

KESWICK TOWN COUNCIL

Council Offices
50 Main Street
Keswick
CA12 5JS
Tel 017687 73607

9th January 2020

A meeting of Keswick Town Council will be held in the Council Chamber, First Floor, Council Offices, 50 Main Street, Keswick on Thursday 16th January 2020 at 7.30 pm. The press and public are welcome to attend.

Prior to the meeting, at 7.00 pm, Rose Lord, Strategy and Partnership Adviser (Conservation Officer), Lake District National Park Authority will share the final recommendations of the Keswick Conservation Area Appraisal and Management Report.

Walker

Lynda Walker
Town Clerk

AGENDA

- 1. Apologies**
To receive apologies for absence.
- 2. Minutes**
To authorise the Chairman to sign as a correct record the minutes of the Town Council Meeting held on the 19th December 2019 (pages 41- 46).
- 3. Resignation of Councillor**
The Clerk to report the resignation of Councillor Allan Todd received on Friday 20th December 2019.
- 4. Requests for Dispensations**
The Clerk to report any requests received since the previous meeting for dispensations to speak and/or vote on any matter where a member has a disclosable pecuniary interest.
- 5. Declarations of Interests**
To receive declarations by elected and co-opted members of interests in respect of items on this agenda.
- 6. Police Attendance**
To receive the newsletter of the Allerdale Rural Neighbourhood Policing Team - Inspector Rachel Gale will attend the meeting.
- 7. Matters to be received from the Public**
Such matters may be received throughout the meeting, however items raised should not be discussed for longer than 10 minutes and the Chairman reserves the right to curtail repetitious matters. Public participation shall not be longer than half an hour throughout the meeting.
- 8. Matters to be raised by Councillors**
An opportunity for Councillors to raise any unforeseen matters which are not on the agenda, with the consent of the Chair, and which do not require a decision – items raised should not be discussed for longer than 10 minutes.
- 9. Applications for Development**
 - i) To examine applications for development and submit observations to the Lake District National Park Authority

- ii) To receive update on National Park planning decisions

10. Mayor's Report

To receive details of the Mayor's engagements and meetings attendance for the period 13th December 2019–9th January 2020.

11. Reports from Ward Representatives

To receive reports from the following representatives:

- i) Allerdale Borough Council Ward Representatives
- ii) Cumbria County Council Ward Representative
- iii) Lake District National Park Authority North Distinctive Area Parishes Representative

12. Keswick to Threlkeld Multi User Trail

To consider what further action could be taken to secure a change of policy on the surface materials for the Keswick to Threlkeld Multi User Trail by the Lake District National Park Authority.

13. Keswick Transport Study

To consider the report of the Clerk.

14. Payment of Accounts

To confirm the payment of accounts for January 2020 as approved by the Inspection Committee (to be circulated at the meeting):

- i) For the Town Council
- ii) For the Trusts

15. Quarterly Budgets

To receive for information the third quarter budget comparisons.

16. Clerk's Report

To consider the Clerk's report.

17. Committee Meetings

To receive the draft Minutes of the Events Committee meeting held on 7th January 2020.

18. Correspondence

To consider the following correspondence:

- i) CALC – Buckingham Palace Garden Party 27th May 2020 – nomination request. Four places are available for Cumbria – nominations should be in recognition of past service as Chairman of Parish Council and Town Mayor in England.
- ii) R W Booth – Johnathan Otley and Springs Road Flood Detention Basin

Prior to the following business the Chairman will move the following resolution:

'That under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during the consideration of the following items of business as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted'

19. Legal - Street Trading

To receive an update from Councillor Campbell-Savours.

20. To consider the report of the Clerk.

KESWICK TOWN COUNCIL

Minutes of the meeting of Keswick Town Council held in the Council Chamber, Council Offices, 50 Main Street, Keswick on Thursday 19th December 2019 at 7.00 pm.

