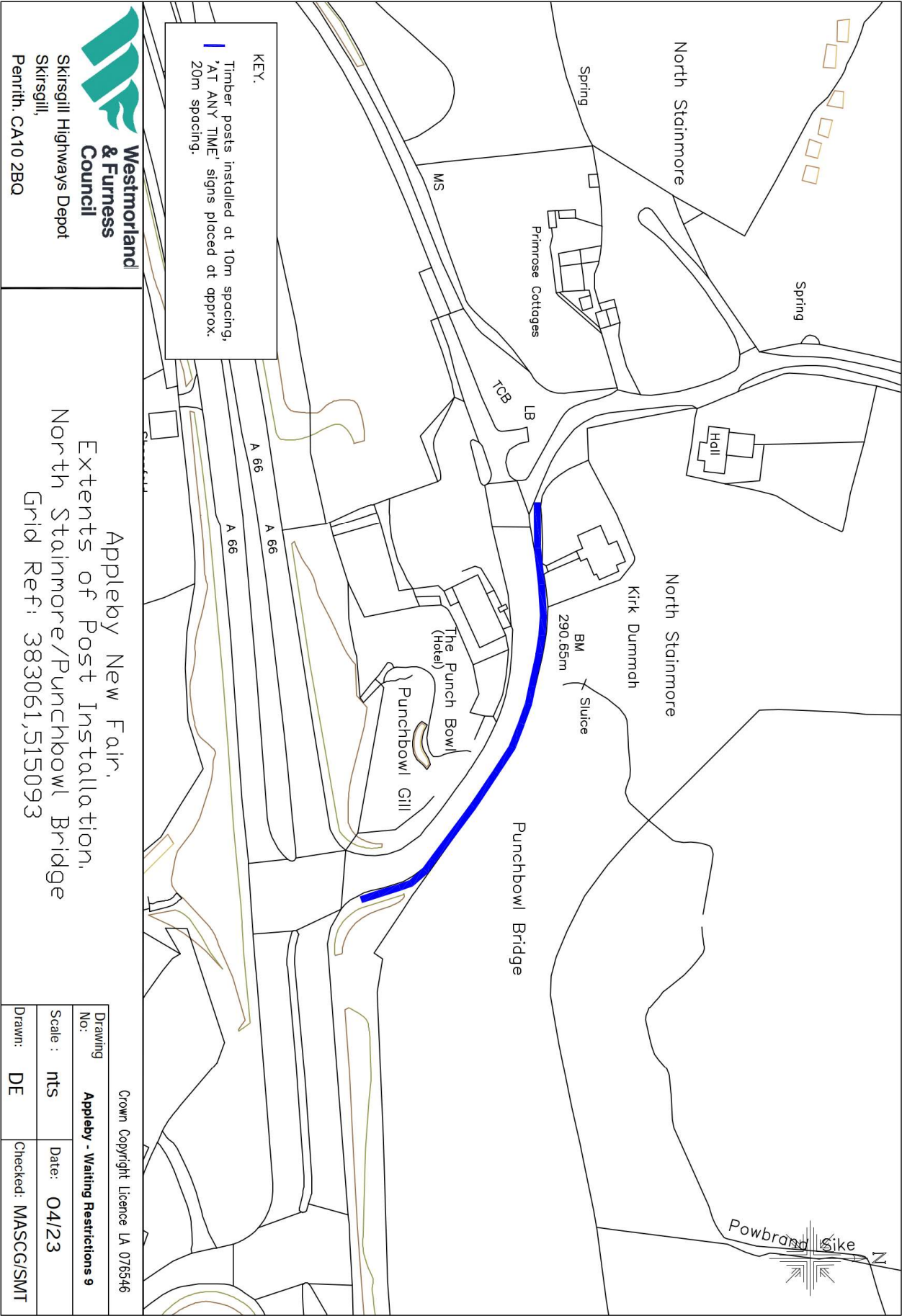


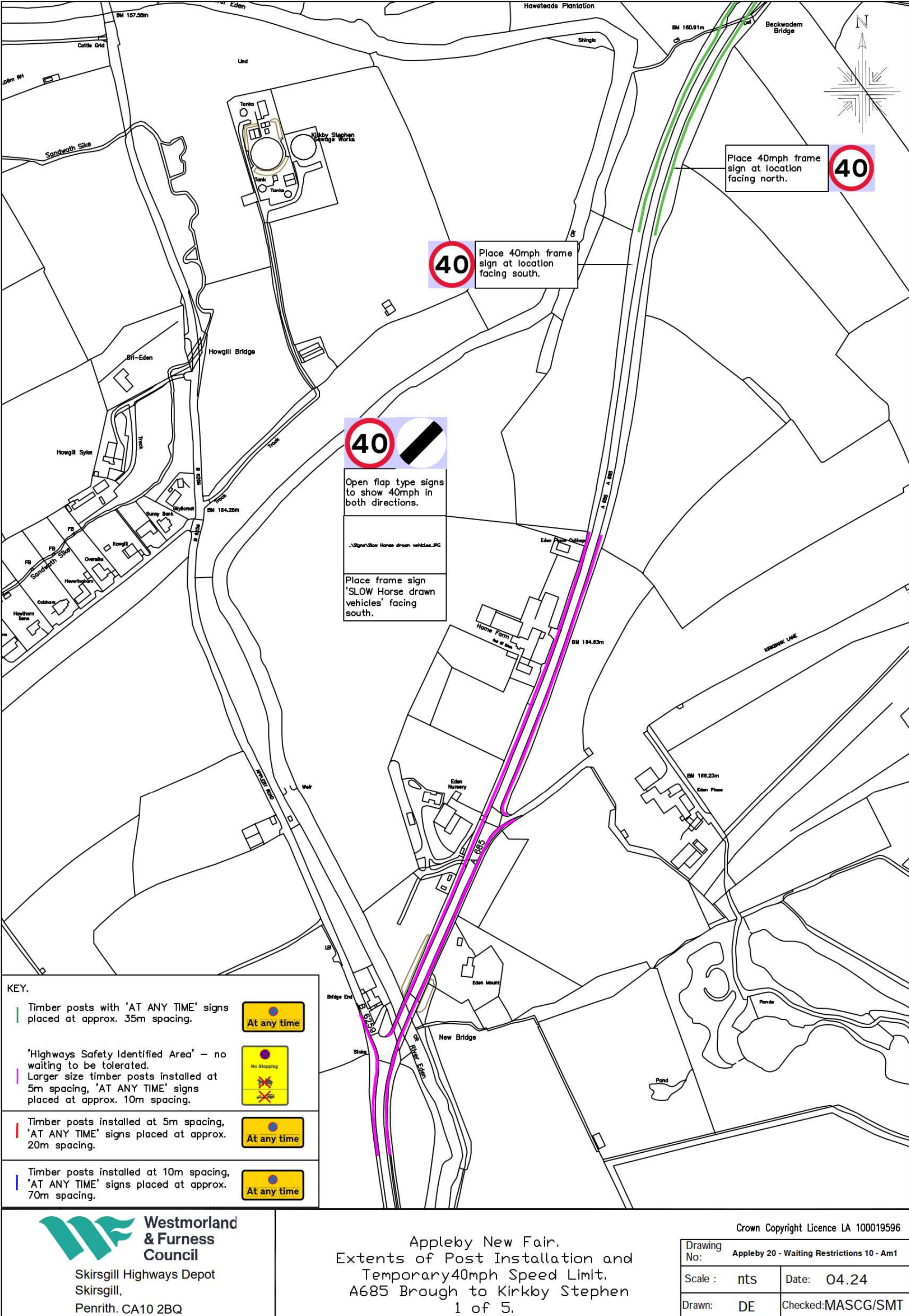


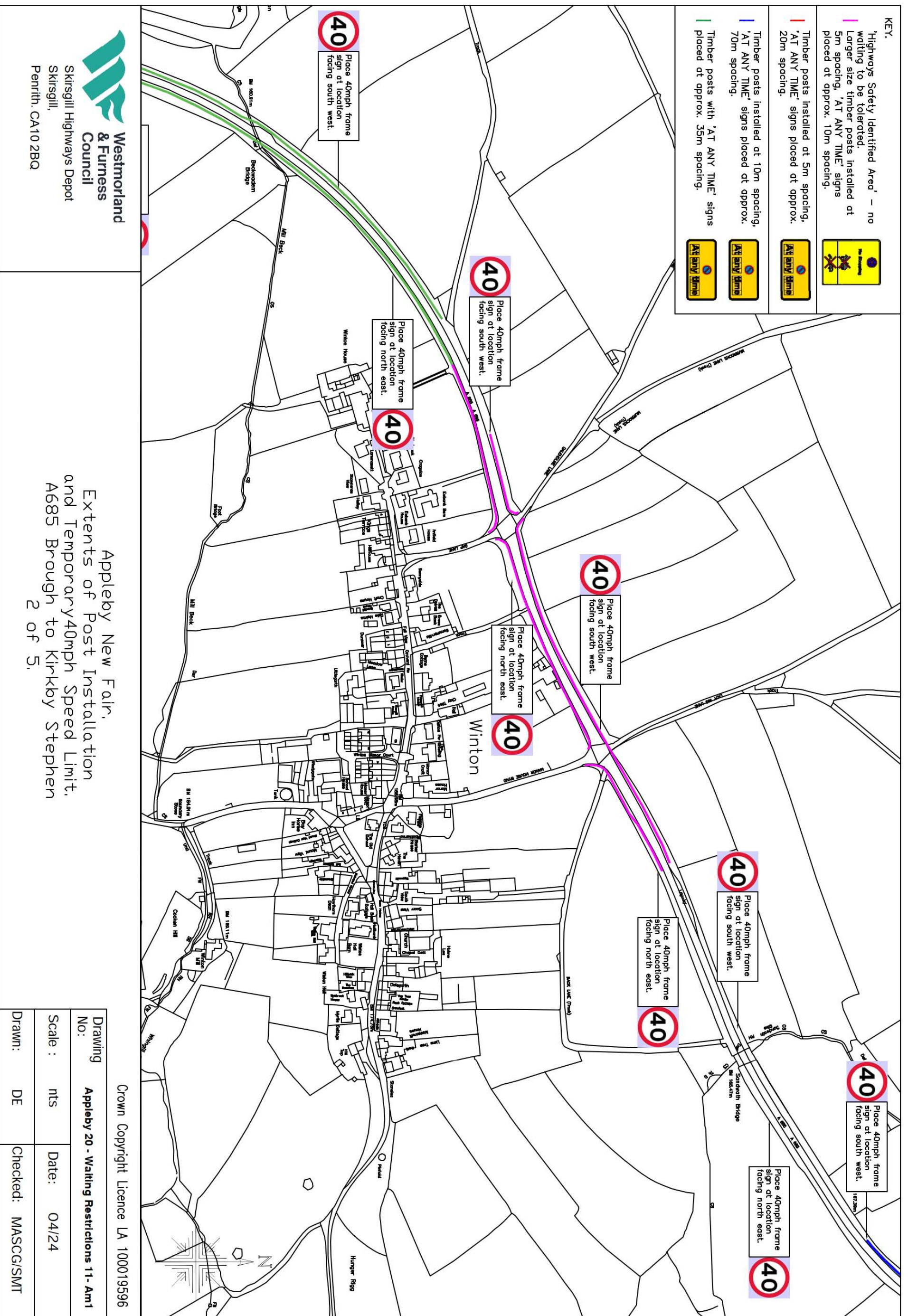


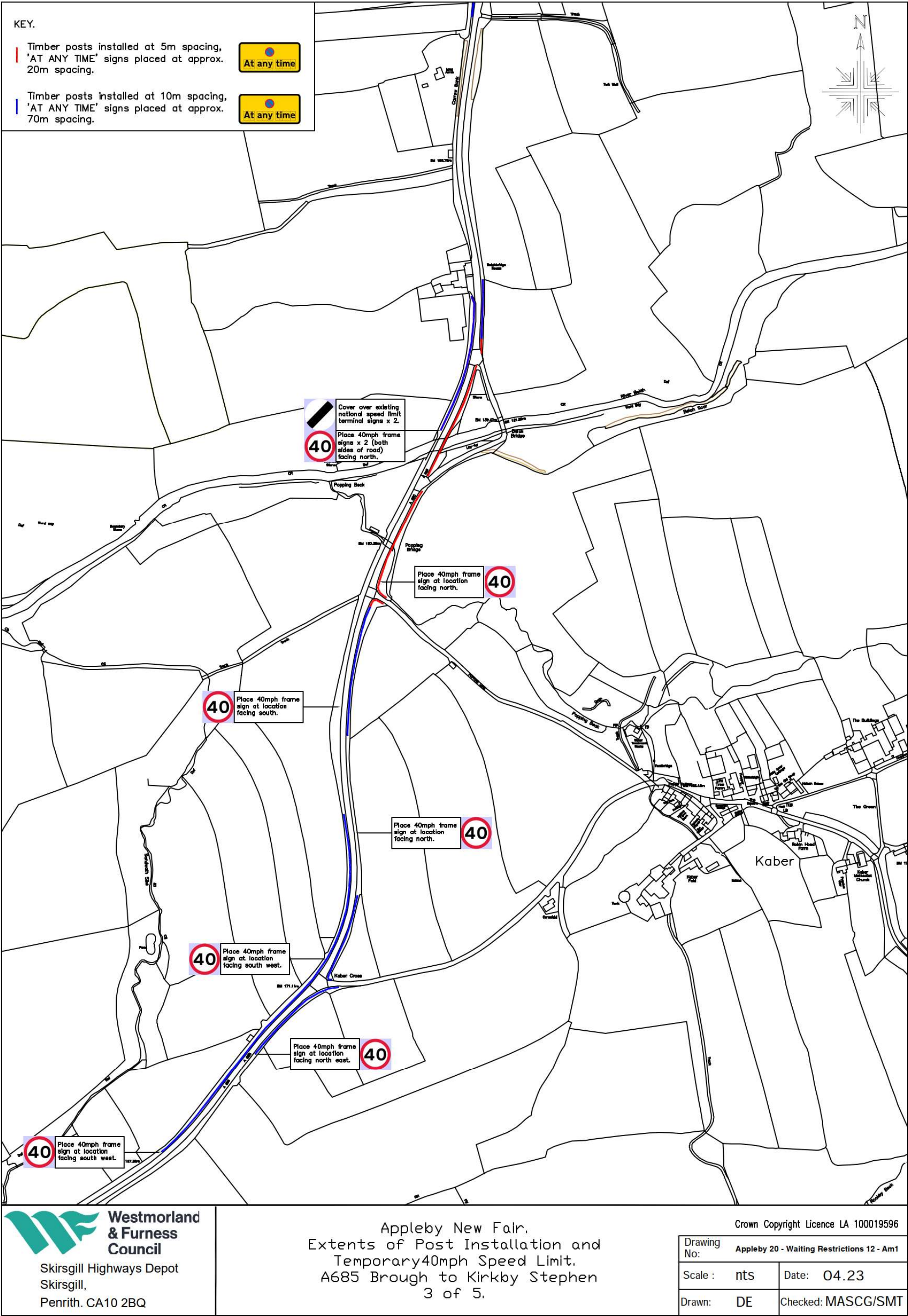


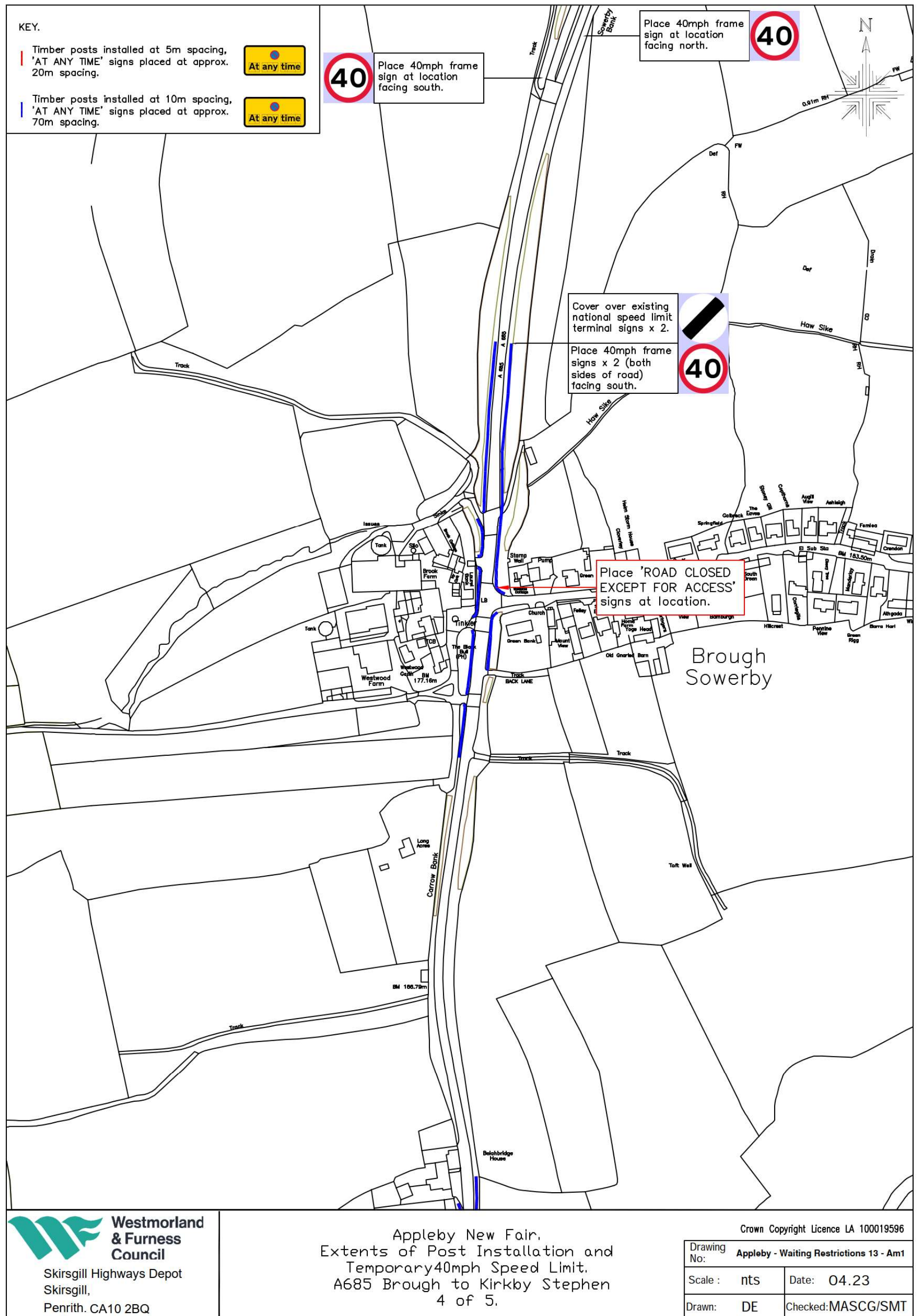


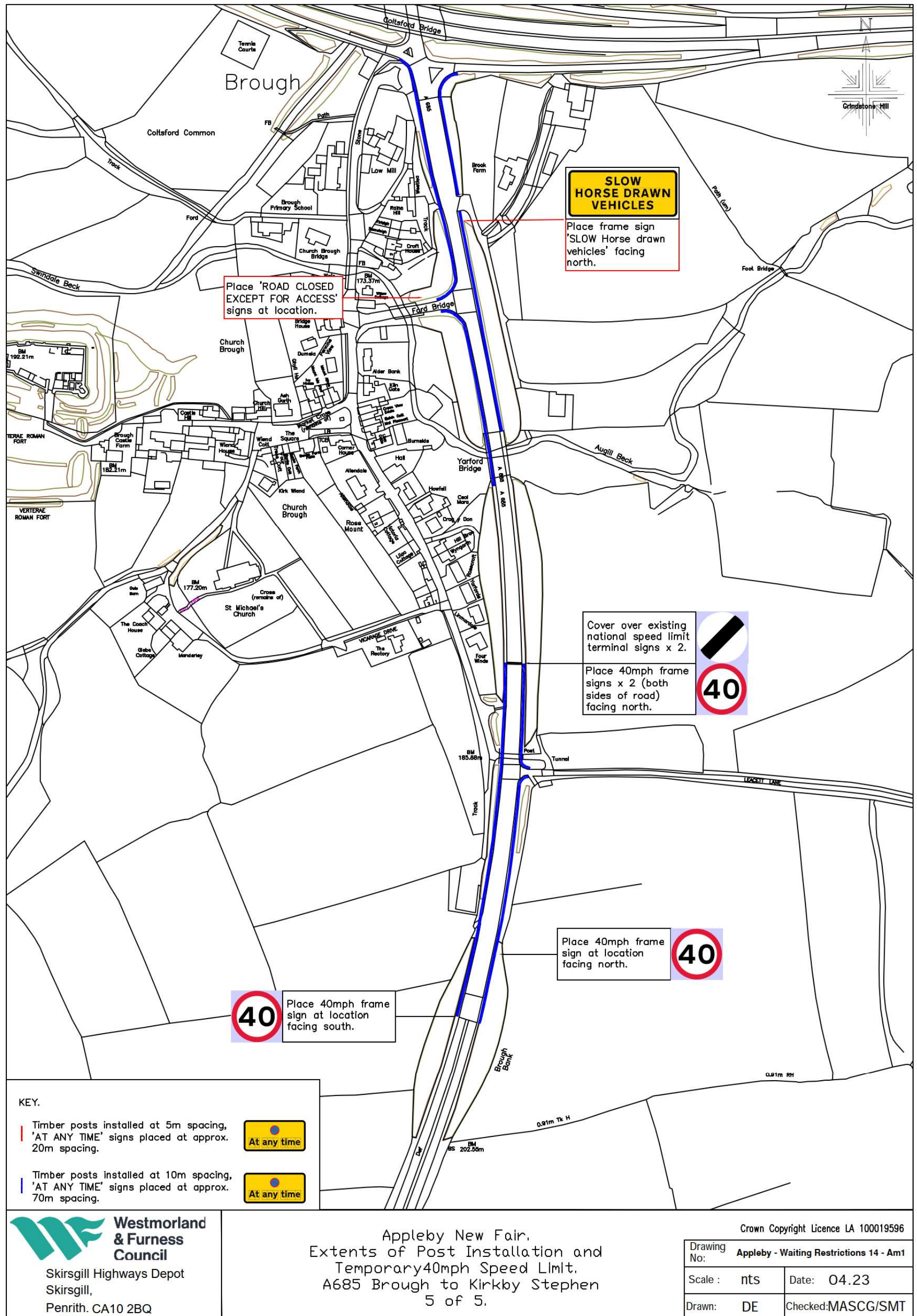


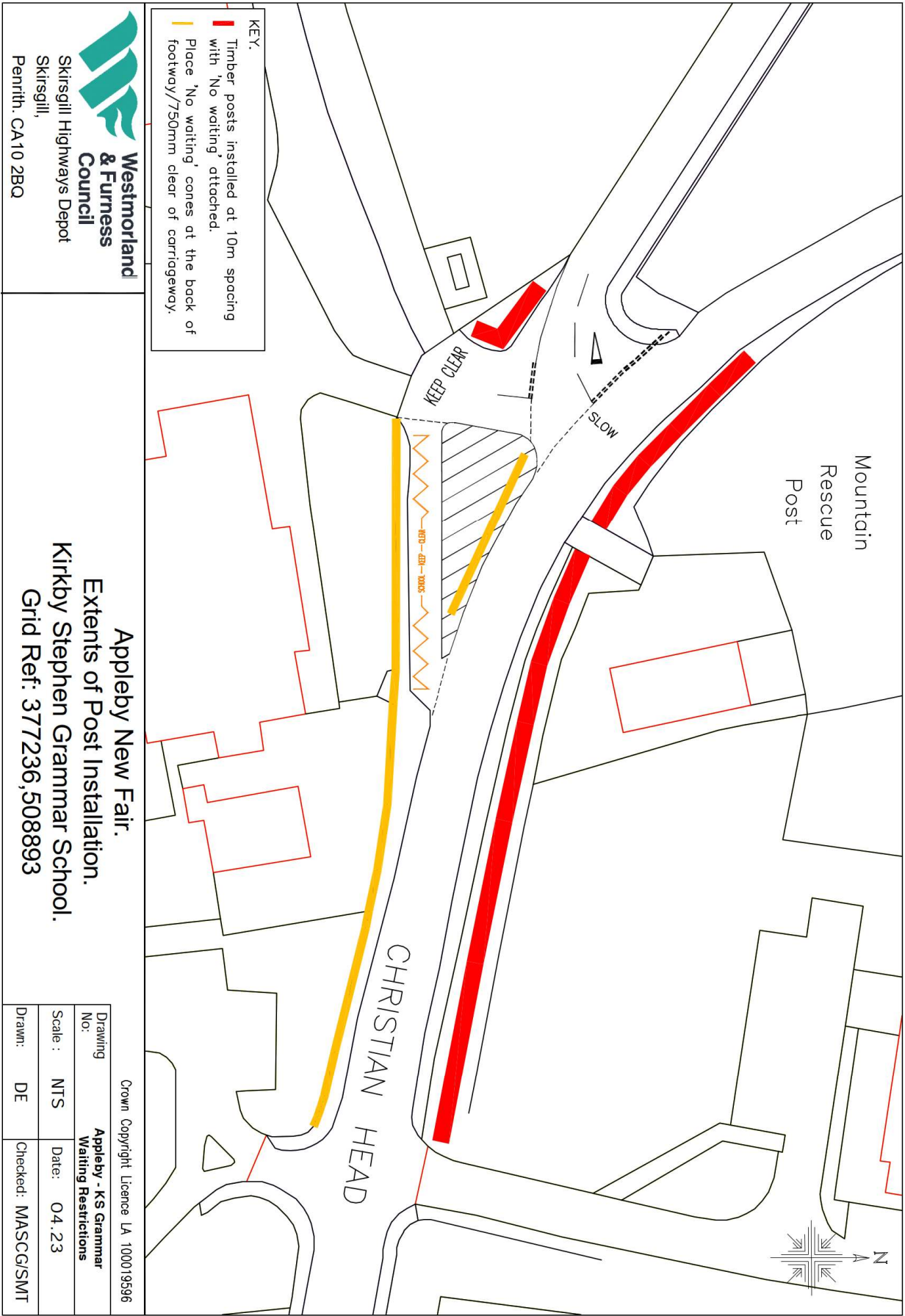