Present:

Chairman
Councillor David Burn

Alexandra Boardman
Alan Dunn
Duncan Miller
Allan Todd

Markus Campbell - Savours
Steve Harwood
Adam Paxon

Allan Daniels
Sally Lansbury
Paul Titley

Also present were Lynda Walker (Town Clerk), Catherine Parker (Responsible Financial Officer), Dr Geoff Davies (Lake District National Park Authority (LDNPA) North Distinctive Area Parishes' representative), David Sawday (Keswick Ministries), 1 member of the press and 6 members of the public.

Prior to the start of the meeting, the Mayor thanked representatives of Keswick First Responders for all their work on behalf of the community of Keswick and area. Jackie Knights, Chair of the Keswick First Responders Committee, said that it was a privilege and honour to serve the community. She explained that the group had been in existence for 18 years and there were currently 20 First Responders. The organisation was reliant on donations and some supplies were provided by North West Ambulance Service. Chris Guy (Treasurer) and Elaine Alston (Fundraising Officer) were also present.

155. Apologies

Apologies for absence were received from Councillor Lywood.

156. Minutes

RESOLVED that the Chairman be authorised to sign as a correct record the minutes of the Town Council meeting held on the 21st November 2019 (pages 35-40).

157. Requests for Dispensations

The Clerk reported that no requests for dispensations had been received.

158. Declarations of Interests

Declarations of interests in respect of items on this agenda were received from:

Councillor Alan Dunn – item 8 (i) applications nod. T/2019/0214 and 7/2019/2313 (friend of the applicant)

Councillor Alexandra Boardman – item 8 (i) application no. 7/2019/2314 (lives nearby)

159. Police Report

RECEIVED the report of the Allerdale Rural Neighbourhood Policing Team. 17 crimes had been reported for the month of November and 4 Antisocial Behaviour incidents for the area of Keswick (comparative figure for 2018 was 26). No officers were present.

160. Matters to be received from the Public

A local resident raised the issue of the poor condition of the 'Howrah's' public footpath which had recently been 'repaired' by Cumbria County Council. He suggested that this could be an opportunity to demonstrate the benefits of a 'modern' surface such as Ultritec which had been requested as the surface for the Keswick to Threlkeld multi-user trail. The Mayor said that the Town Council was aware of the problem and that County Councillor Lywood was taking the matter up with the County Council. Councillor Harwood agreed that it would be appropriate to push for a trial of this surface material.

A local resident stated that the footpath from the underpass to the lake was poorly lit and that the surface was unsatisfactory. This matter was covered at agenda item 15.

161. Matters to be raised by Councillors

Councillor Titley commented on the small Christmas tree which had been placed by a member of the public on the Market Square. He explained that this could present a safety issue as the plate covering the hole in which the tree had been placed had been removed. If the tree were removed this would leave a possible trip hazard. Councillor Dunn asked that the Events Committee reconsider the provision of a Christmas tree in this location next year.

162. Applications for Development

- i) **RESOLVED** that the following observations be submitted to the Lake District National Park Authority

Plan ref.	Description of Development Location
T/2019/0214	Fell one beech tree 11 St. Johns Street, Keswick, CA12 5AP <i>No comments made.</i> SUPPORT
T/2019/0217	T1 - Apple tree - Reduce due to size 21 Stanger Street, Keswick, CA12 5JU <i>No comments made.</i> SUPPORT
T/2019/0218	Strip ivy, deadwood, crown reduce, crown raise and prune 1 x English oak (T1) Central Car Park, Poplar Street, Keswick <i>No comments made.</i> SUPPORT
T/2019/0224	Crown reduction 1 ash 2 Archway House, Borrowdale Road, Keswick, CA12 5DD <i>No comments made.</i> SUPPORT
7/2019/2245	Extensions & alterations to outbuilding Claremont House, Chestnut Hill, Keswick, CA12 4LT <i>No comments made.</i> SUPPORT
7/2019/2261	Enclose existing porch area with glazed hardwood frames 3 George Street, Keswick, CA12 4EB <i>Support in principle. Subject to confirmation the area concerned is within the legal ownership of the property.</i> SUPPORT
7/2019/2269	Change of use of vacant retail store to 4 No 1 bed dwellings 18 Otley Road, Keswick, CA12 5LE <i>Support – suggest Allerdale Borough Council consider a free parking space for the 4th flat.</i> SUPPORT
7/2019/2272	Provision of replacement shop fronts to 85 & 87 Main Street. 85 - To set the window and door back to the original position i.e. set

- back 1 m from existing window elevation, 87 - To create a new entrance doorway into the property
Millets Outdoor Centre, 85, Main Street, Keswick, Cumbria, CA12 5DT
Support - note that the existing and proposed plans are incorrectly annotated.
SUPPORT
- 7/2019/2273
Provision of replacement shop fronts to 85 & 87 Main Street. 85 - To set the window and door back to the original position i.e. set back 1 m from existing window elevation, 87 - To create a new entrance doorway into the property
Millets Outdoor Centre, 85 Main Street, Keswick, Cumbria, CA12 5DT
Support - note that the existing and proposed plans are incorrectly annotated.
SUPPORT
- 7/2019/2290
Minor material amendment (condition2) to existing planning permission reference 7/2018/2006 (redevelopment of former Cumberland Pencil Factory site) comprising of 1) single storey plant room to rear elevation of existing building 2) enclosure of existing escape stairs on side and rear elevations 3) removal of existing chimney
Former Pencil Mill Factory, Main Street, Keswick, CA12 5NG
Support in principle, subject to receipt of details of the cladding proposed. Following the Grenfell Tower tragedy the planning group are being extra cautious as they understand the cladding is to be manufactured by the same company as for Grenfell Tower.
SUPPORT
- 7/2019/2296
Extension to provide ensuite shower room and utility room to private dwelling
3 Larch Grove, Keswick, CA12 4HJ
No comments made.
SUPPORT
- 7/2019/2301
Alterations to existing dwelling and subdivision to form two separate self-contained dwellings
7 The Bungalows, Windebrowe Avenue, Keswick, CA12 4JH
Support - good reason to sub-divide this property which provides accommodation for a family member.
SUPPORT
- 7/2019/2302
Extensions, alterations & parking area
58 Windebrowe Avenue, Keswick, CA12 4JG
Support - balanced & appropriate design.
SUPPORT
- 7/2019/2304
Alterations & extensions
3 Manesty View, Keswick, CA12 4JF
Support - unless concerns from near neighbours.
SUPPORT

- 7/2019/2309 Non material amendment to planning application 7/2019/2101 (New below-ground pumping station with outfall into the River Greta, Motor Control Centre kiosk building with integrated replacement bus shelter.
Reinstatement of landscaping, hardstanding and associated works) - Minor change for additional outfall and manhole cover and chamber plus associated pipework and infrastructure
Site at War Memorial Gardens, Greta Bank, off Penrith Road, Keswick
No comments made as already approved by LDNPA.
- 7/2019/2313 Extraction unit and flue
The Wainwright, Lake Road, Keswick, CA12 5BZ
Object - Following representations from adjoining residential properties, with windows in close proximity, we would ask that an alternative solution be found to the excessive noise and smell issue.
OBJECT
- 7/2019/2314 Change of use to A3 (café & restaurant)
Doctors Surgery, 13 Bank Street, Keswick, CA12 5JY
Object - with residential properties above and close by there will be a potential noise issue due to extended hours applied for.
Note: Windermere premises of the applicant advertised as opening 11 am to 11 pm Mon – Sun. Can we ensure these comments are seen by the appropriate licensing authority?
OBJECT
- 7/2019/2317 Erection of single storey dwelling with associated parking for local occupancy
Land at Vendace Court, Borrowdale Road, Keswick, CA12 4EU
Support - in keeping with the Vendace Court development.
However, we do have concerns that the previous development on this site may have been restricted to avoid this property being local and affordable.
SUPPORT
- 7/2019/2322 Loft conversion and install Dormas to rear elevation and single storey rear extension
56 Wordsworth Street, Keswick, CA12 4BZ
No comments made.
SUPPORT
- 7/2019/2323 Operation of Temporary self-catering Campsite for 3 weeks. To run in conjunction with the Keswick Convention in 2020.
Crosthwaite Conference Centre, Church Lane, Keswick, CA12 5QG
No comments made.
SUPPORT

ii) **RECEIVED** update on National Park planning decisions.