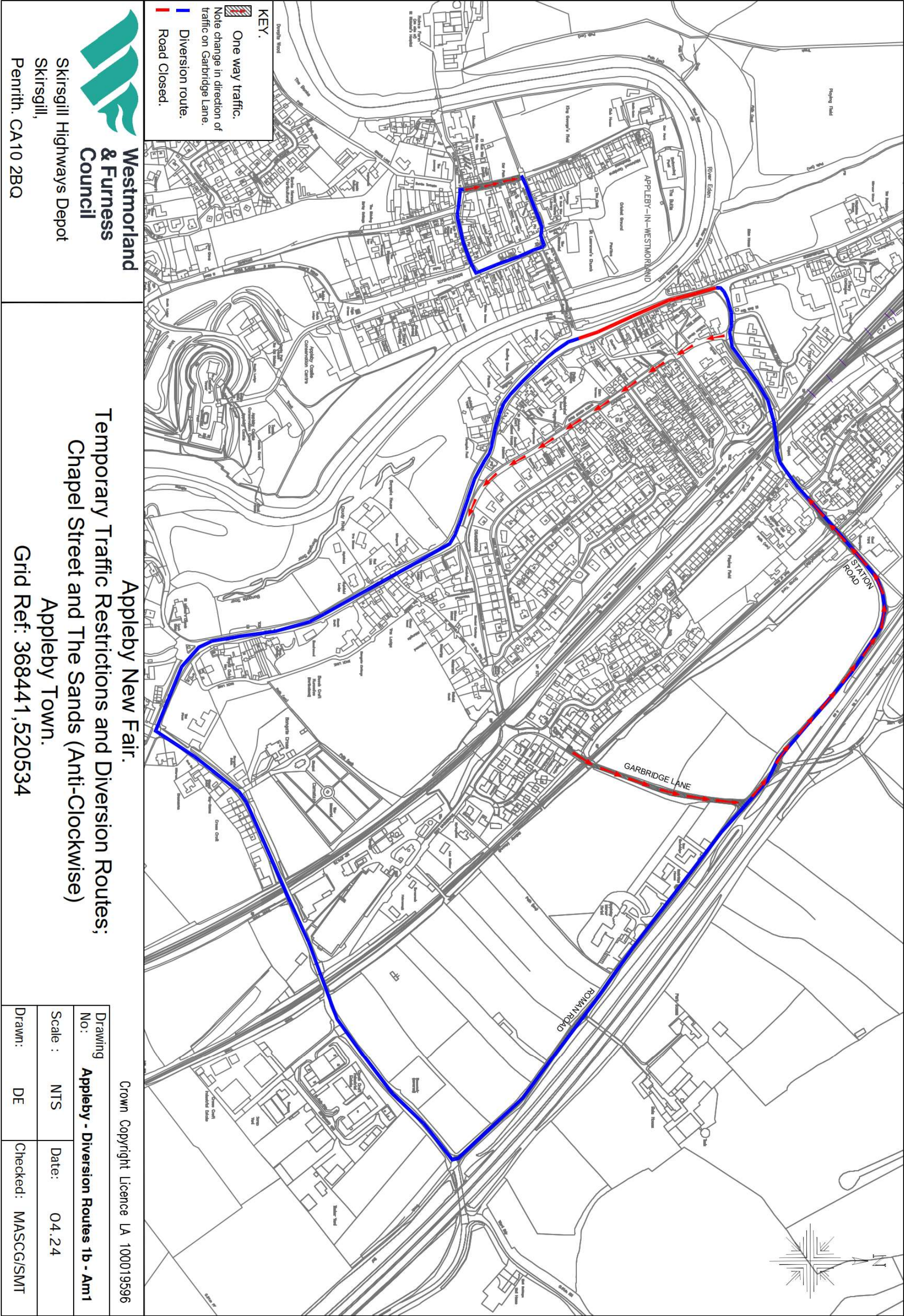


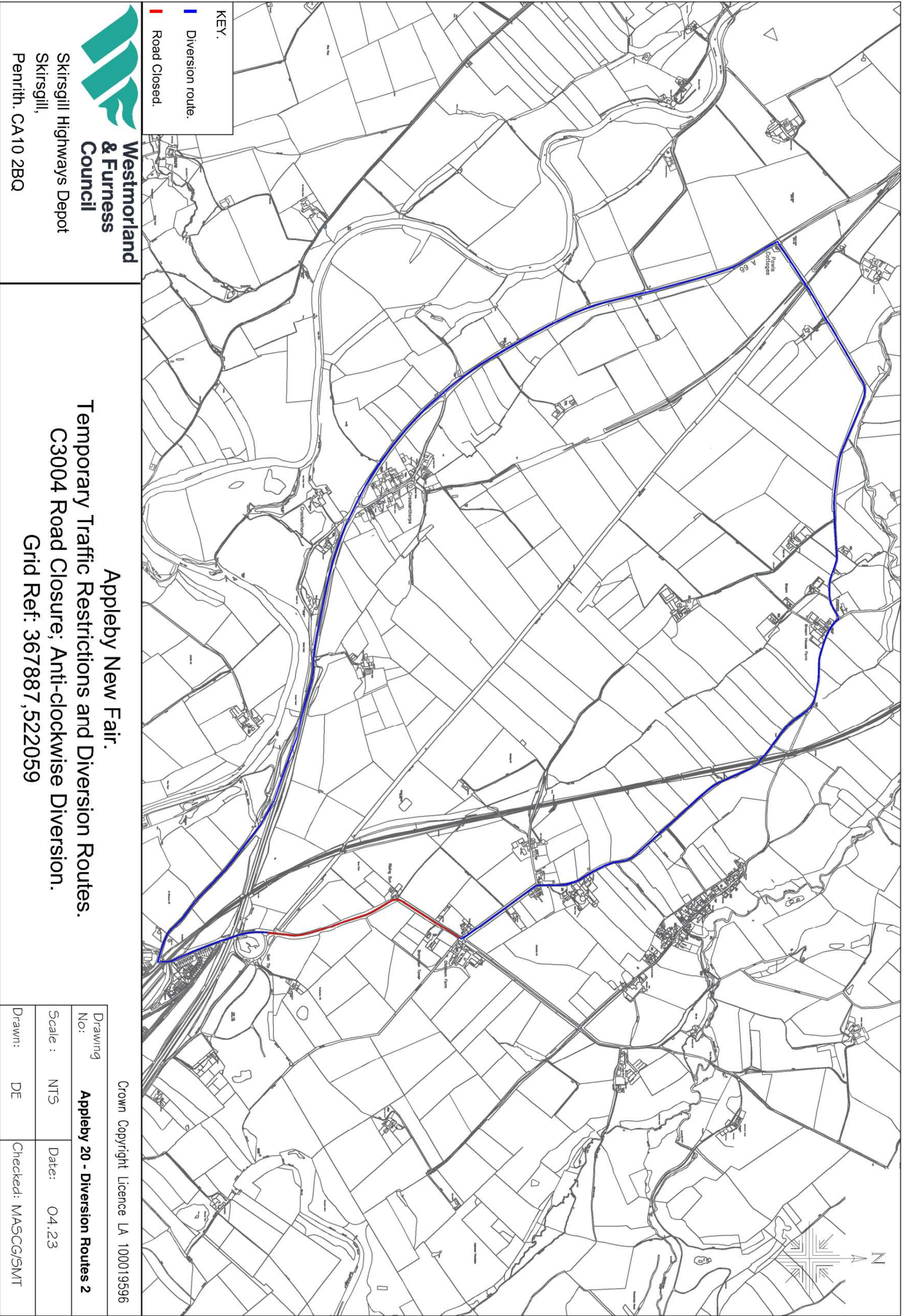


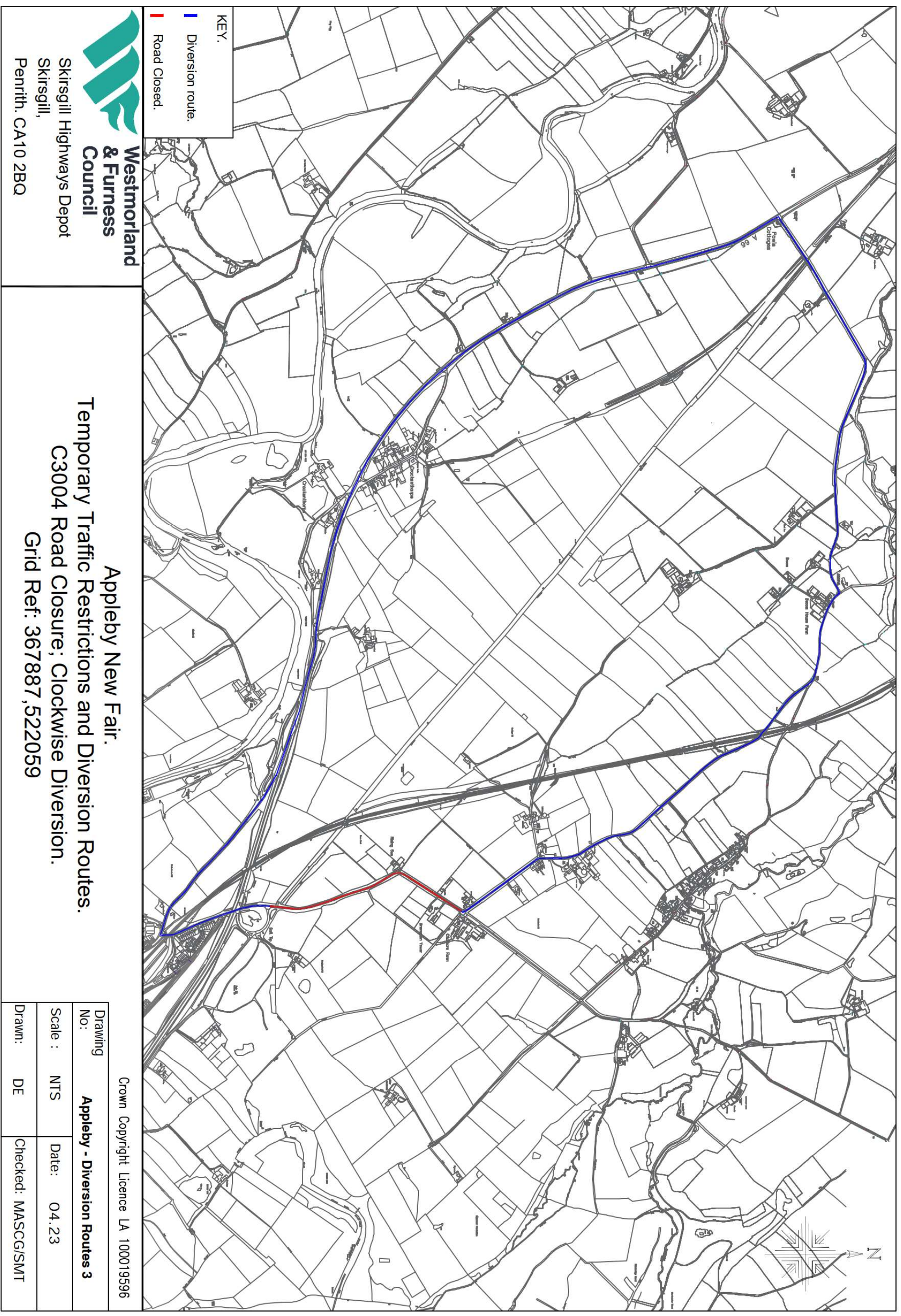


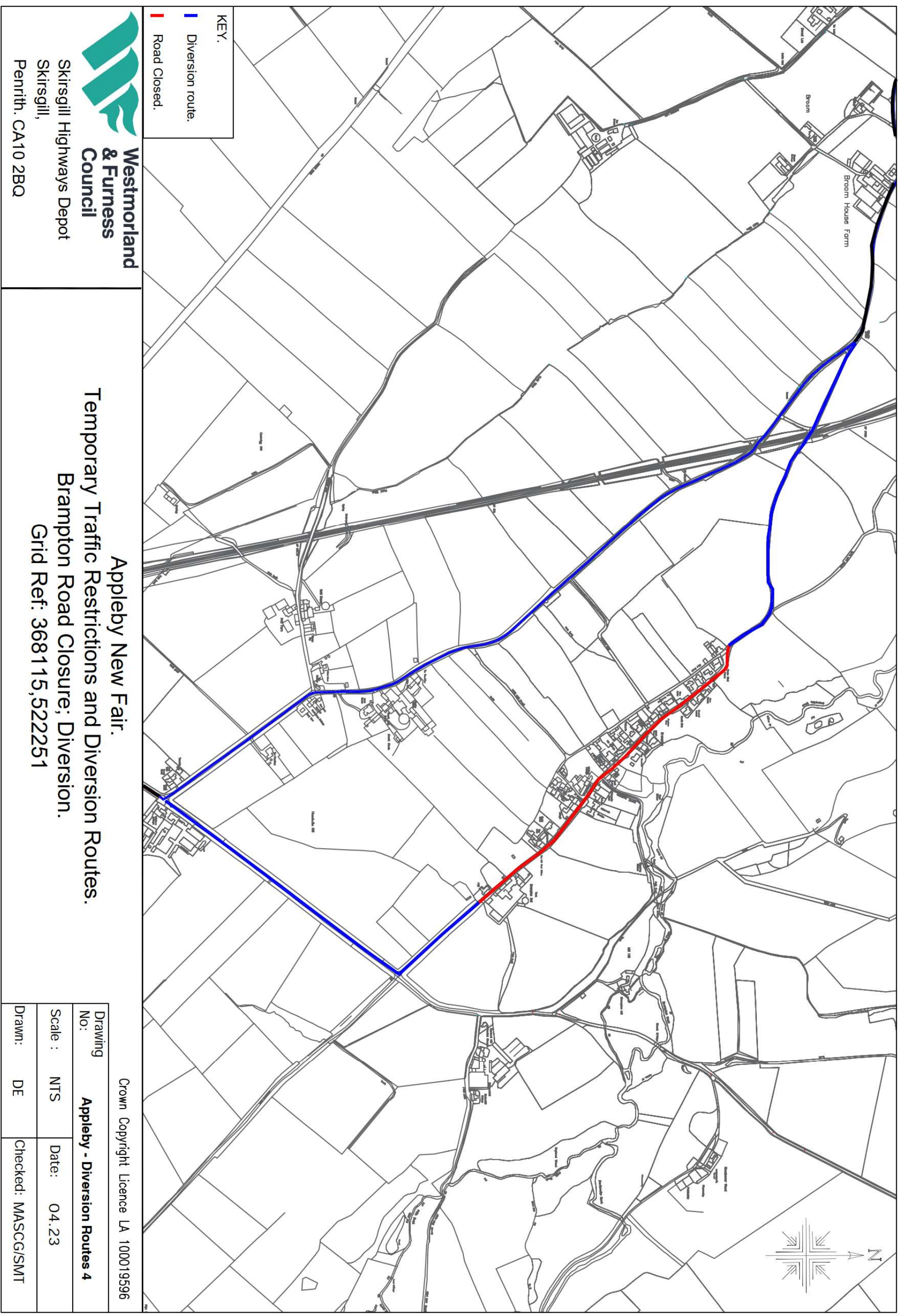


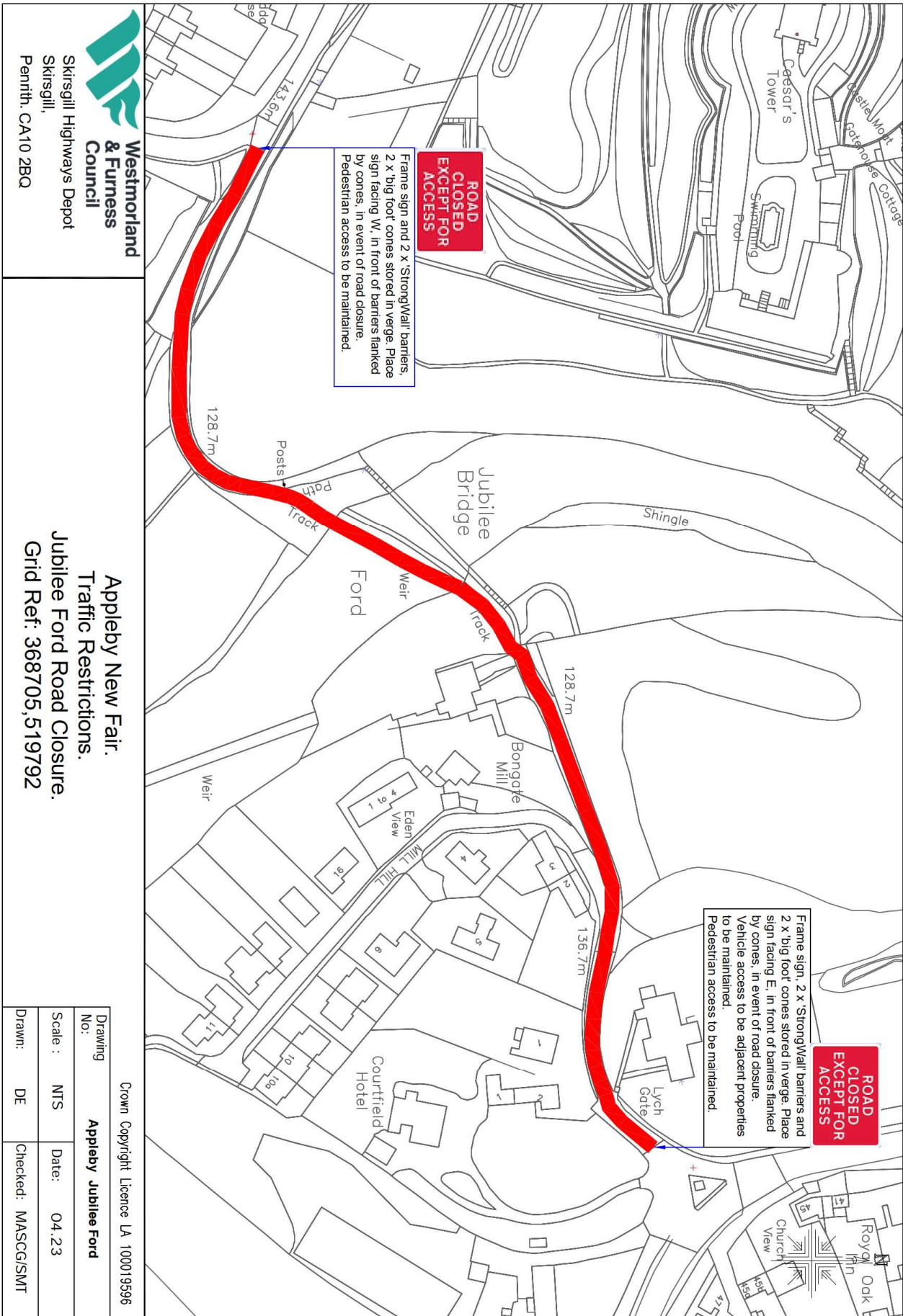


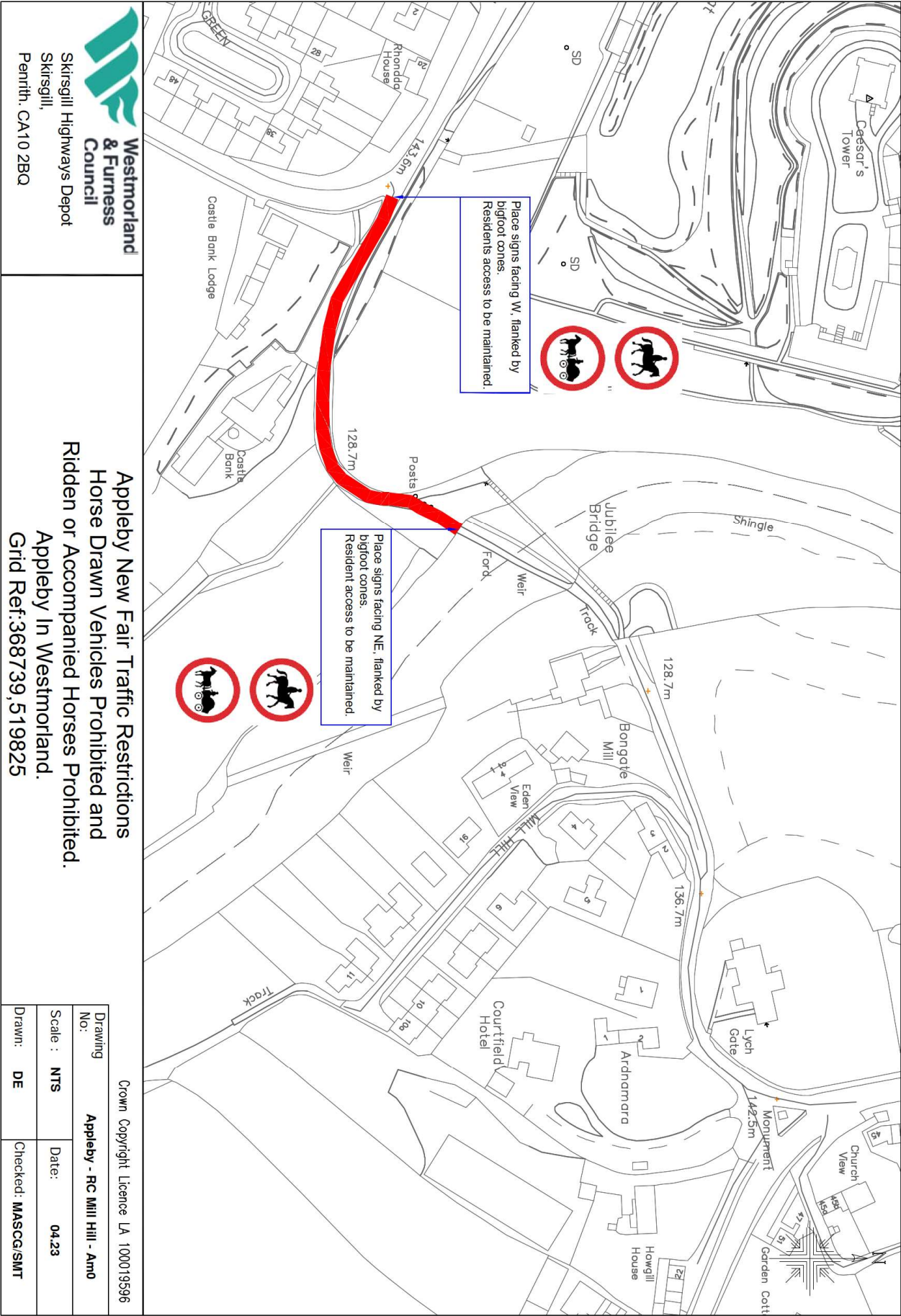


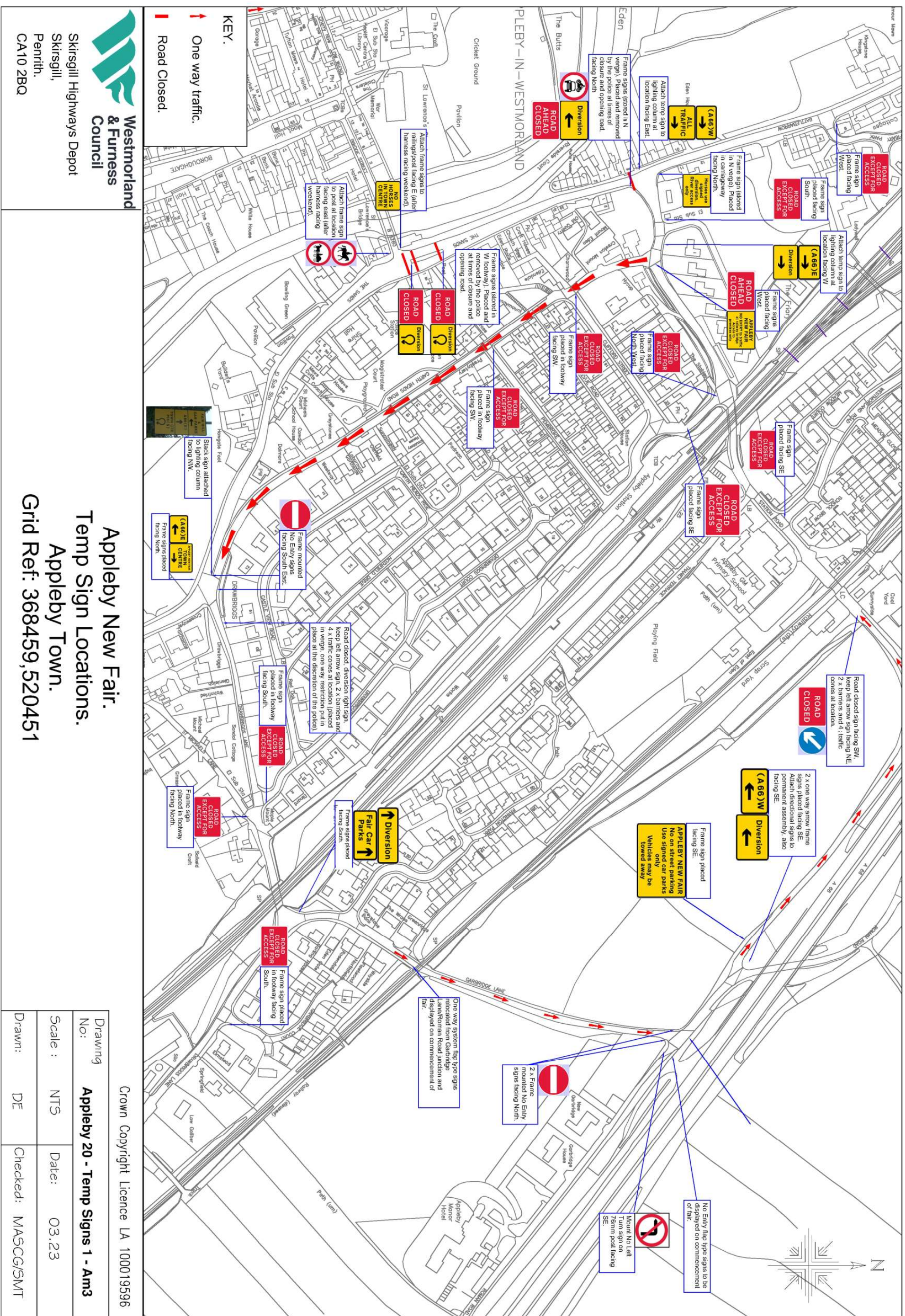


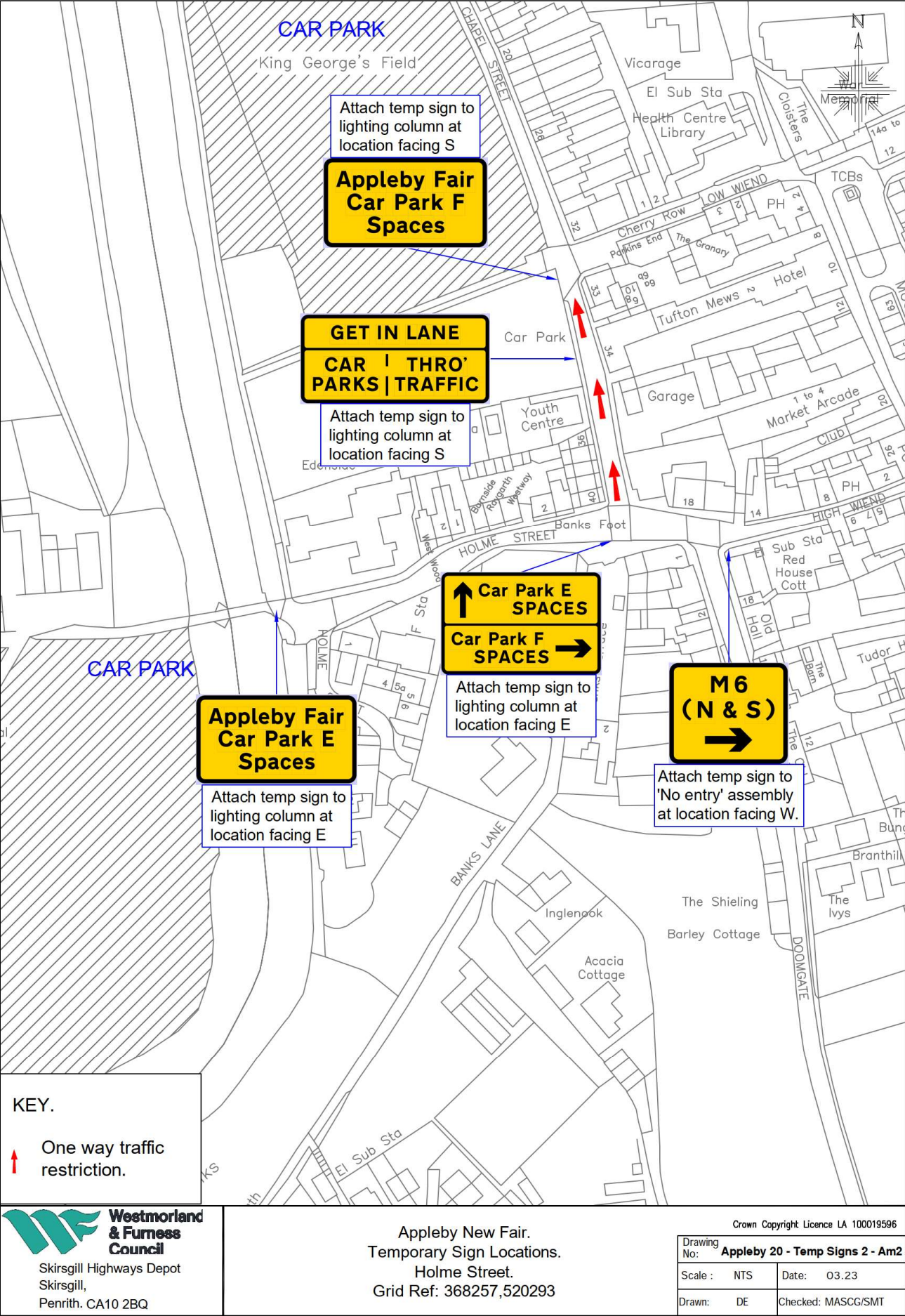


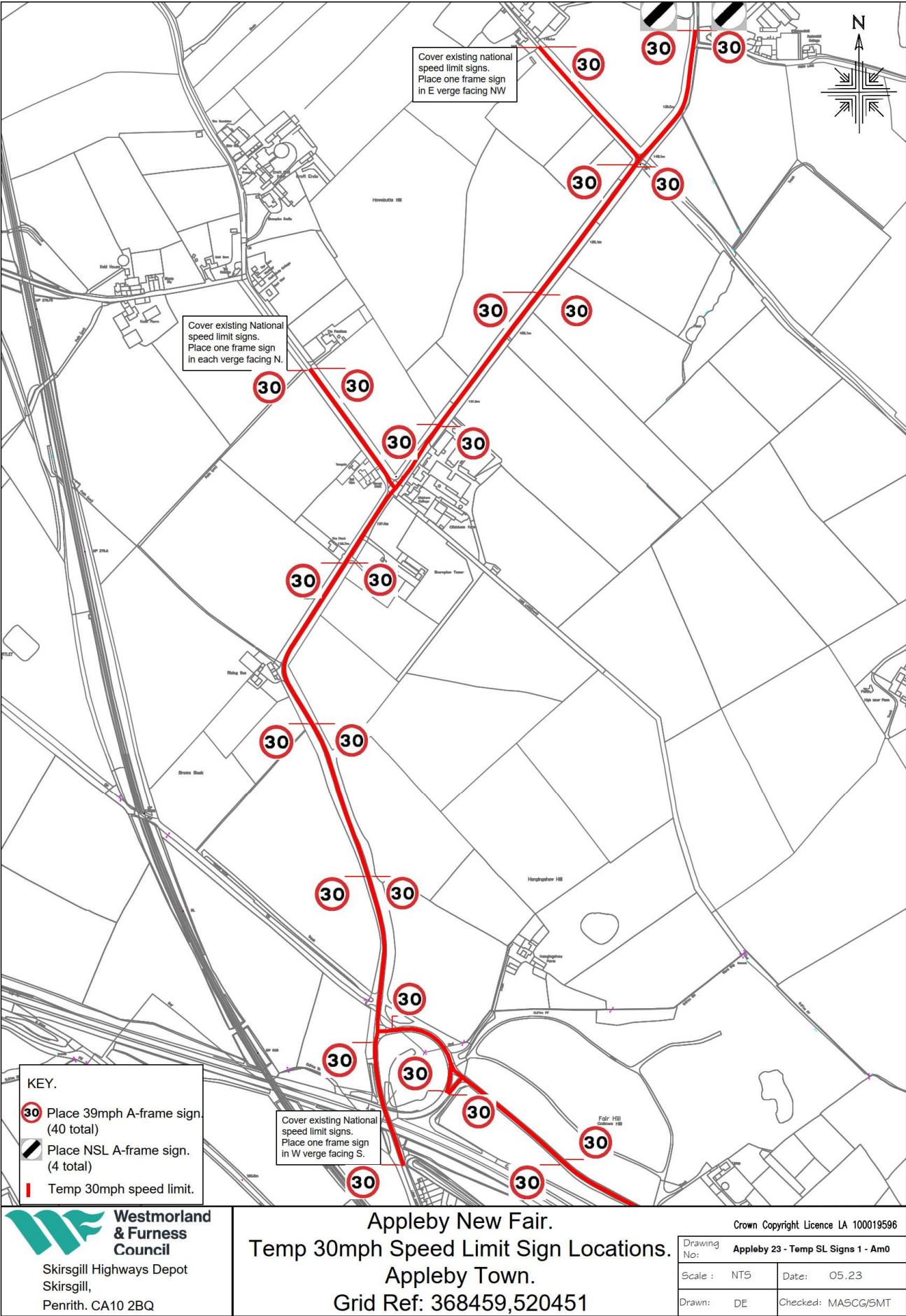


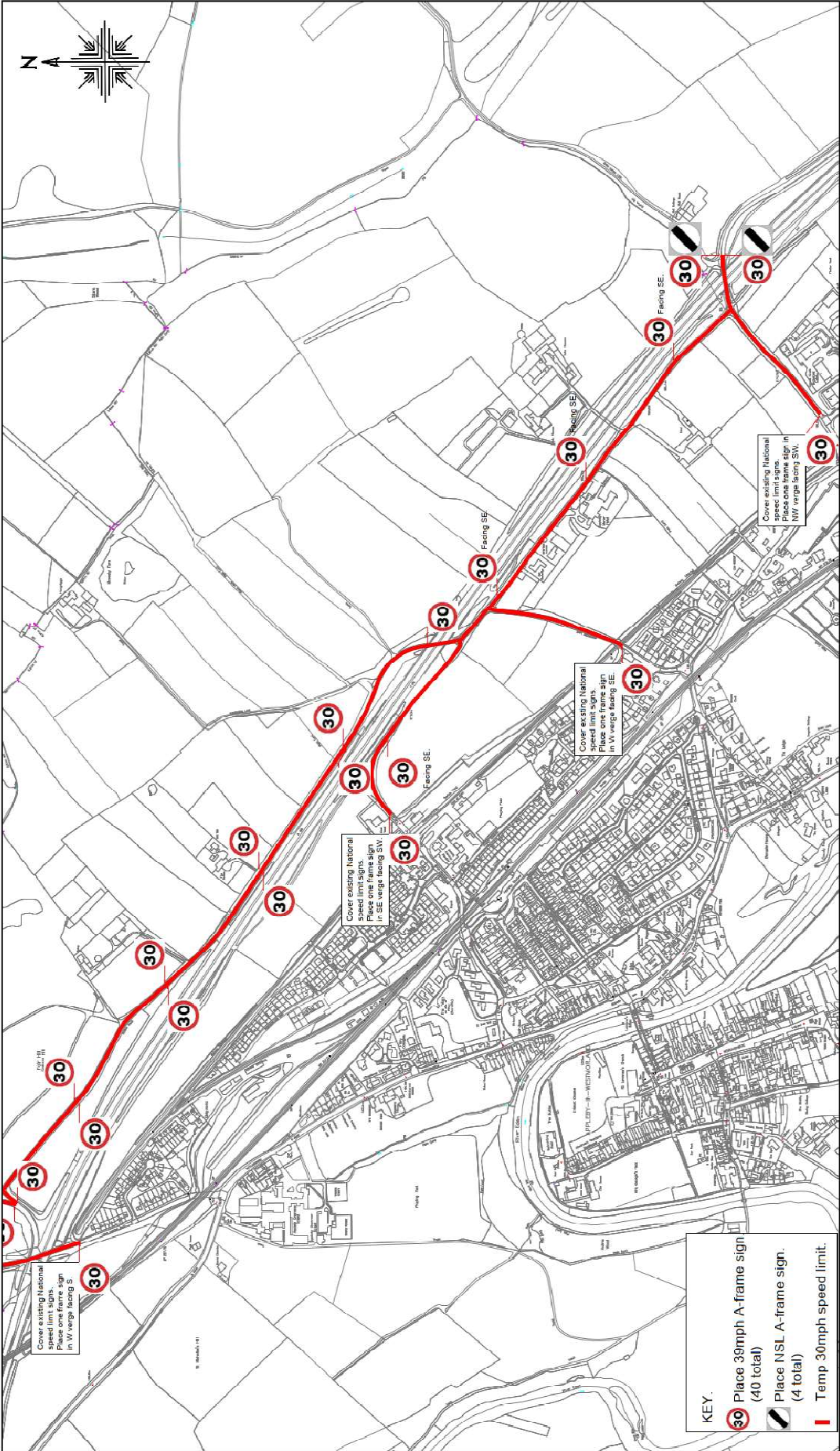












Westmorland & Furness Council

Skirsgill Highways Depot
Skirsgill,
Penrith.
CA10 2BQ

Appleby New Fair.

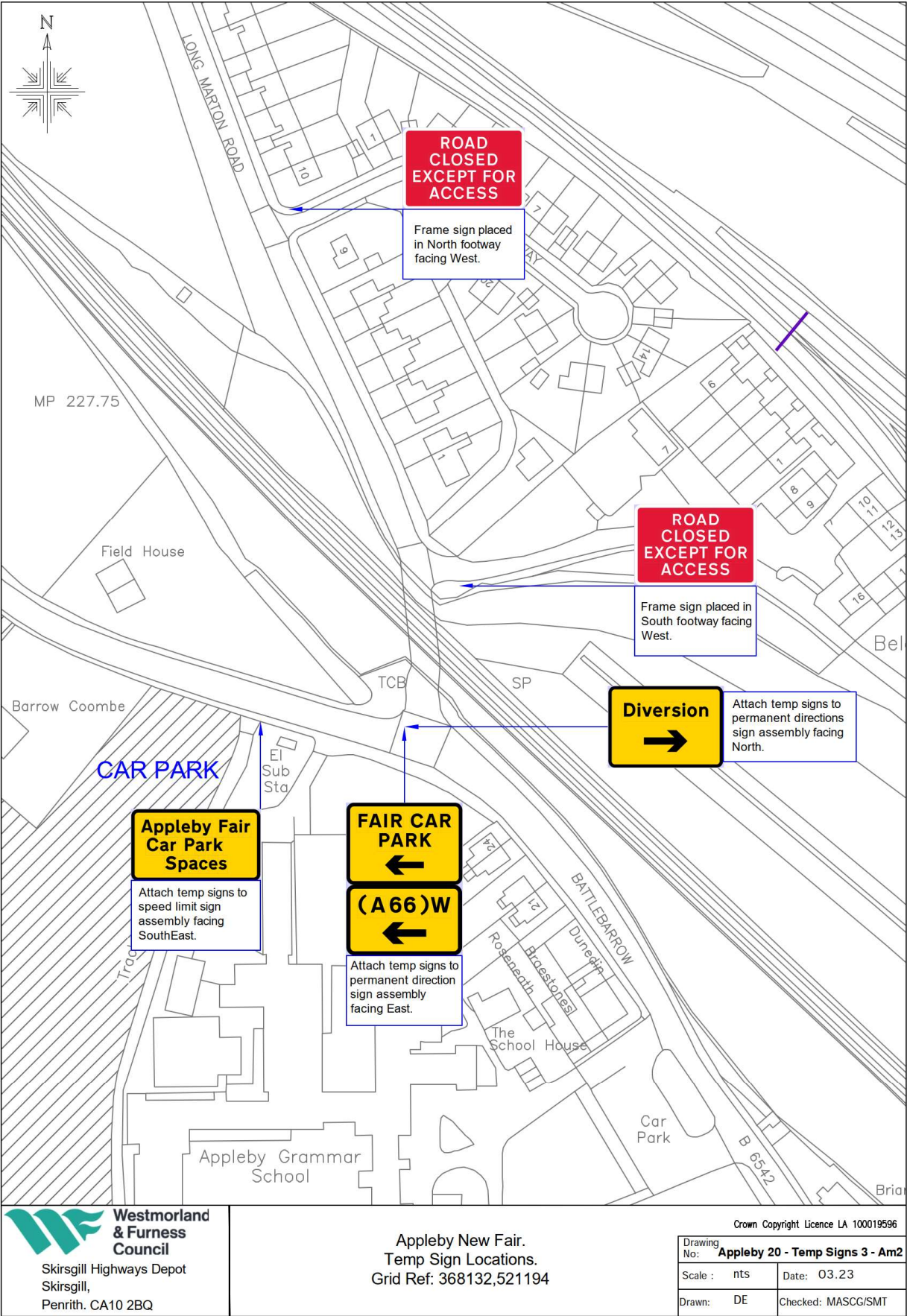