163. Mayor's Report

RECEIVED details of the Mayor's engagements and meetings attendance for the period 15th November 2019 – 12th December 2019.

164. Update on meetings with Lake District National Park Authority (LDNPA) re Keswick to Threlkeld Multi User Trail

The Mayor gave an outline of the issues raised at a meeting with the Deputy Board Chair and senior officers of the LDNPA held on 3rd December 2019, when it had been reiterated that no change to the surface proposed for the Keswick to Threlkeld Multi User Trail was possible.

Councillors had asked for the opportunity to present the case to all Board members at their next meeting on 18th December 2019. Other issues which had been covered included the request for access to the path for schoolchildren, the possible future reinstatement of the CKP railway and the re-opening of the old station toilets. Discussion had also taken place regarding the Keswick Conservation Area Appraisal, public consultation on which was due to start in the new year, and pre-planning advice provided to Premier Inn. LDNPA officers stated that it was normal practice to provide such advice, particularly for larger applications, and that this was given without prejudice.

Councillor Harwood reported following the Board meeting held on Wednesday 18th December 2019 which he had attended with the Mayor, Councillor Dunn and the Clerk. He had made a request for an independent adviser to test the case for the tarmac surface on the trail. A prepared statement had been made by the Board Chair in response. The Clerk was asked to include an item on the agenda for the January Town Council meeting to consider the way forward on this issue.

165. Reports from Ward Representatives

RECEIVED reports from the following representatives:

- i) **Allerdale Borough Council Ward Representatives**
Councillor Campbell-Savours reported that he had now received a report on the various street trading issues in Keswick setting out the problems faced in dealing with these. He asked for an item to be placed on the agenda for the January Town Council meeting. Councillor Daniels reported on a petition which had been submitted to the Borough Council regarding the Climate Change emergency. He also advised that support on planning issues could be provided by the Borough Council.

- ii) **Cumbria County Council Ward Representative – no report submitted.**
Councillor Miller reported that problems had been experienced on Manor Brow and Ambleside Road recently which was busier than usual due to the closure of Penrith Road. Black ice had caused an accident and he asked that the County Council be requested to increase treatment on this route.

Councillor Campbell-Savours left the meeting.

- iii) **LDNPA North Distinctive Area Parishes Representative – Dr Geoff Davies presented a written report.** He also referred to the Conservation Area Appraisal which the Parks Strategy and Vision Committee had now approved for public consultation. An interesting tour of the town had taken place with the Conservation Officer.

166. Payment of Accounts

RESOLVED that the accounts for December 2019 as approved by the Inspection Committee be authorised for payment for:

- i. The Town Council, vouchers 147 - 171, amounting to 26,406.76 (twenty six thousand four hundred and six pounds and seventy six pence)
- ii. The Trusts, vouchers HP158 - FP154, amounting to 18,005.39 (eighteen thousand and five pounds and thirty nine pence)

167. Budget for 2020/2021 and Grant Payments

The draft budget for 2020/21 was presented for approval together with recommended grant payments to local organisations.

RESOLVED:

- i) That the draft Budget for the financial year 2020/21 be approved
- ii) That the precept for 2020/21 be set at £270,641

iii) That the list of recommended grants be approved

168. Reports from Representatives on Outside Bodies

RECEIVED a report from Councillor Alan Dunn – Keswick Tourism Association.