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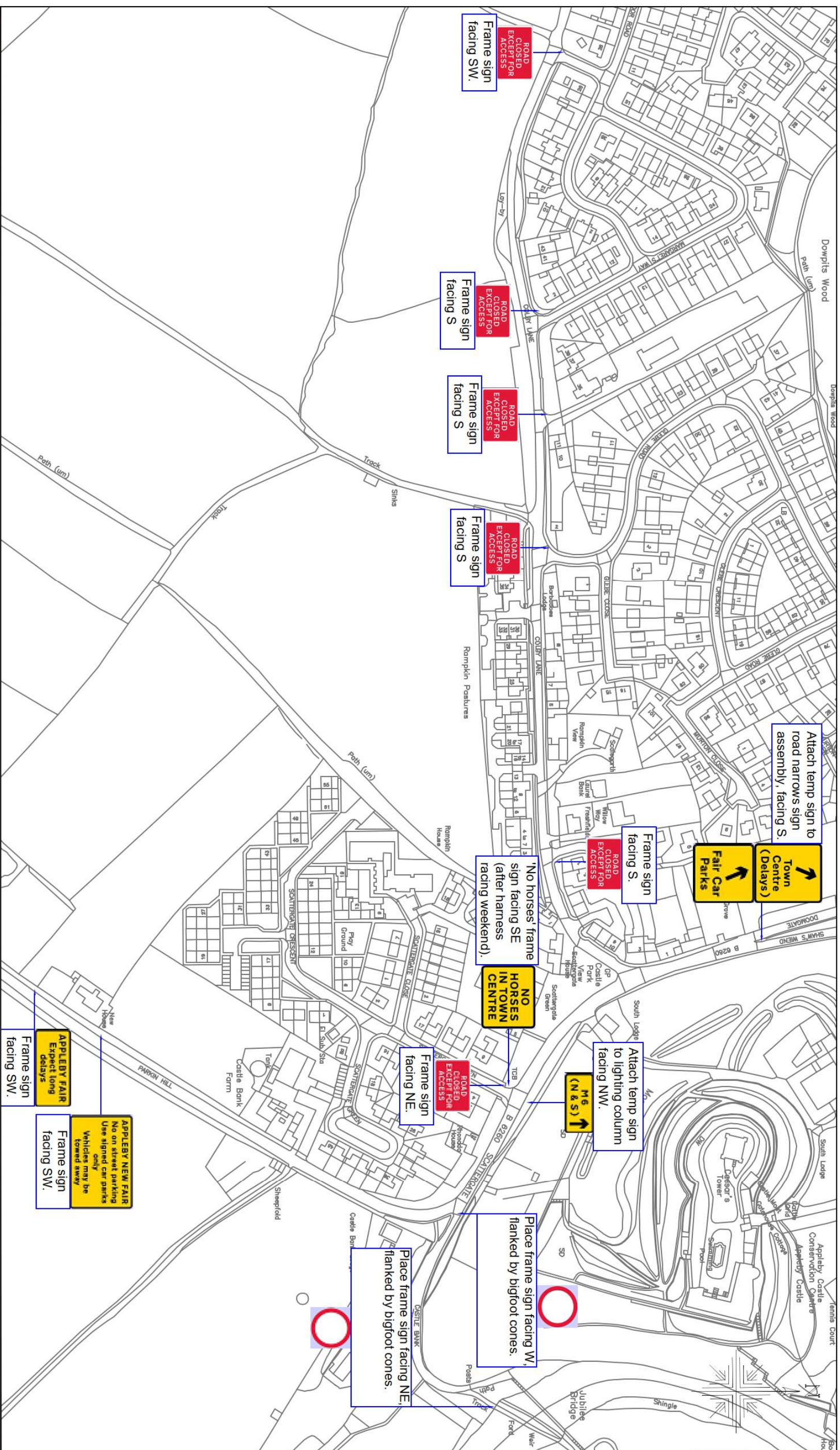
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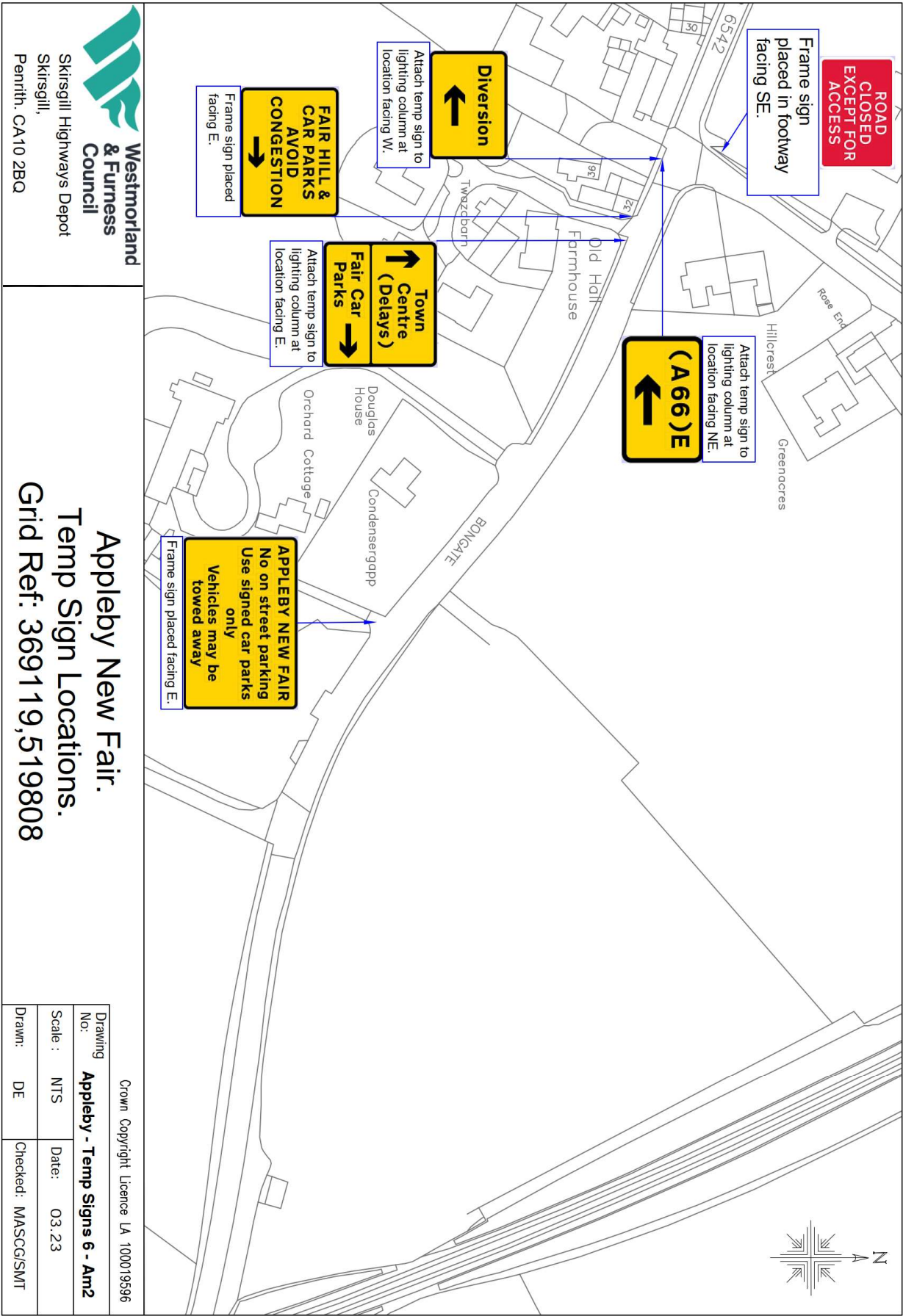
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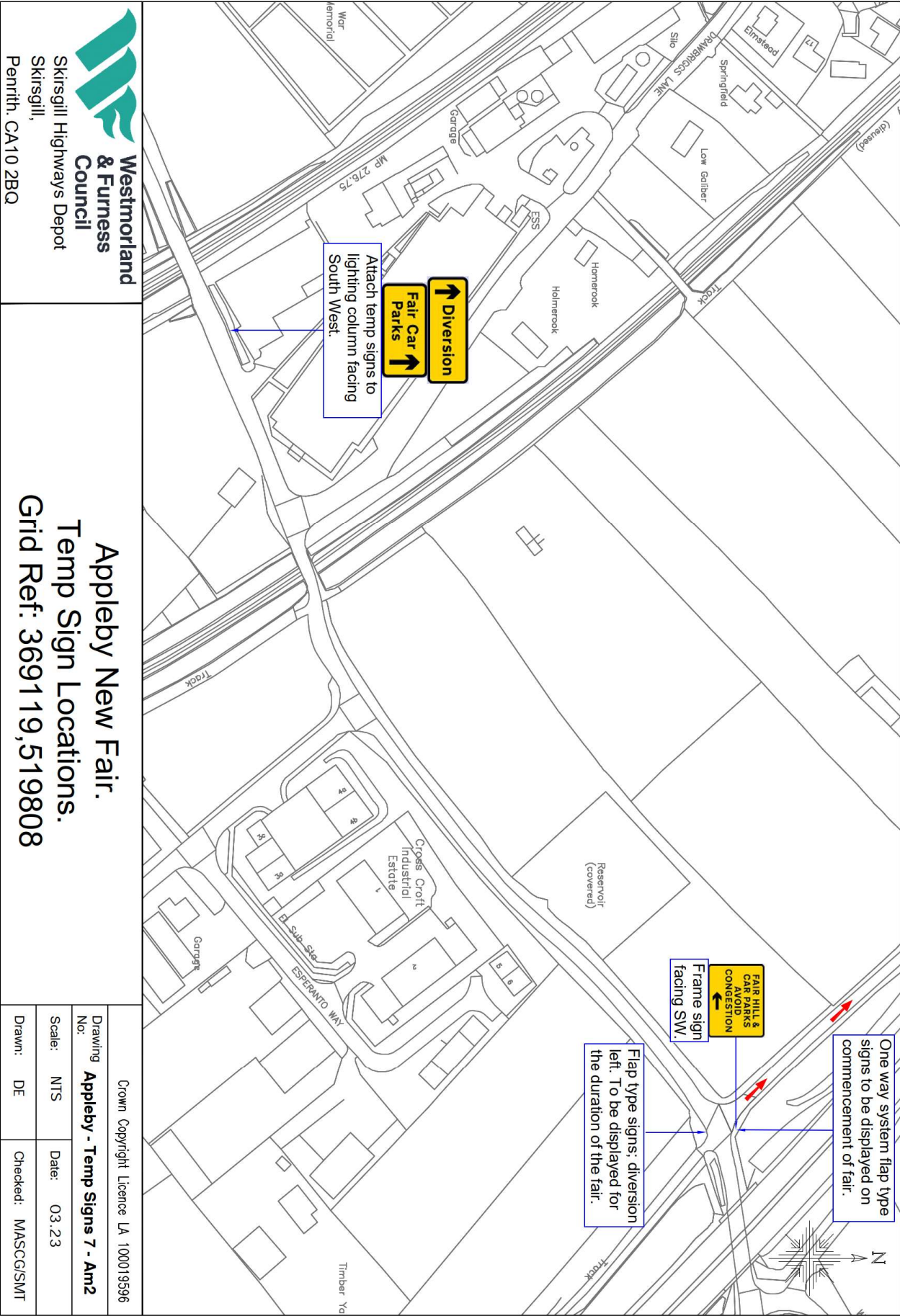