169. Lights to the Lake

Consideration was given to the report of the Clerk. Councillor Daniels confirmed that he had approached the Portfolio Holder at Allerdale BC who had stated that no additional funding beyond the £3,000 offered was possible to improve the lighting from the underpass to the foreshore. It was noted that no contribution had been offered by the Theatre by the Lake.

170. Clerk's Report

RECEIVED the report of the Clerk.

171. Minutes of Liaison meetings

RECEIVED for information:

- i. the draft Minutes of the CALC Allerdale District Annual Meeting held on 24th October 2019
- ii. the notes of Keswick Ministries Town Liaison Forum held on 10th December 2019

172. Correspondence

Consideration was given to the following correspondence:

- i. Allerdale Borough Council – Footway Lighting in Allerdale – noted.
- ii. Keswick Museum – request for support
Councillor Lansbury reported that Councillor Campbell-Savours had met the Chair of the Trustees to discuss ways in which assistance could be provided, however, no revenue cost support was available from Allerdale BC.
- iii. Cumbria County Council – notice of intention to make Traffic Regulation Order
RESOLVED that no objections be put forward but that a request be made for legal status to be given to the No Overnight Parking signs on Church Lane and Longbridge, Portinscale.

Prior to the following business the Chairman moved the resolution:

'That under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during the consideration of the following items of business as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted'

173. Staffing - Staffing Committee Minutes

RECEIVED for information the draft Minutes of the Staffing Committee meeting held on 3rd December 2019.

The meeting finished at 9.00 pm.

Chairman

Date

Lynda Walker

From: Gale, Rachel <Rachel.Gale@cumbria.police.uk>
Sent: 02 January 2020 11:04
Subject: FW: Allerdale Email

Dear Councillors,

I write to update you with some exciting new changes to the way we will provide your Newsletter updates for your meetings. This will keep you up to date with engagement undertaken in your community as well as any relevant crime prevention advice. The Newsletters will provide information from the relevant Neighbourhood Policing Teams as well as the Local Focus Hubs, including updates from our partners. The new format is being rolled out across the County and I hope you will find it useful and informative. This change means less administration for our PCSO's and Problem Solving team, meaning they can spend more time out in our communities. The Allerdale newsletters will commence from mid January 2020. I invite you to sign up to the Newsletters for your area and hope you find the new content useful!

Please see below on how to subscribe to ensure you receive the newsletters each month.

News from your area

Introducing our new localised newsletters

Following your feedback that you would like more localised information, we can confirm we have now launched localised newsletters from our West Local Focus policing teams. The newsletters will show you what your officers are doing to tackle the policing issues that are important to you in your local community.

Copeland Local Focus Team:

You can sign up to some or all of these newsletters from your Copeland Local Focus team, they are:

- Whitehaven & District
- Millom and South Copeland
- Egremont, Cleator Moor & Rural

Allerdale Local Focus Team:

If you live in the Allerdale area, we are working with the team and we will be launching their newsletters in January 2020, covering the following communities:

- Workington
- Maryport, Aspatria, Silloth & Wigton
- Cockermouth & Keswick

Update your subscription today to make sure you are receiving the right news for you by clicking on the button below -



Find us on social media:

If you use social media you can also keep up to date by following us:

"CumbriaPolice" on Facebook and Twitter or "CumbriaCops" on Instagram and Snapchat

To join in the conversation with your local focus policing team on Facebook, join your local team:

Allerdale Focus - [click here](#)

Barrow Focus – Barrow and District [click here](#)

Carlisle Focus – Carlisle and District [click here](#)

Copeland Focus - [click here](#)

Eden Focus – [click here](#)

South Lakes Focus - [click here](#)

Kind Regards

Inspector 1915 Rachel GALE
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Workington Station
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Planning Applications received between 13/12/2019 - 09/01/2020

Plan ref	Location	Description of Proposed Development
T/2019/0233	Bishops House, Ambleside Road, Keswick, CA12 4DD	Crown raise group of holly trees (G1); fall 2 beech trees (T1 & T2)
7/2019/2292	7, Fenton, Keswick, CA12 4AZ	Two storey side and rear extension with single storey to front elevation, alteration to front and rear garden to enlarge patio and form additional parking
7/2019/2333	Keswick Methodist Church, Southey Street, Keswick, CA12 4HH	Approval of details reserved by condition on planning permission ref. 7/2018/2147 - condition no 3 roofing details
7/2019/2336	Maiden Moor, The Heads, Keswick, CA12 5ER	Construction of new dwelling

NOTICE TO THE PUBLIC: Interested parties are invited to let the Town Clerk have their comments, in writing, prior to the meeting regarding any of the planning applications on this sheet.

Decisions Received from LDNPA

Planning Decisions Received between 13/12/2019 & 09/01/2020

Plan Ref	Date of Application	Location	Postcode	Description	KTC Observations	LDNPA Decision	Appeal	Appeal Decision
7/2019/2245	December-19	Claremont House, Chestnut Hill, Keswick,	CA12 4LT	Extensions & alterations to outbuilding	SUPPORT	GRANTED		
7/2019/2258	October-19	Former HIQ Tyre Services, Helvellyn Street, Keswick	CA12 4EH	Development of 5 no. 2 - bedroom apartments for local occupancy	SUPPORT	Withdrawn application		
7/2019/2261	November-19	3, George Street, Keswick	CA12 4EB	Enclose existing porch area with glazed hardwood frames	SUPPORT	GRANTED		
7/2019/2291	November-19	Manor Crest, Manor Brow, Keswick	CA12 4AW	Proposed ground floor infill extension, first floor side extension, loft conversion, facade alterations, raised terrace and all associated works	OBJECT	REFUSED		
7/2019/2296	November-19	3, Larch Grove, Keswick	CA12 4HJ	Extension to provide ensuite shower room and utility room to private dwelling	SUPPORT	GRANTED		
7/2019/2304	November-19	3, Manesty View, Keswick	CA12 4JF	Alterations & extensions	SUPPORT	GRANTED		

KESWICK TOWN COUNCIL

TOWN COUNCIL MEETING 16th JANUARY 2020

MAYOR'S ENGAGEMENTS & MEETING ATTENDANCE

For period 13th December 2019 – 9th January 2020

Friday 13 th December	Site visit to footpath at rear of Vicarage Hill, Keswick. Reported flowing water issue resolved.
Friday 13 th December	Attendance at Café Hope's Live Advent switch-on, held at Hope Park, Keswick
Sunday 15 th December	Official starting of Lions' Santa Dash, held in Lower Fitz Park
Wednesday 18 th December	Attendance at LDNPA Board meeting, held at Murley Moss, Kendal
Friday 20 th December	Attendance at Royal Oak's Live Advent switch-on, held at Main Street, Keswick
Friday 20 th December	Attendance at tour of Pencil Museum, held at Carding Mill Lane, Keswick
Saturday 21 st December	Attendance at Makers' Mill Live Advent switch-on, held at Greta Side, Keswick
Sunday 22 nd December	Attendance at Town and Parish Carol Service held at St. John's Church, Keswick
Tuesday 24 th December	Official Live Advent switch-on, held at Alhambra Cinema, St. John's Street, Keswick
Wednesday 25 th December	Mayoral Christmas Day Visit to Millfield Care Home, Nether Place Nursing Home and Keswick Hospital
Thursday 9 th January	K2T information gathering meeting, held in Council Chamber

Report from the North DA Parishes Member of the LDNPA – December 2019

Concerns about climate change have had a significantly higher profile in 2019 than ever before, but the Lake District National Park Partnership (LDNPP) has been actively pursuing reductions in carbon emissions since 2010. In that year, a “carbon budget” for the Lake District was agreed. The idea was to calculate the carbon footprint of the Park in that year and then carry out local actions to reduce emissions by 1% of that “baseline” figure every year. A paper¹ presenting the latest (April 2018 to March 2019) progress report was discussed at the meeting of Full Authority on 18th December.