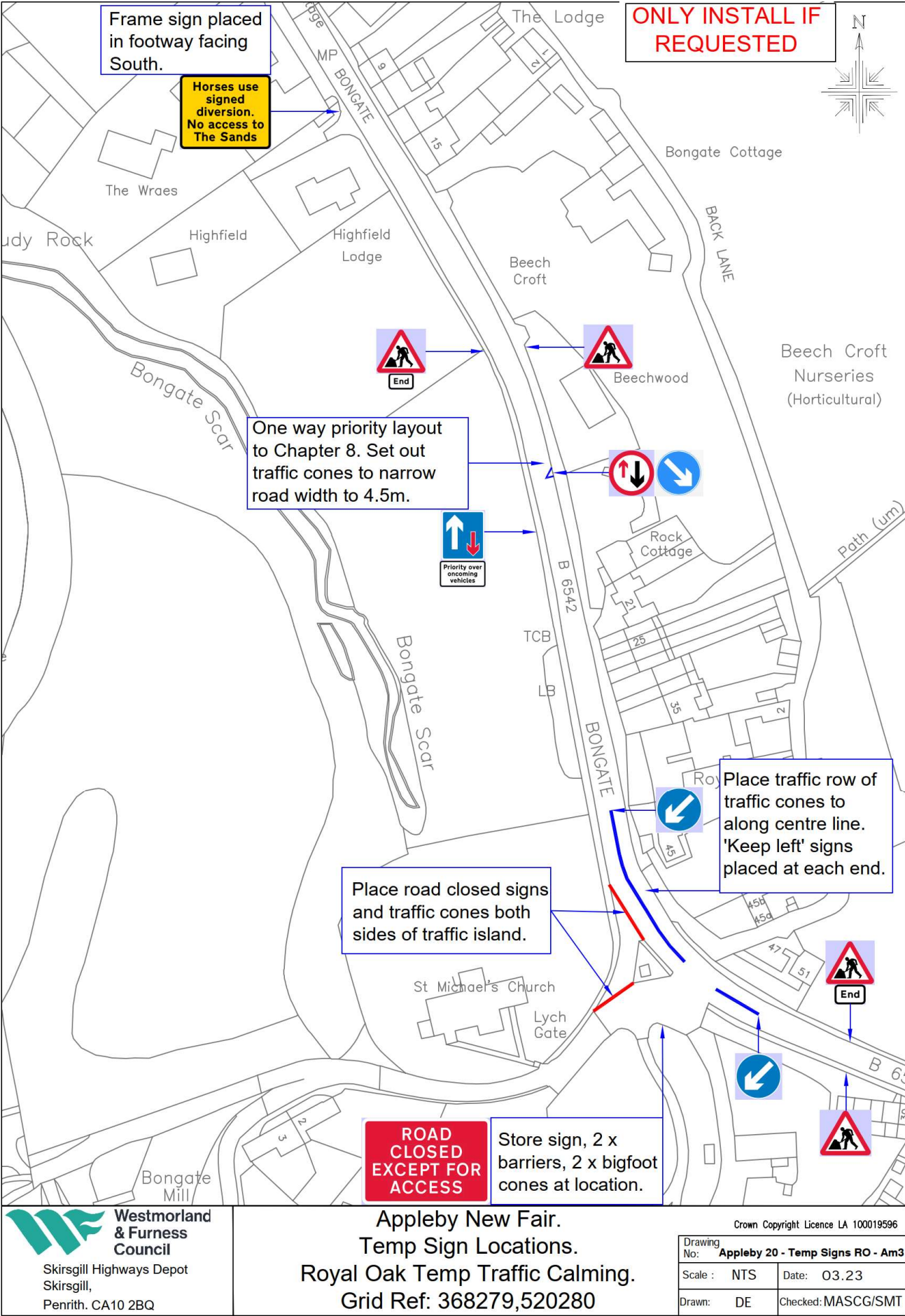
Westmorland & Furness Council
Skinsgill Highways Depot
Skinsgill,
Penrith. CA10 2BQ

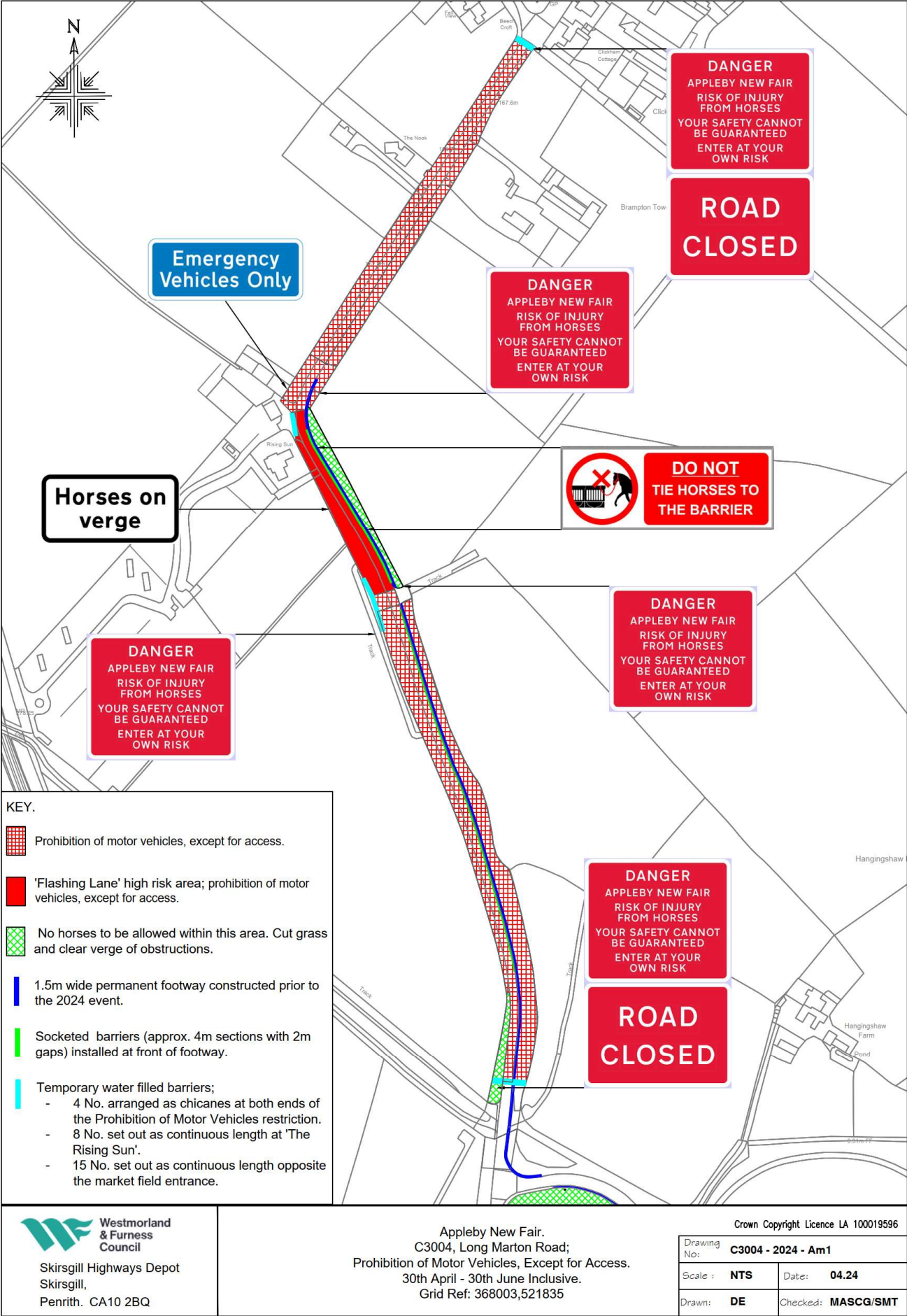
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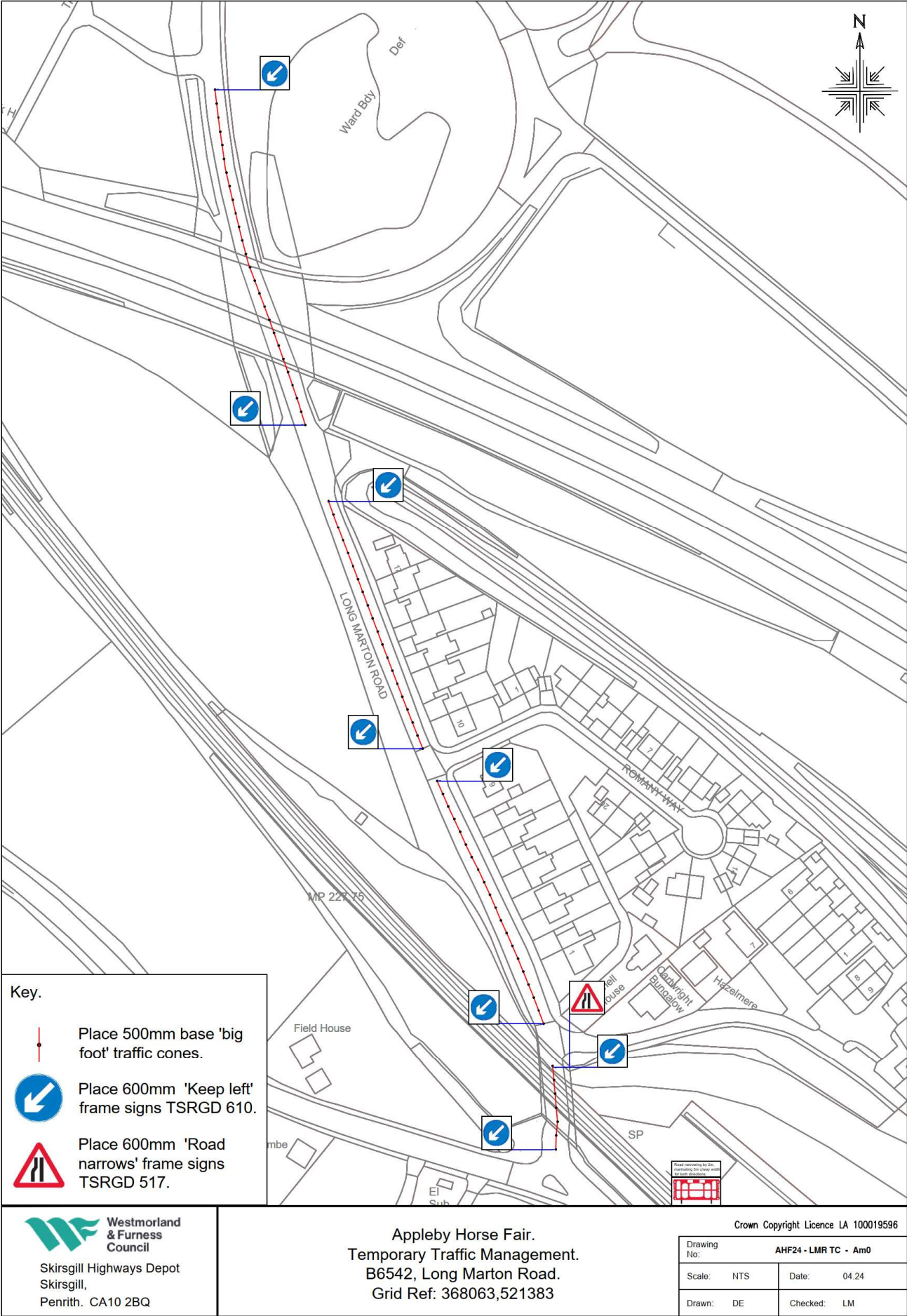
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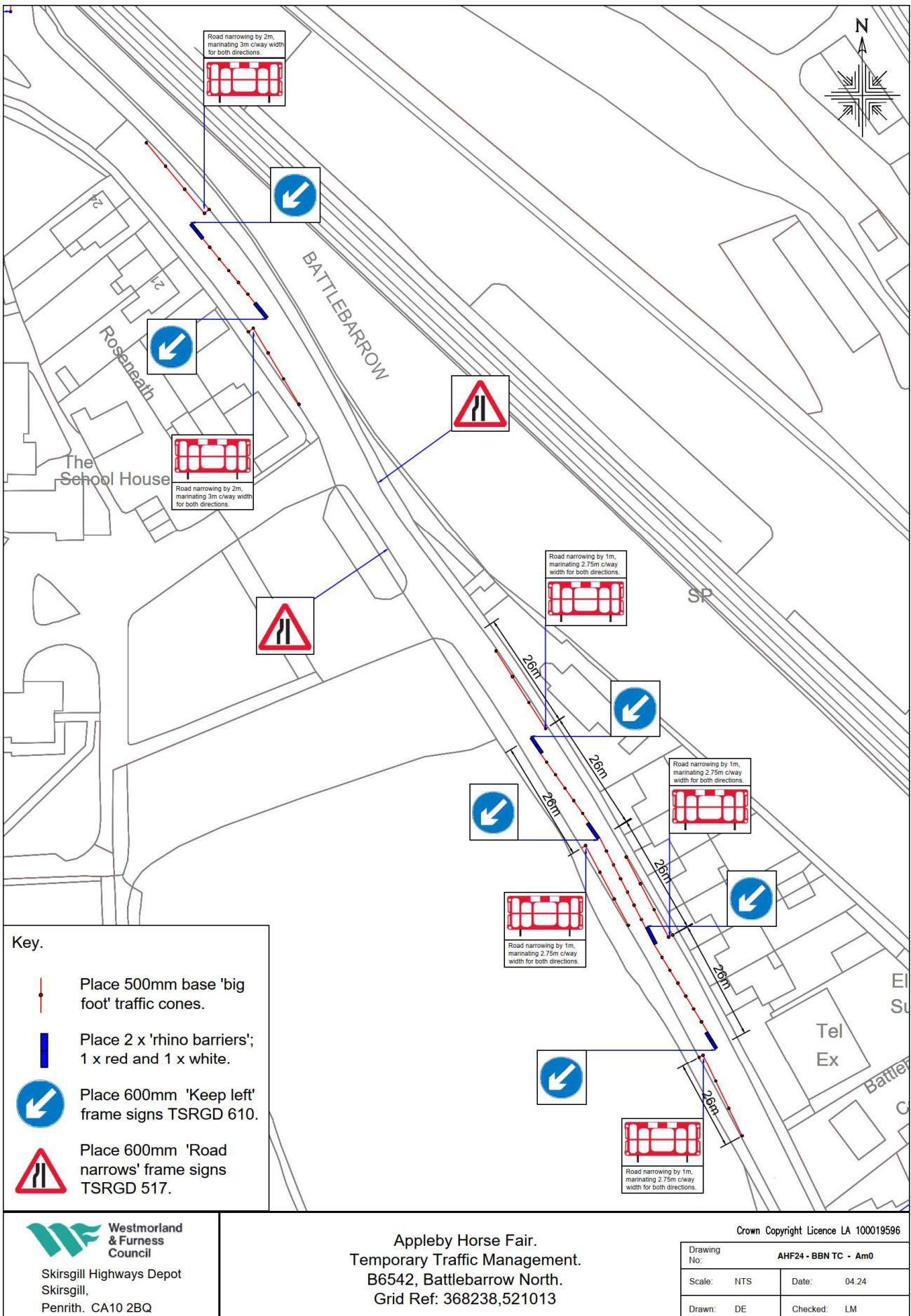
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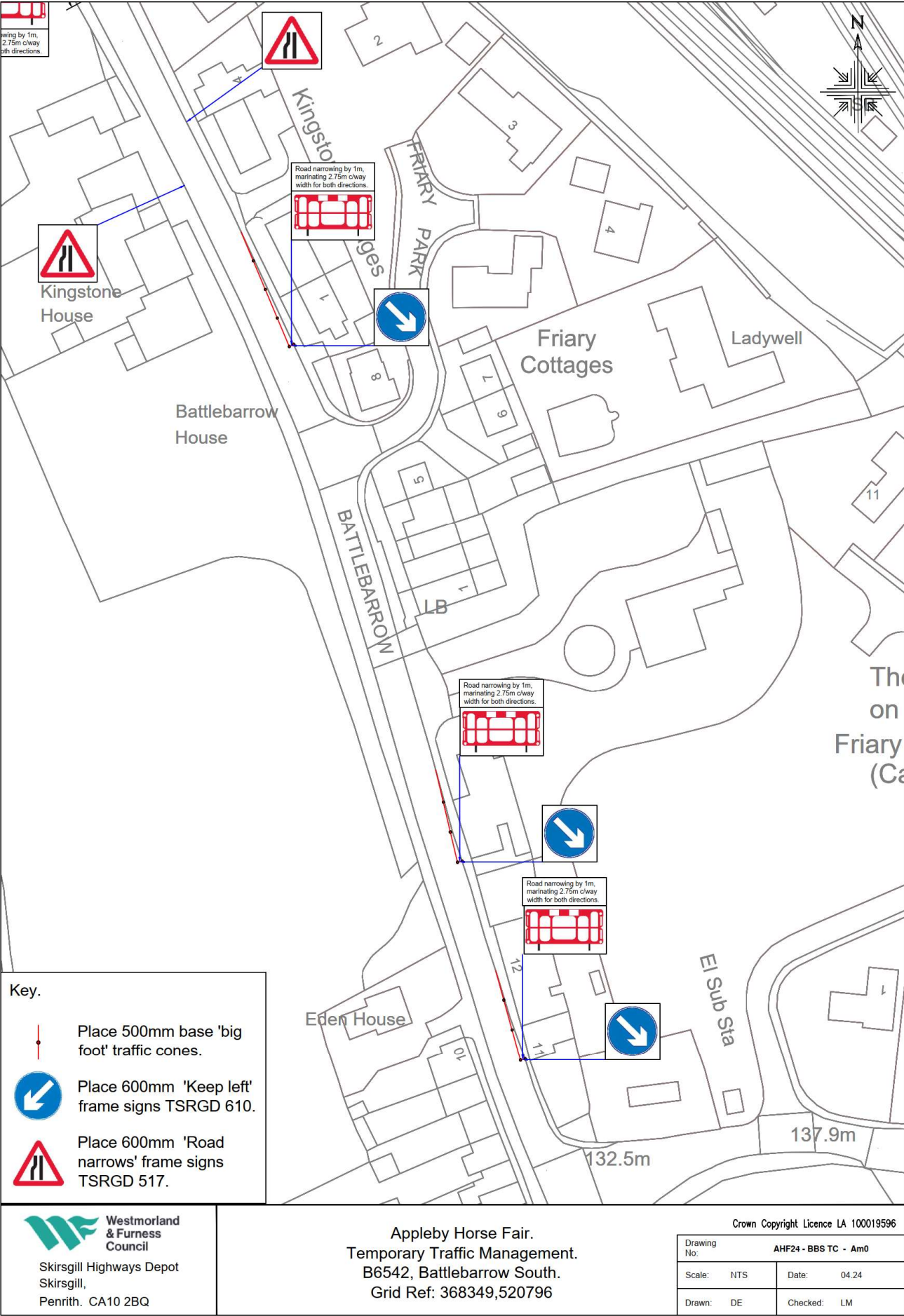