The baseline was calculated in 2010 (and revised in 2017) by Small World Consulting Ltd², and they have produced annual reports since then. It is calculated that the present carbon footprint of the Park is 4.1% lower than the 2010 baseline. While this shows that the LDNPP has had some success in reducing carbon emissions, it falls short of the target of 9% that should have been achieved by now. Moreover, the 2018-19 report shows, for the first time since the introduction of the carbon budget, a year-on-year increase. Emissions increased by 2,040 tCO₂e (tonnes CO₂ equivalent), whereas the annual target is for a decrease of 31,367 tCO₂e. Two sources showed increases in carbon emissions in the year 2018/19: travel (9,691 tCO₂e increase) and home energy (2,829 tCO₂e increase).

The calculation of the travel emissions is based on traffic counters (excluding HGVs) at 14 points in the Park. It is, therefore, an estimate of travel emissions *within* the Park and takes no account of emissions resulting from travel *to* the Park. The report concludes that the increase in transport emissions can be attributed to an increase in visitor numbers. It is noted, however, that the rail service from Oxenholme to Windermere was poor to non-existent for much of the summer of 2018.

The report does give some positive news. Renewable energy schemes have yielded an additional saving of 1,283 tCO₂e and land management activities have realised 8,530 tCO₂e of savings. The most significant savings due to land management practice arose from peatland restoration (7,703 tCO₂e), while woodland creation produced savings of 637 tCO₂e. While the increase in emissions from transport may be attributable to increased visitor numbers, the increase due to home energy use appears not to be, since only about 1% of such emissions is due to visitors. Cumbria Action for Sustainability (CAFS)³ is a member of the Partnership working at community level to promote reductions in home energy emissions. Their activity includes training more than 100 construction workers in retrofitting for energy efficiency as well as events, training materials and advice to householders on flood resilience and energy efficiency.

Geoff Davies

Geoff.Davies@lakedistrict.gov.uk

¹ https://www.lakedistrict.gov.uk/_data/assets/pdf_file/0007/1791538/2019_12_18-Climate-Change-Subgroup-Progress-Against-the-Carbon-Budget.pdf

² <https://sw-consulting.co.uk/>

³ <https://cafs.org.uk/>

KESWICK TOWN COUNCIL
16TH JANUARY 2020

KESWICK TRANSPORT STUDY

Following the Joint Members' Briefing held on 17th December 2019 the final version of the Keswick Transport Study has now been published and the following appendices are attached to this report:

- Appendix 1 Keswick Transport Study – Partners' Joint Committee Report
- Appendix 2 Keswick Transport Study – Non-Technical Summary

The packages of improvements presented in the Study have been developed with the co-operation of all partners and their delivery is subject to funding being secured.

The Town Council is now asked to approve the recommendations included in paragraph 2.0 of the report as follows:

- 2.1 That the partner organisations - Allerdale Borough Council, Cumbria County Council Local Committee for Allerdale, **Keswick Town Council** and the Lake District National Park Authority:
 - 1. Endorse the principle of the packages of improvements (as summarised in Proformas 1-8 in the Keswick Transport Study's Non-Technical Summary)
 - 2. Agree to work together to explore the opportunities to secure funding to deliver the packages of improvements through internal and external funding opportunities, and
 - 3. Agree to the establishment of a Programme Delivery Board to ensure the co-ordinated delivery of the package of improvements.