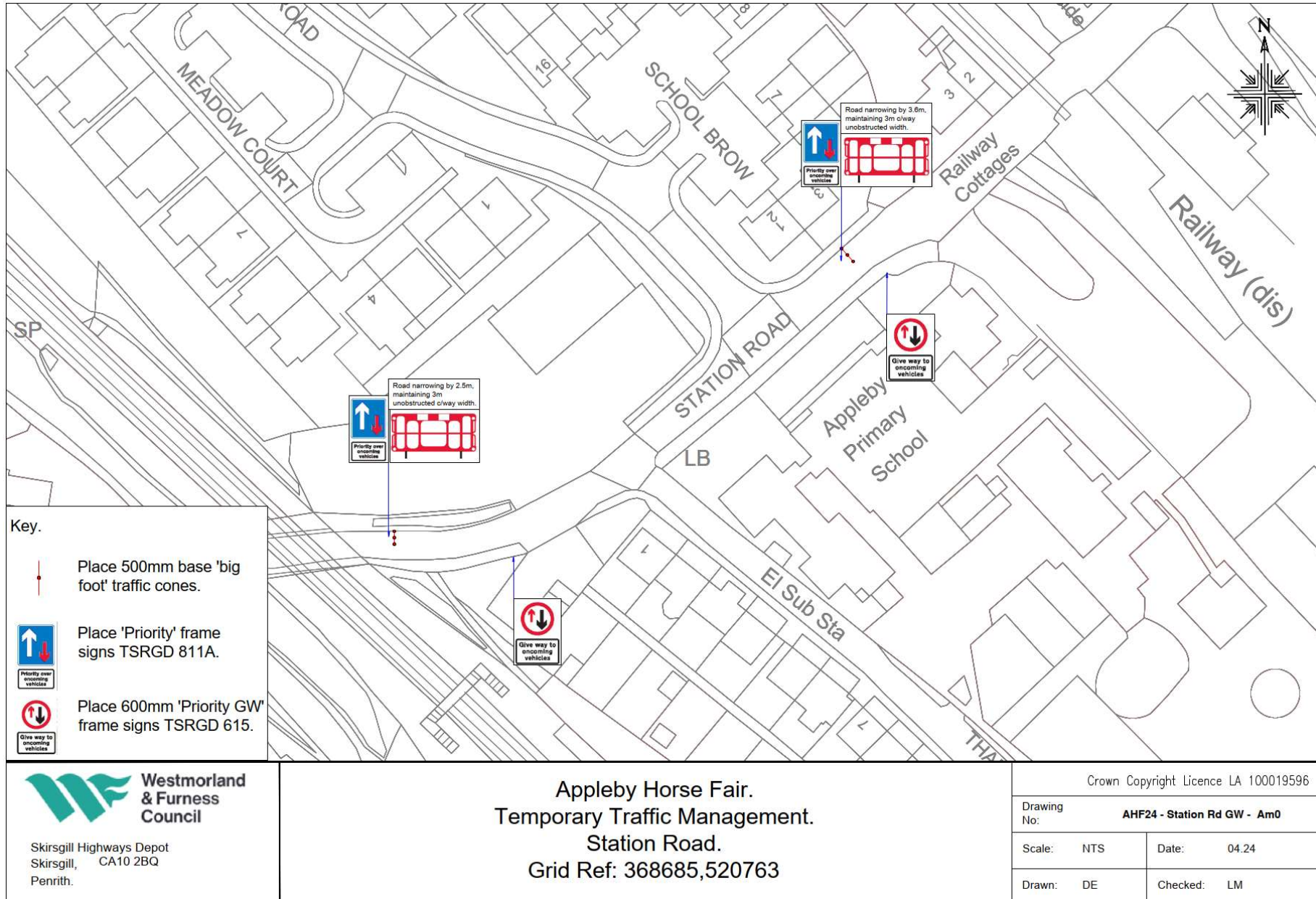


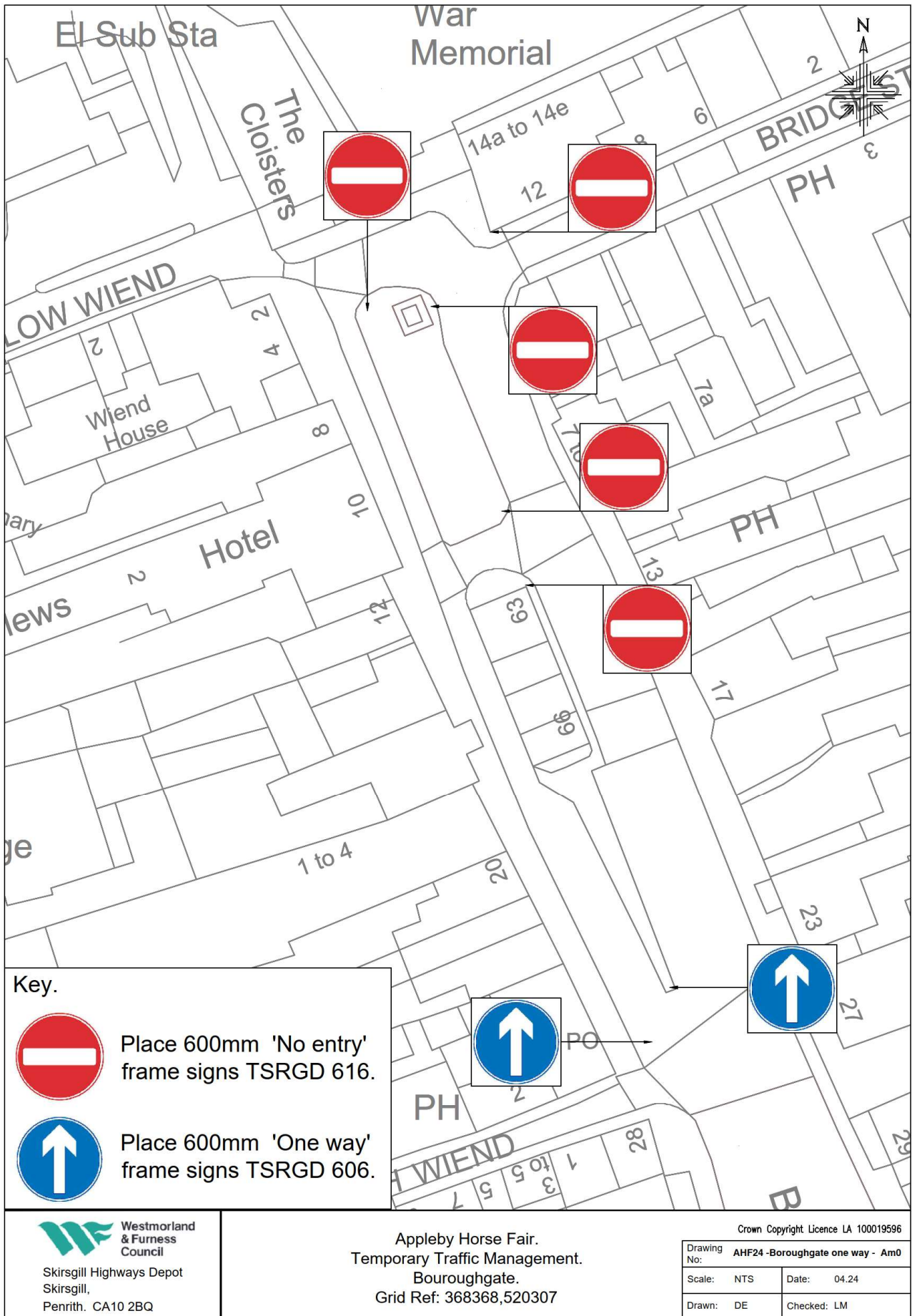


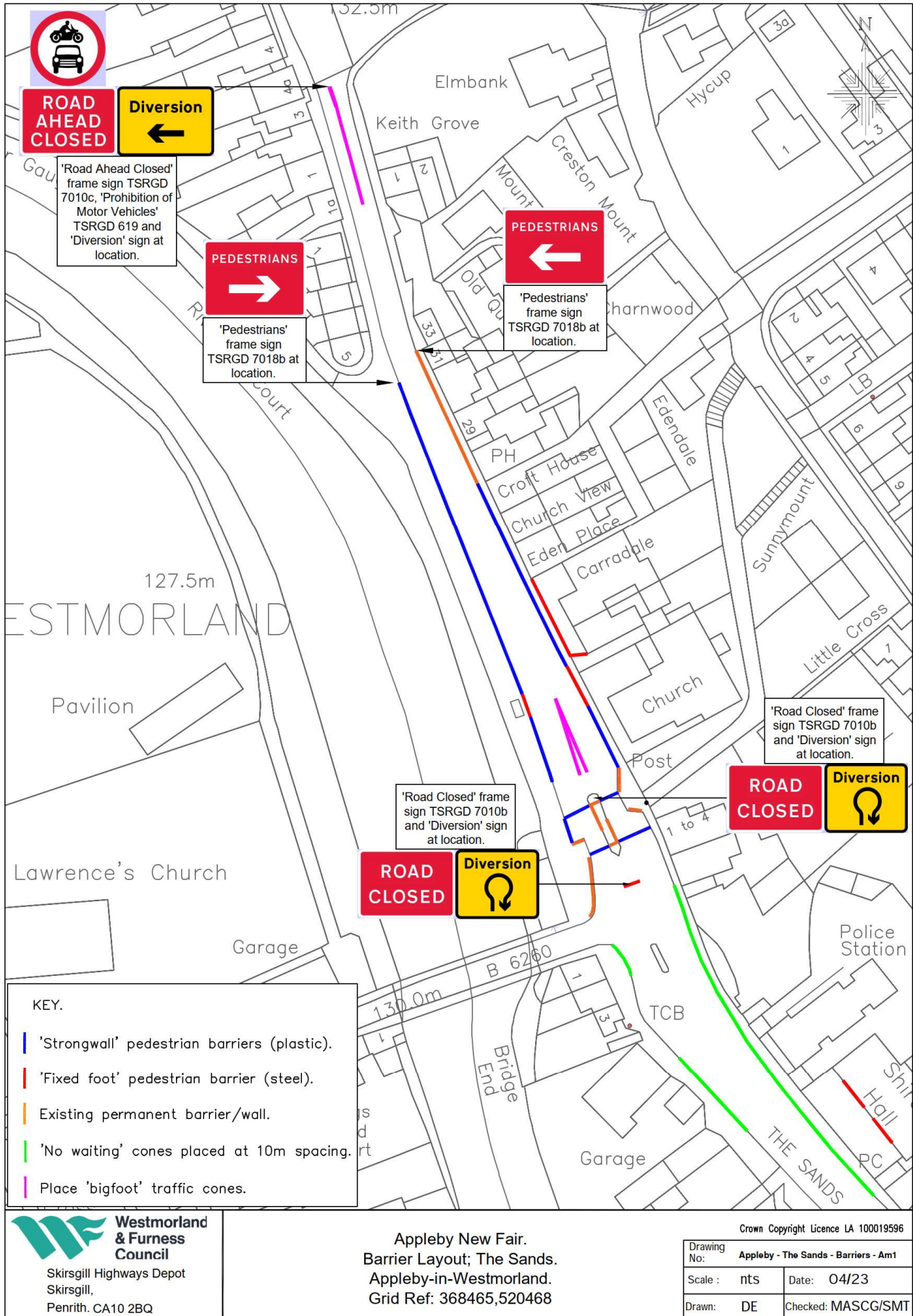


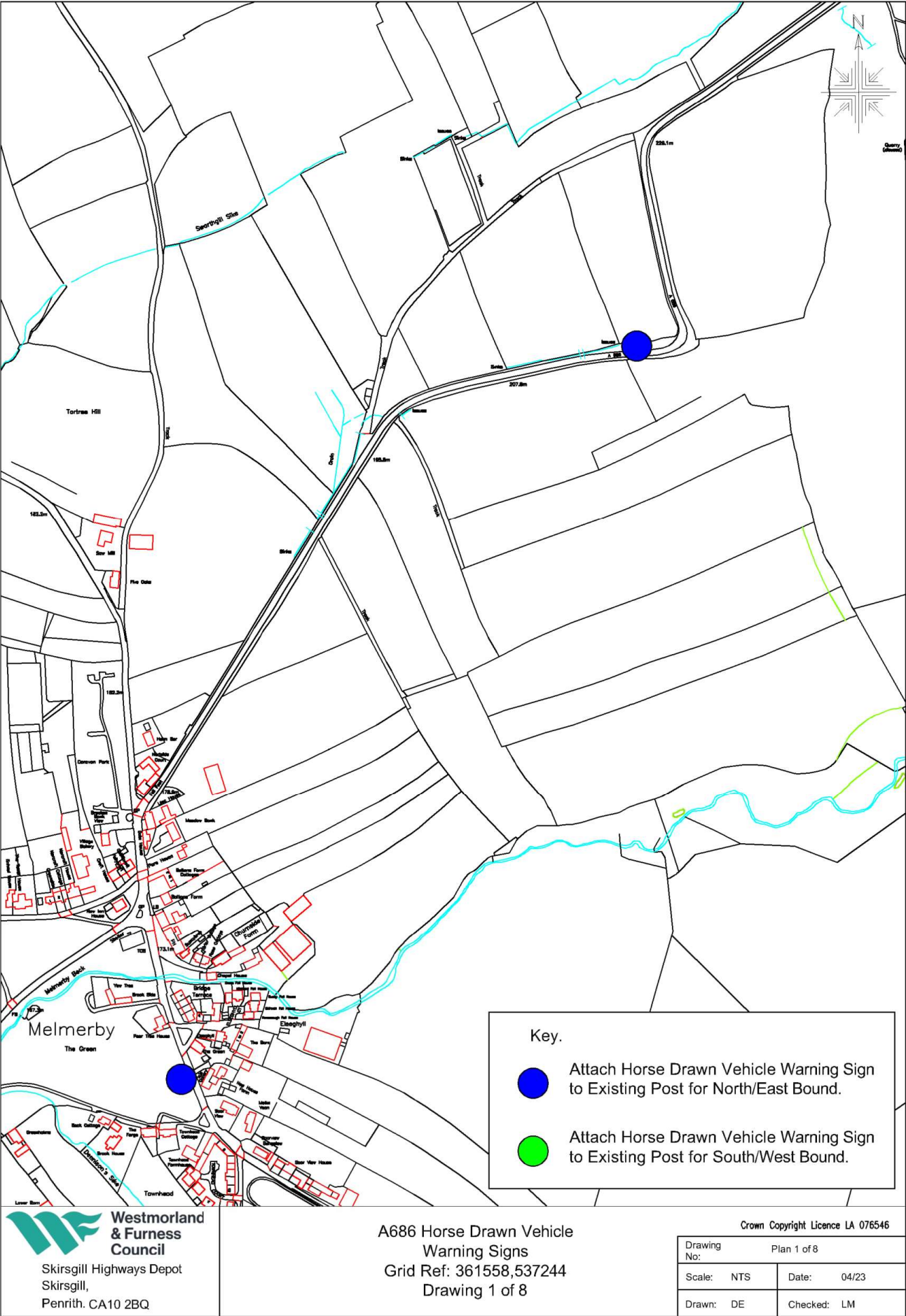


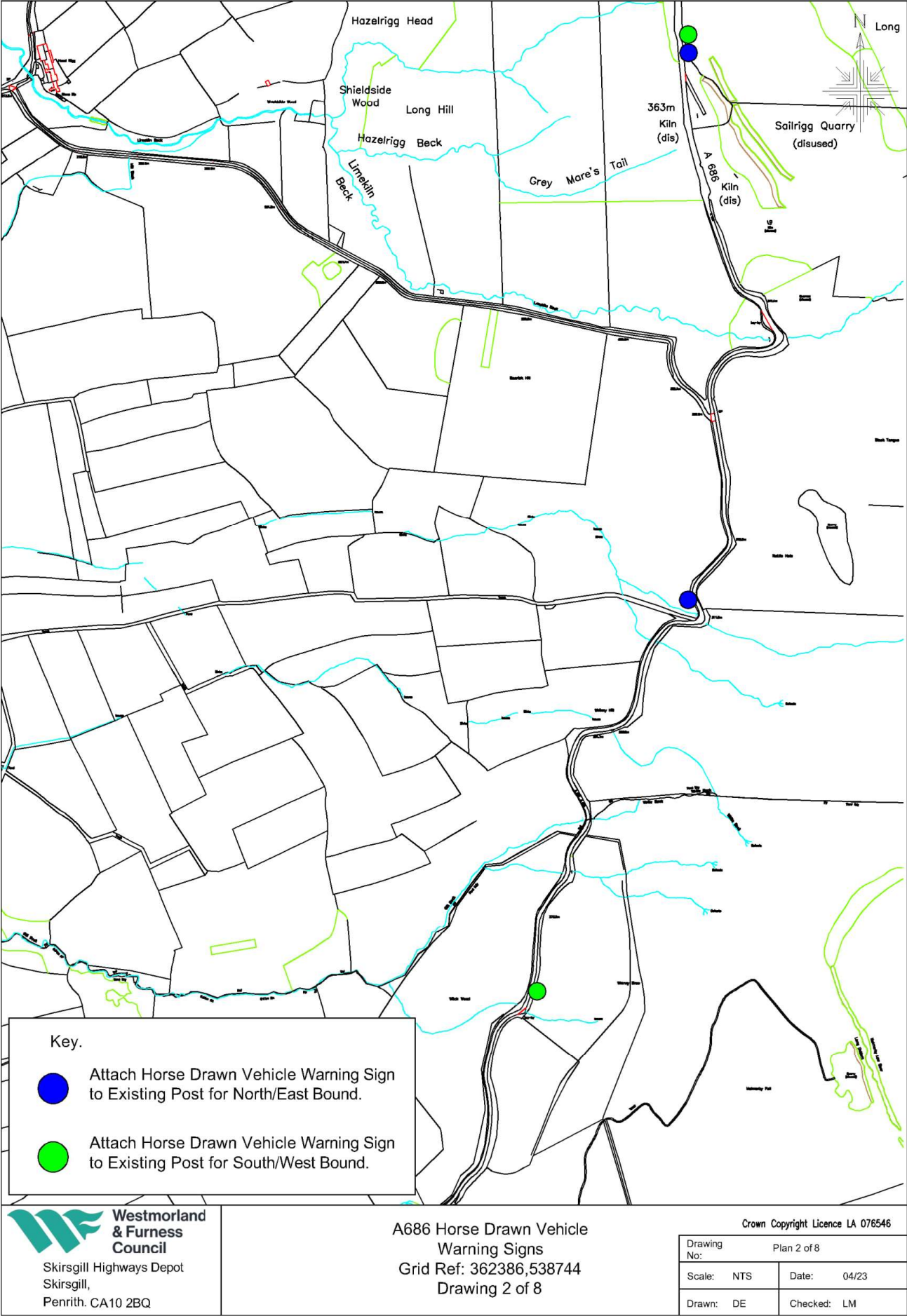


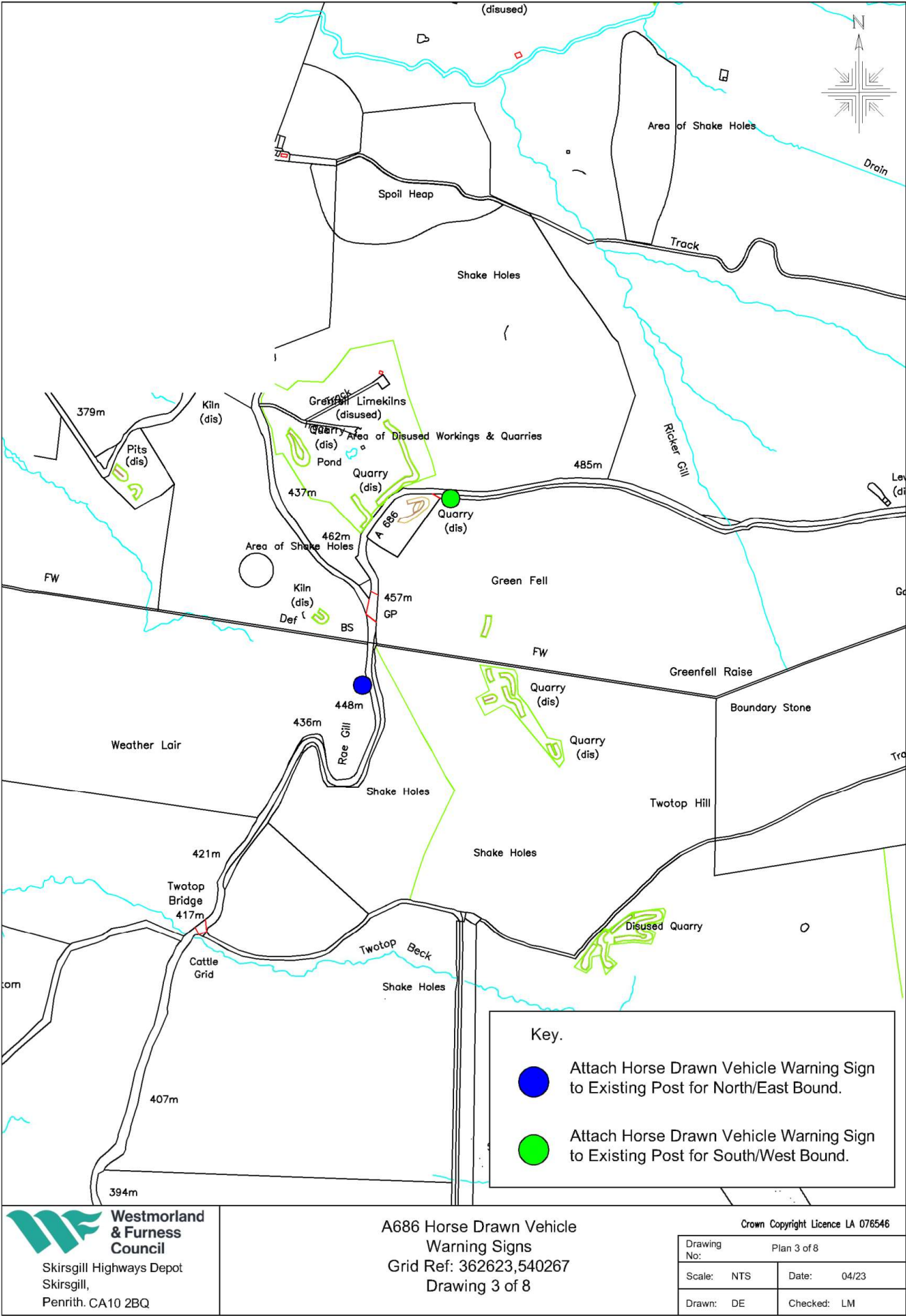


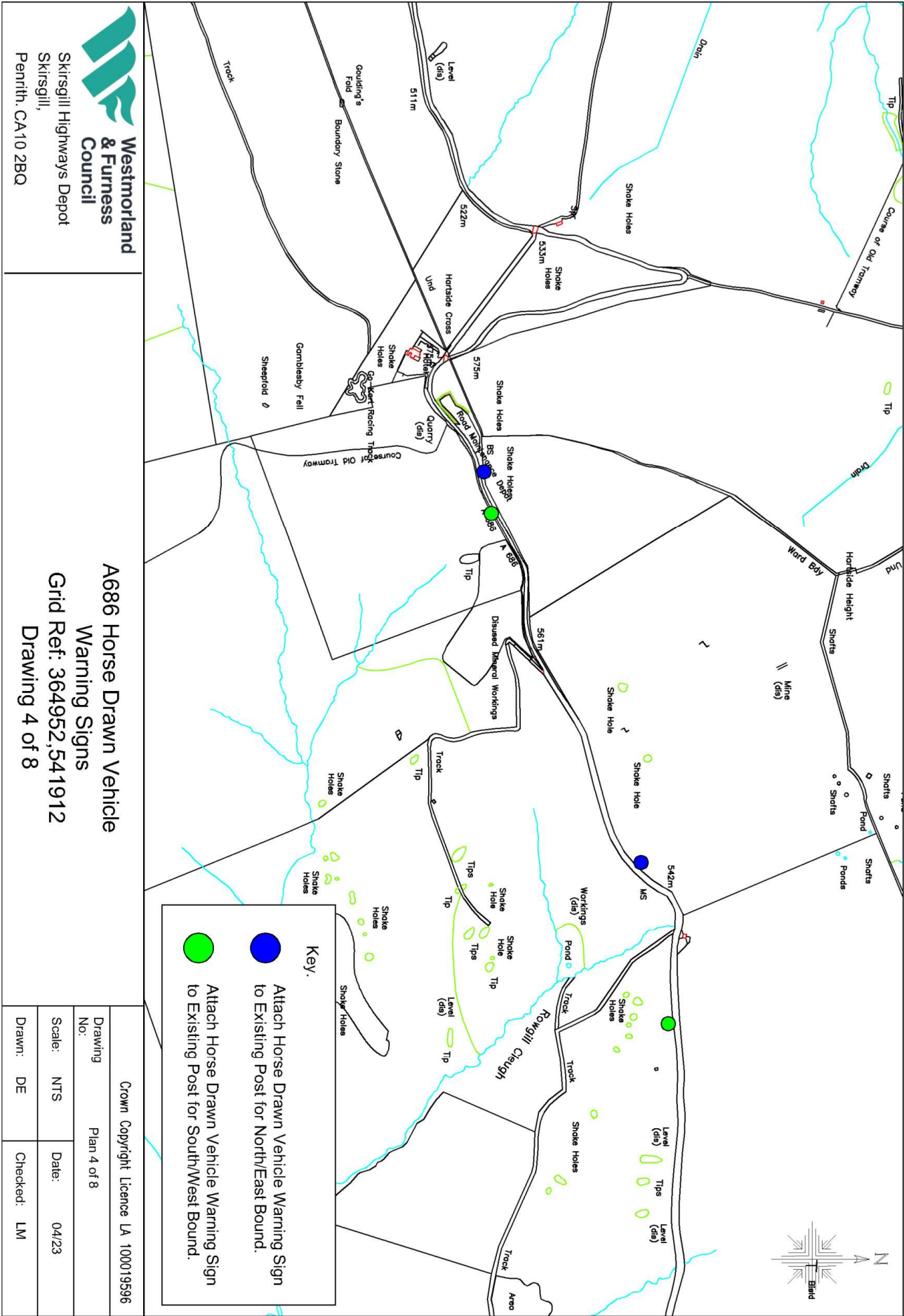


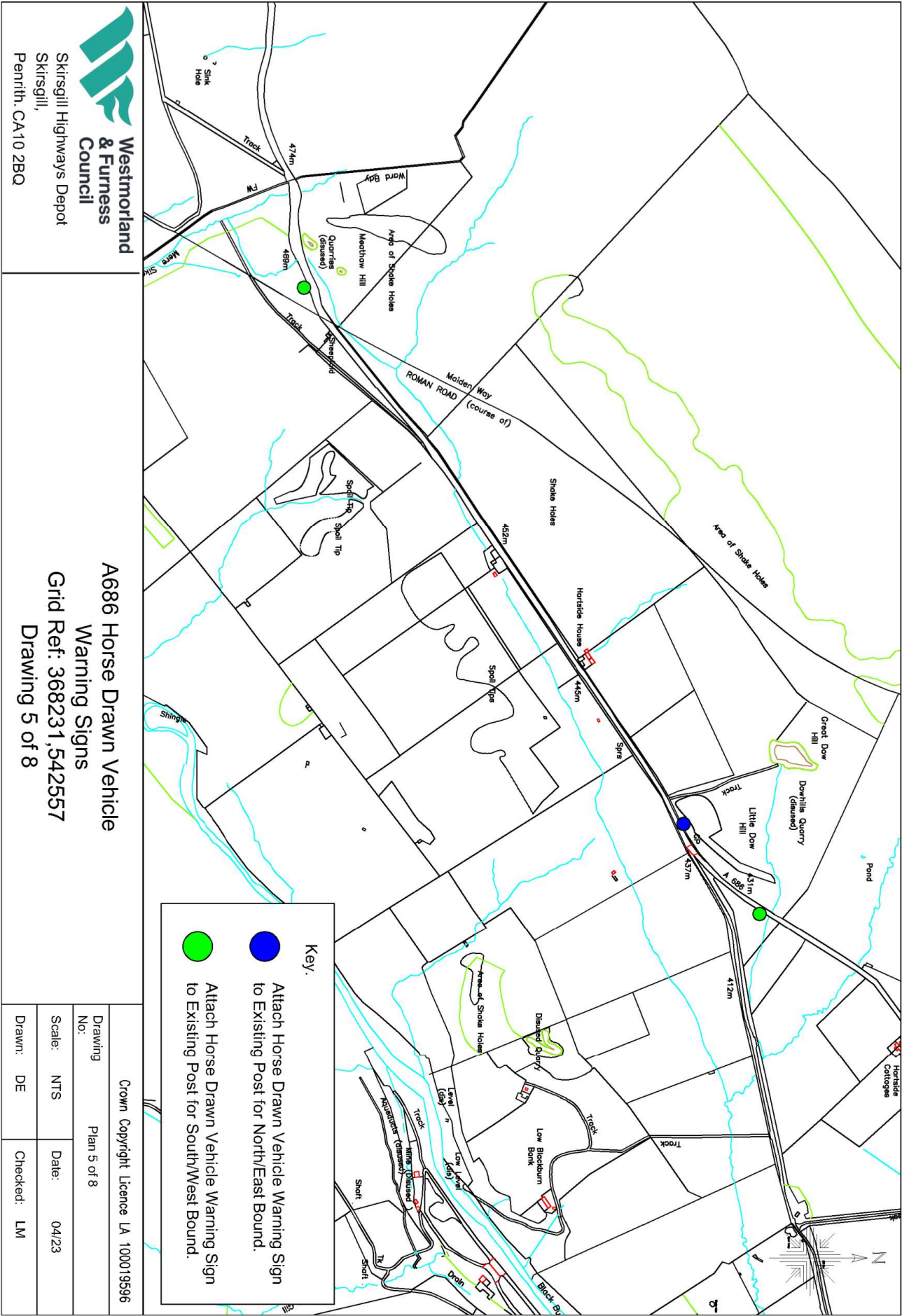


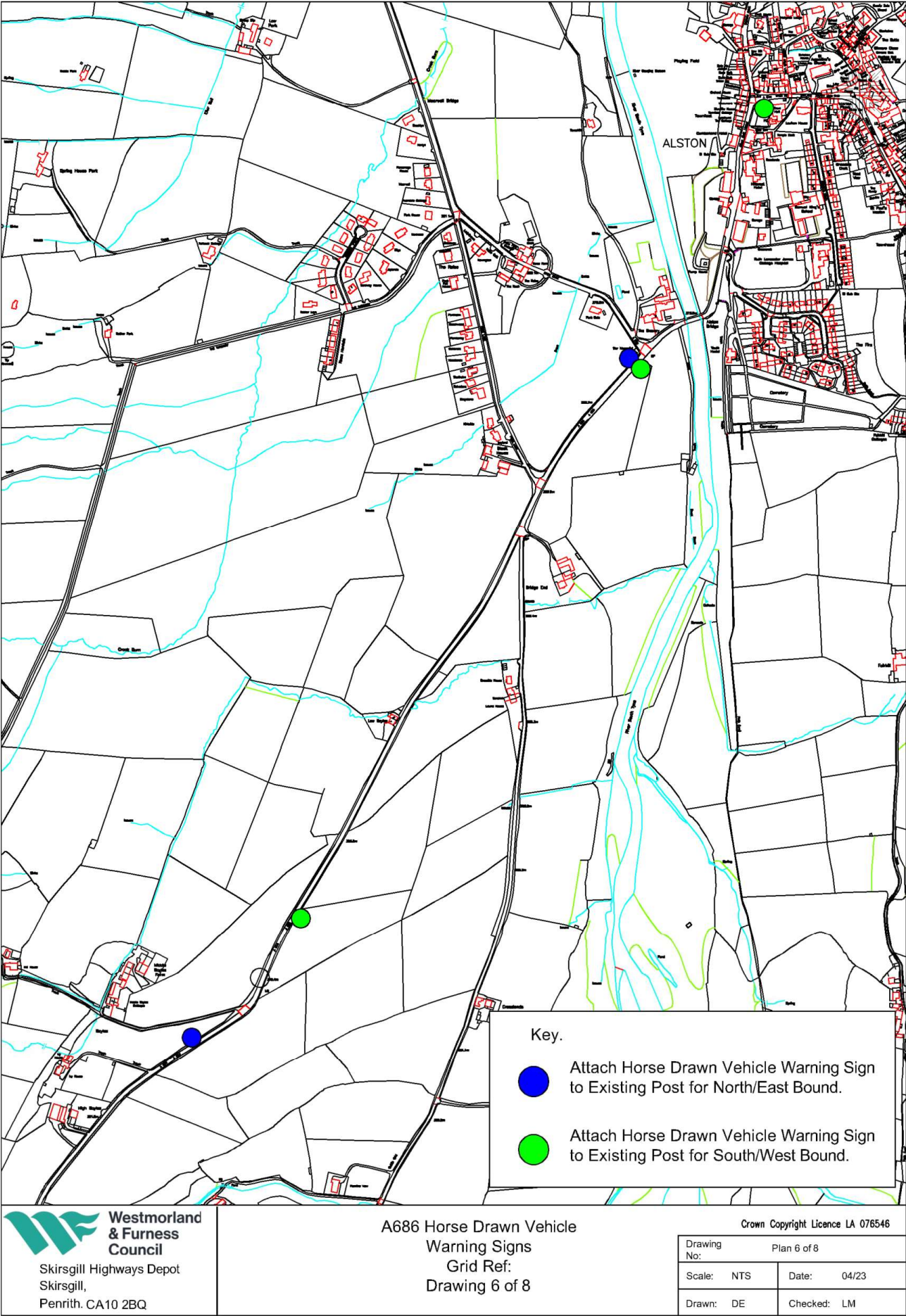










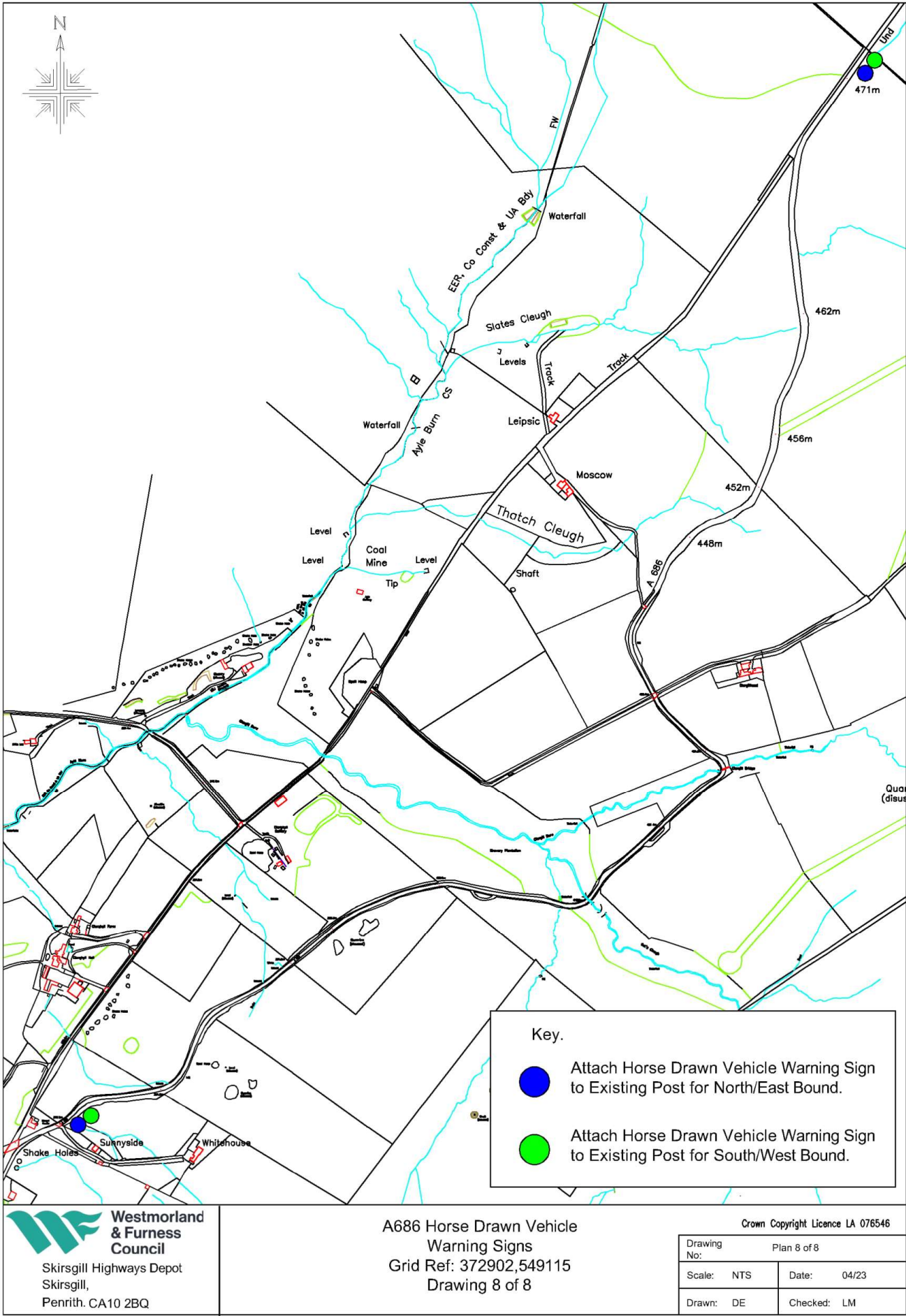


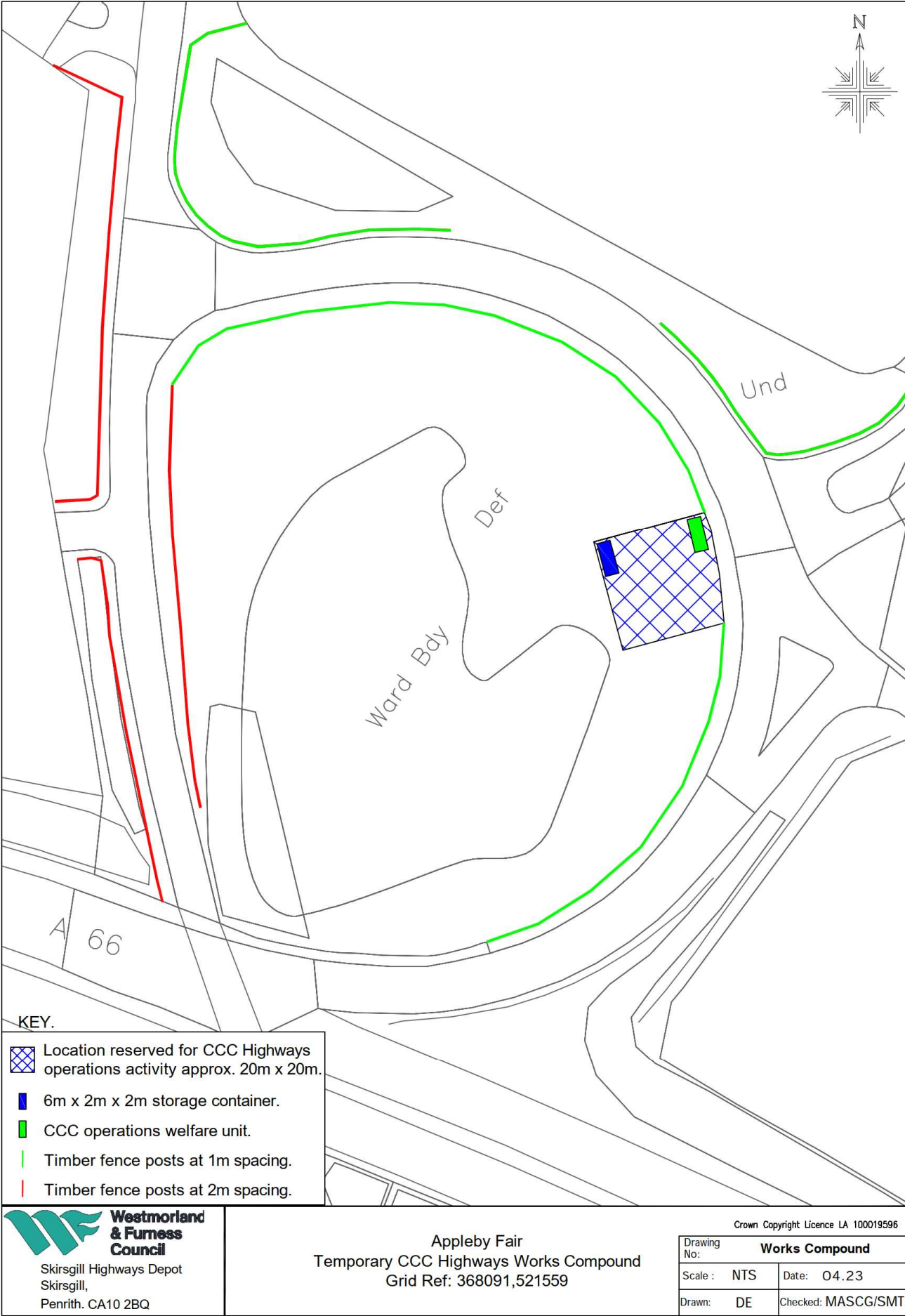


Westmorland & Furness Council
Skirsgill Highways Depot
Skirsgill,
Penrith. CA10 2BQ

A686 Horse Drawn Vehicle
Warning Signs
Grid Ref: 371750,547191
Drawing 7 of 8

Crown Copyright Licence LA 076546	
Drawing No:	Plan 7 of 8
Scale: NTS	Date: 04/23
Drawn: DE	Checked: LM





Schedule 1
Prohibition of Waiting
Between 30 April and 30 June Inclusive Annually as and when the associated signage is displayed

<u>Road Number/Name</u>	<u>Extent of Restriction</u>	<u>Side(s) of Road</u>
B6260 Bridge St., Boroughgate and Shaws Wiend	From its junction with The Sands (B6542) to its junction with Colby Lane, a total distance of 710m	Both
B6542 Bongate for 730m then the B6542	From its junction with Drawbriggs Lane to its junction with the A66. A total distance of 2.7km	Both
C3066 Including Drawbriggs Lane	From its junction with the B6542 Bongate to a point 0.5 km southeast of the junction with the U3216 Well House Road. A total distance of 1.65km.	Both
U3215 Garbridge Lane	From its junction with the C3066 to its junction with the U3351, a total distance of 670m.	Both
U3215 [Unnamed]	From its junction with the U3217 to its junction with the B6542, a total distance of 1.27km.	Both
U3217 Station Road	From its junction with the B6542 to its junction with the U3215, a total distance of 800m.	Both
U3337 Mill Hill	From its junction with the B6542 to The Mill, a total distance of 310m.	Both
U3338 Cross Croft	From its junction with the C3066 to its junction with the B6542, a total distance of 420m.	Both
U3338 Doomgate	From junction with B6260 to the junction with U3341, a total distance of 350m	Both
U3341 Holme Street	Its entire length from its junction with the U3342, a total distance of 120m	Both
U3341 High Wiend	From its junction with the B6260 to its junction with Holme Street, a total distance of 110m.	Both

U3342 Chapel Street	Its entire length from its junction with the U3341, a total distance of 280m.	Both
U3343 Low Wiend	Its entire length, from its junction with B6260 to its junction with the U3342, a total distance of 100m.	Both
U3345 St. Michaels Lane	From its junction with the C3066 to its junction with the B6542, a total distance of 210m.	Both
U3345 Back Lane	From its junction with the U3345 (St. Michaels Lane) to its junction with the B6542, a total distance of 400m.	Both
U3346 Garth Heads Road	From its junction with the C3066 to its junction with the U3217, a total distance of 500m.	Both
U3351 Garbridge Lane	From its junction with the U3215 to its junction with the C3066, a total distance of 370m.	Both
U3355 Station Approach	Its entire length from its junction with the U3217, a total distance of 150m.	Both
U3356 Romany Way	Its entire length, from its junction with the B6542, a total distance of 120m.	Both
U3357 Friary Field	Its entire length, from its junction with the U3217, a total distance of 250m.	Both
[No Road No.] Belgravia	Its entire length from its junction with the B6542, a total distance of 130m.	Both
C3004 [Unnamed]	From its junction with the C3065 at Clickham Farm, to its junction with the U3211, Willydike Bridge, a total distance of 1.75km.	Both
U3317	From junction at Bridge house to and including hammer head, Church Brough A total distance of 220m.	Both
C3057	From jct with U3302 Mill Lane to jct with C3069 at New Hall, Soulby. A total distance of 260m.	Both

C3069	From Jct with C3057 at Corner House to the barns approach 55m south of Overdale, Soulby. A total distance of 300m.	Both
C3069	From jct with Sikeside Lane to jct with C3057 at New Hall, Soulby. A total distance of 490m.	Both
C3078	From jct with Beckfoot Lane to jct with C3069 at Corner House, Soulby. A total distance of 570m.	Both
U3407	From jct with C3069 at the post office to entrance to Bridge End Farm, Soulby. A total distance of 90m.	Both
U3408	From jct with C3057 Nr Laburnum House to jct with C3069 at Fenham, Soulby. A total distance of 250m	Both
No Road Name or No Soulby.	From Jct with U3408 at White House to jct with C3069 at Chapel Cottage, Soulby. A total distance of 25m.	Both
No Road Name or No Soulby.	From jct with C3069 at Exchange House to jct with U3408 at Skaithe House, Soulby. A total distance of 55m.	Both
No Road Name or No Soulby.	From jct with C3069 at Lilac Cottage to jct with C3078 approx 150m south of jct with Beckfoot Lane, Soulby. A total distance of 520m.	Both
C3083 [Unnamed]	From jct with U3320 Low Dummah Hill, to jct with the A66, North Stainmore. A total distance of 490m.	Both
No Road Name or No North Stainmore.	Opposite both remaining sides of traffic island at the Punch Bowl, North Stainmore. A total distance of 100m.	Both
B6259	From A685 at Kirkby Stephen New Bridge to jct with U3307 at Smithy Hill, Warcop. A total distance of 7.3km.	Both
C3070	From jct with B6259 to No 3 The Croft, Warcop. A total distance of 330m.	Both
B6259	From Jct with U3307 at Smithy Hill, Warcop to Jct with A66(T) north of	Both

	Sandford Railway Bridge. A total distance of 2.2 km.	
U3259	From jct with B6259 to Platts, Sandford. A total distance of 65m	Both
A66 East Slip Rd	From A66 to jct with B6542, Coupland. A total distance of 300m.	Both
U3220	From jct with A66 Slip to Old Service Station Gates, Coupland. A total distance of 580m.	Both
U3220	From jct at Coupland Beck Bridge, to Brackenber Cattle Grid, Coupland. A total Distance of 1.6 km.	Both
U3317	From the jct with Bridge House to Underpass, inc Turning head, Church Brough, A total distance of 230m	Both
A686 Station Road	Grassed area at jct of A689 and A686, at the Town Hall, Alston. A total distance of 50m.	South East Side
B6542 Battlebarrow	From jct with Long Marton Road to jct with The Sands. A total distance of 620m	Both
B6542 / A66 West Slip Rd	From jct with the A66 to jct with Long Marton Road. A total distance of 840m.	Both
B6542 Long Marton Road	From jct with Battlebarrow to jct with A66. A total distance of 760m.	Both
C3004 Long Marton Road	From Clickham jct to jct with B6542 at Salt Tip Corner. A total distance of 890m.	Both
C3065	From jct with Brampton Road to Espland Hill Methodist Church. A total distance of 190m.	Both
C3070	From jct with A66(T) at Warcop Playing Field to jct with B6259 at The Fox, Warcop. A total distance of 670m.	Both
U3307	From jct with B6259 at Smithy Hill to jct with C3070 ay Dunrea House, Warcop. A total distance of 90m.	North side

U3308 Castlehill Road	From the cemetery's east boundary wall to jct with B6259, Warcop. A total distance of 270m.	Both
A685	From Kirkby Stephen North 30mph Speed Limits to Brough 30mph Speed Limits. A total distance of 6 km.	Both
A685	From Kirkby Stephen South 30mph Speed Limits to Lane Head jct with A683. A total distance of 1.8 km.	Both
A683	Lane Head jct with A685 on Ash Fell, Kirkby Stephen to District Boundary at Rawthey Bridge Ravenstonedale. A total distance of 10.2km.	Both
U3309	From jct with A66(T) at Edenfieldgate, to jct with C3070 near Warcop Railway Bridge. A total distance of 740m.	Both
C3077 Musgrave Lane	From jct with B6259 at Gt Musgrave Railway Bridge, to Brough 30mph speed limits, at A66 Overbridge. A total distance of 3 km.	Both
U3312	From jct with A66(T) near Broomrigg Farm, Gt Musgrave to jct with C3077 at Fell View, Gt Musgrave. A total distance of 1.8 km.	Both
C3085 Leacett Lane	From jct with A685 South of Church Brough to jct with C3084 at Powbrand cross-roads, South Stainmore. A total distance of 1.7 km.	Both
C3084	From jct with C3085 at Powbrand cross-roads South Stainmore to jct with A685 at Green Bank, Brough Sowerby. A total distance of 2.1 km.	Both
C3086	From jct with A685 at Kaber Cross to jct with U3330 at Kaber Rigg. A total distance of 1.5 km	Both
C3086 Popping Lane	From jct with C3086 west of Kilngarth, Kaber to jct with A685 south of Popping Bridge. A total distance of 450m.	Both
C3079 Daleholme Lane	From jct with B6259 North of Beckfoot Lodge, Appleby Road to jct with A685 at	Both

	Winton Cross-Roads. A total distance of 1.2 km.	
C3079 Gap Lane	From south jct with U3330 at Mount View Cottage, Winton to jct with A685 at Winton Cross-Roads. A total distance of 440m.	Both
U3330	From jct with C3079 at Rostherne, Winton to Rookby Scarth, Winton. A total distance of 1.8 km.	Both
B6270	From County Boundary, Birkdale Common to 30mph speed limit Rakehead, Nateby. A total distance of 4.5km.	Both
B6259 Mallerstang	From South 30mph Speed Limits at Tyne Holme, Nateby to County Boundary at Aisgill Cottages. A total distance of 11.3 km.	Both
U3419 Wharton Lane	From jct with A683 near Easegill Head, Warton to Croup Farm, Wharton. A Total distance of 2 km.	Both
U3420 Tommy Road	From jct with B6259 at Pendragon Castle, Mallerstang to jct with A683 near Tarn House Cattle Grid. A total distance of 3.3 km.	Both
U3412	From jct with A683 at Crooks Beck to Flass Farm, Ravenstonedale. A total distance of 815m	Both
U3410 Low Lane	From jct with A683 near Tarn House, Ravenstonedale to jct with Bleaflatt Lane at Town End Barn, Ravenstonedale. A total distance of 2.5 km.	Both
U3411 Bleaflatt Lane	From jct with Low Lane north of Bowberhead Farm, Ravenstonedale to jct with Low Lane at Town End Barn, Ravenstonedale. A total distance of 1.7 km.	Both
U3412 Low Lane	From jct with U3410 Low Lane at Bowberhead Farm, Ravenstonedale to jct with A683 at Cooks Beck, Ravenstonedale. A total distance of 425m.	Both

C3075 Townhead Lane	From jct with A683 at Fat Lamb Hotel, Ravenstonedale to 30mph Speed Limit near Town Head Cottage, Ravensonedale. A total distance of 2.3 km.	Both
U3412	From jct with A683 Ellergill, Cote Moor to Stennerskeugh, Ravenstonedale. A total distance of 795m.	Both
U3416	From north jct with A683 at Fell End Cattle Grid to south jct with A683 near District Boundary at Rawthey Bridge. A total distance 3.8km.	Both
U3417	From jct with A683 near Sprintgill Chapel cross-roads to jct with U3416 North of Elm Pot, Ravenstonedale. A total distance of 480m.	Both
U3418	From jct with U3416 northeast of Foggy Gill, Ravenstonedale to District Boundary at Needlehouse Gill Bridge, Uldale Farm, Ravenstonedale. A total distance of 1.8km.	Both
U3330	Winton Village Green, from south jct with C3079 at Mount View Cottage to east jct with U3303 at Rosecote. A total distance of 65m.	Both
U3317	From the junction at Bridge House east to the junction with the A685, Church Brough. A total distance of 100m.	Both
U3317	From the entrance to Brough Castle Farm east to the junction with Corner Cottage. A total distance of 140m.	Both
U3317	From the junction at Ash Garth east to the junction with Mout Athos, Church Brough. A total distance of 65m.	Both
U3317	From the junction at Wiend House south to the entrance to Owls Barn, Church Brough. A total distance of 140m.	Both
U3317	From the junction at number 1 Vicarage Drive, west to the west entrance of the	Both

	Rectory Church Brough. A total distance of 110m.	
U3317	From the junction with C3085 Leacett Lane, for the full length of underpass, Church Brough. A total distance of 30m	Both
U3216 Well House Road	From the junction with C3066 Drawbriggs Lane north east for a total distance of 240m, Appleby.	Both
A686	Form western 30mph speed limit extent, east thorough village to eastern 30mph speed limit extent, Melmerby. A total distance of 825m.	Both
C3004	From the junction with A686 north to the 30mph speed limit extent, Melmerby. A total distance of 100m.	Both
C3004	From the junction with A686 south to the 30mph speed limit extent, Melmerby. A total distance of 430m.	Both
U3468	From the junction with the C3004 east to the entrance to Scar View Farm, Melmerby. A total distance of 125m.	Both
U3097	From the junction with A686 west to the end of the adopted highway at the entrance to Ravenstone, Melmerby. A total distance of 455m	Both
U3097	From the junction with the C3004 at the Post Office, Melmerby west to the junction with the A686, a total distance of 30m.	Both
U3097	From the junction with the A686 west to number 1 Greenside, Melmerby, a total distance of 60m.	Both
U3097	From the junction with A686 north to the junction at Fell View, Melmerby. A total distance of 100m	Both
C3063	From the junction with the A66 at Powis Cottage, northeast to junction with Broad Lea Lane, Long Marton. A total distance of 1.3km.	Both

B6294 Blagill Road	From its junction with the A686 to a point 850m south west of that junction.	Both
U3259 Sandford Village Road	Its full length from its junction with the B6259.	Both
U3260 Sandford Village Road	Its full length from its junction with the U3259 Sandford Village Road.	Both
C3009 Ousby Road	From a point adjacent to the property "Crewgarth" to its junction with the C3004, a distance of 2.35km.	Both
C3004 Ousby to Melmerby Road	From its junction with the C3009 to a point 250m north of that junction.	Both
B6260 Appleby to Orton Road	From its junction with the C3069 Helm Road to a point 300m north of that junction.	Both
C3069 Helm Road	From its junction with the B6260 to a point 1.4km south east of that junction.	Both
C3004 Milburn to Long Marton Road	From its junction with C3065 Kirkby Thore Road to its junction with the U3203 Black Plantation Road.	Both
U3319 (Old A66, Brough)	From its junction with the B6276 to its junction with the A66.	Both
C3084 Hardhills Road	From its junction with the A66 to a point adjacent to the property known as "Hardhills", a distance of 1km.	Both
U3413 Adamthwaite Road	From its junction with the C3075 to the "Artlegarth" Cattle Grid, a distance of 550m.	Both
U3425 Halfpenny House Road	From its junction with the A685 to the Cattle Grid at "Halfpenny House", a distance of 380m.	Both
U3211 Brampton Village Road	From its junction with the C3065 to its junction with the U3211 at "Town End Farm".	Both
C3065 Appleby to Dufton Road	From its junction with the C3004 at "Clickham Farm" in a generally northerly direction for a distance of 1km.	Both

[No Road Number] Road to Keld Farm, Brampton	From its junction with the C3004 in a westerly direction for a distance of 200m.	Both
C3068/U3262 Great Asby Village Road	Between the 30mph limit signs at either end of the village, a distance of 1.4km.	Both
C3068 Great Asby Village Road	From its junction with the C3057 to its junction with the C3068 at "Asby Bridge", a distance of 530m.	Both
No Number – Road to Whitestones, Great Asby Village Road	Its full length from its junction with the C3068 Great Asby Village Road.	Both
No Number – Dale Beck Road, Great Asby Village Road	Its full length from its junction with the C3068 Great Asby Village Road.	Both
U3220, Coupland to Hilton	From its junction with U3220 Roman Road to its junction with U3221 Leagarth Lane. A total distance of approximately 3km	Both
Whiteacres Top C3004	From a point 160m south of its junction with C3065 to a point 160m north of that junction. A total distance of 320m.	Both
Whiteacres Top C3065	From its junction with C3004 for a distance of 585m in a south westerly direction.	Both

and those streets shown inside the boundary line on the attached drawing number - AF/TMP/EB/75/Am0.

Schedule 2
Prohibition of Motor Vehicles Except for Access
Between 30 April and 30 June Inclusive Annually as and when the associated signage is displayed

<u>Road Number/Name</u>	<u>Extent of Restriction</u>
C3004, near Battlebarrow	From Salt Tip Corner (junction with the A66 exit road), extending in a generally northerly direction for a distance of 0.9km to Clickham Farm.
B6542 The Sands, Appleby	From the junction with the U3217 Station Road, extending for a distance of 0.2km to the junction with the B6260 Bridge Street.
BW309009, Bridleway Church Brough	From its start at Brough Primary School to the junction with C3077 Musgrave Lane west of the A66 overbridge.
U3211, Brampton	From its junction with Pearson Lane at Town End Farm, extending in a south-easterly direction for a distance of 0.75km.
Private Access to Alston Playing Field	For its entire length
U3317 – Main Street Church Brough	From the northern turning head near Low Mill south for a distance of 0.6 km, to and including underpass south of Four Winds, Church Brough.
U3317 – Church Brough	From the junction outside Bridge House east for a distance of 0.1 km to the junction with A685.
U3317 – Church Brough	From the entrance to Brough Castle Farm east for a distance of 0.1 km including both sides of green to the junction at Market Cross.
U3317 – Church Brough	From the junction at Wiend House south for a distance of 0.1 km to the end of the adopted highway at Owls Barn.
U3317 – Church Brough	From the junction at 1 Vicarage Drive west for a distance of 0.1 km to the end of the adopted highway at west entrance to The Rectory.
U3327 Belah Chipping Dump	From its junction with the A685 for its entire length
U3337 Castle Bank and Mill Hill	From the junction of U3337 Castle Bank and B6260 Scattergate to the junction of U3337 Mill Hill and B6542 Bongate, including the cul-de-sac extending in a south-easterly direction for a distance of 455m

and those streets shown inside the boundary line on the attached drawing number - AF/TMP/75/TRO - Am0.

Schedule 2A
Prohibition of Motor Vehicles, Horse Drawn Vehicles and Ridden or Accompanied
Horses (Except for Access)
Between 1000 hours and 1800 hours each day of the four days of the fair only

<u>Road Number/Name</u>	<u>Extent of Restriction</u>
U3337 Castle Bank	From Jubilee Ford to its junction with the B6260
B6260 Bridge Street	From Low Cross B6260 to its junction with The Sands B6542

Schedule 2B
Prohibition of Motor Vehicles, Horse Drawn Vehicles and Ridden or Accompanied
Horses
Between 1000 hours and 1800 hours each day of the four days of the fair only

<u>Road Number/Name</u>	<u>Extent of Restriction</u>
B6542, The Sands	From a point 10m north of its junction with Bridge Street for a distance of 10m

Schedule 3
One-Way Traffic Restrictions
Between 1 May and 30 June Inclusive Annually as and when the associated signage is displayed

<u>Road Number/Name</u>	<u>Extent of Restriction</u>	<u>Direction of Flow of Traffic</u>
U3351 Roman Road, Appleby	From its junction with the C3066 Cross Croft, to its junction with the U3351 Garbridge Lane.	North-westerly
U3351 Garbridge Lane, Appleby	From its junction with the U3351 Roman Road, to Rivington Park Railway Bridge.	Southerly
U3342 Chapel Street, Appleby	From its junction with Holme Street/U3341 High Wiend, to its junction with the U3343 Low Wiend.	Northerly
U3346 Garth Heads Road	From its junction with the B6542 Bongate to its junction with the U3217 Station Road	North-westerly
U3346 Garth Heads Road	From its junction with the B6542 Bongate to its junction with the U3217 Station Road	South-easterly
U3347 Clifford Street	From its junction with the U3346 Garth Heads Road to its junction with the U3355 Station Approach at "The Midland Hotel".	North-easterly
U3348 Bellevue Road	From its junction with the U3346 Garth Heads Road to its junction with the U3347 Clifford Street	North easterly then north-westerly
U3349 Pembroke Street	From its junction with the U3346 Garth Heads Road to its junction with the U3355 Station Approach.	North easterly then north-westerly
U3351 Roman Road, Appleby	From its junction with the U3351 Garbridge Lane to its junction with the B6542 Salt Tip Corner, a distance of 1.3km.	South-easterly

and those streets shown inside the boundary line on the attached drawing number - AF/TMP/75/TRO - Am0.

Schedule 4
40 Miles per hour Speed Restriction
Between 30 April and 30 June Inclusive Anually as and when the associated signage
is displayed

<u>Road Number/Name</u>	<u>Extent of Restriction</u>
A685	From its junction with Appleby Road (B6259) extending in a northerly direction for 3.7 miles

SCHEDULE 5
REVOCATION OF EXISTING ORDERS

<u>Title of Order</u>	<u>Extent of Revocation</u>
The County of Cumbria (Various Roads, Eden Area) (Appleby Horse Fair) (Consolidation and Provision Traffic Regulations) Order 2014	The entire Order
The County of Cumbria (Various Roads, Eden Area) (Appleby Horse Fair) (Consolidation and Provision Traffic Regulations) (Order 2014) Variation (No.1) Order 2015	The entire Order

Area to which prohibition of waiting, road closures and one way streets can be applied as necessary to facilitate the flow of traffic.