LW
080120



Keswick Transport Study Partners' Joint Committee Report

1.0 Executive Summary

- 1.1 The partner organisations (Allerdale Borough Council; Cumbria County Council; Keswick Town Council and the Lake District National Park Authority) have jointly funded a study to look at issues relating to traffic movement and parking in Keswick. The Keswick Transport Study was commissioned in March 2019 and its preparation is now complete. The non-technical summary of the study is appended.
- 1.2 This Partners' Joint Committee Report is being used by each of the partner organisations to provide a consistent overview of the preparation of the Keswick Transport Study, an outline of the packages of improvements and next steps to support their delivery and implementation.
- 1.3 The packages of improvements presented in the Keswick Transport Study have been developed with the co-operation of all partners. Conceptual designs and strategies for each of the eight scheme packages were developed and used to:
- Produce indicative scheme costs (which are subject to refinement following detailed design)
 - Identify delivery risks, and
 - Outline delivery programmes which are based on the assumption that funds are secured to deliver the project with political support.
- 1.4 The delivery of the packages of improvements is subject to funding being secured. The Keswick Transport Study provides the evidence (based on a robust assessment and defined methodology) to support the partner organisations in seeking to secure funding from internal and external funding sources. It is recognised that further scheme development will be required for some of the packages of improvements and at that stage further stakeholder engagement/ public consultation will be undertaken.

2.0 Recommendations

- 2.1 **That the partner organisations - Allerdale Borough Council; Cumbria County Council Local Committee for Allerdale; Keswick Town Council and the Lake District National Park Authority:**
1. **Endorse the principle of the packages of improvements (as summarised in proformas 1 -8 in the Keswick Transport Study's Non- Technical Summary)**
 2. **Agree to work together to explore the opportunities to secure funding to deliver the packages of improvements through internal and external funding opportunities; and**
 3. **Agree to the establishment of a Programme Delivery Board to ensure the co-ordinated delivery of the packages of improvements.**

3.0 Background

- 3.1 Keswick provides a range of facilities and services for the local community and is also a major centre for tourism, and its attractions draw a great number of visitors. The appeal of Keswick attracts many vehicle trips and during certain times of the year parking and traffic movement in the area can be difficult.
- 3.2 This has been recognised by the organisations who manage facilities in Keswick - Allerdale Borough Council, Cumbria County Council, Keswick Town Council and the Lake District National Park Authority. They agreed to jointly fund a study which looked at these issues and to make a holistic assessment of what is needed to improve the management of traffic and parking in Keswick.
- 3.3 The four overarching objectives of the Keswick Transport Study were to:
1. Identify improvements to the highway and transport network to address the safe management of traffic and parking within Keswick;
 2. Identify improvements and initiatives to improve opportunities to walk and cycle;
 3. Identify improvements to shift journeys to public transport and to improve opportunities for onward sustainable travel to other key destinations around Keswick such as Borrowdale, Honister, Skiddaw and Whinlatter; and
 4. Set out a clear approach to phasing, planning and delivery of improvements measures identified.
- 3.4 The area of study for the Keswick Transport Study where any potential improvements were likely to be delivered was the built up area of Keswick; but the study also considered outward sustainable transport movements to the wider area.
- 3.5 A clear and robust governance structure was put in place to ensure the people involved in preparation of the study understood their role. A Project Board, with senior officers from each of the partner organisations was established to provide strategic direction. A Project Delivery Group of technical officers from each of the partner organisations and the appointed consultants (WSP) was also established to ensure that all technical knowledge and advice was captured in the preparation of the study.
- 3.6 At the start of the preparation of the study, the Project Delivery Group developed a Communication and Engagement Plan. This plan set out the approach to stakeholder engagement and identified the range of stakeholders to be involved. Whilst no wider public consultation was undertaken as part of the preparation of the study, it is recognised that further scheme development will be required to support the delivery of some of the packages of improvements and at that stage further stakeholder engagement/public consultation on the proposed improvements will be undertaken.
- 3.7 The Keswick Transport Study was developed in four stages to ensure that its preparation would have the appropriate checkpoints at the end of each key activity of work. The study was prepared using an evidence based approach. Emerging improvement schemes were sifted using a clearly defined methodology developed in line with the Department for Transport's Early Assessment and Sifting Tool. This ensured that the study can present the most robust evidence and justification necessary to support the partner organisations in seeking to secure funding from internal and external funding opportunities. In addition a bespoke transport model was developed specifically for the study to allow the impact of the emerging improvement scenarios on the highway network to be assessed.
- 3.8 The four stages are set out below:

- **Stage 1:** A review of previous study work and available information to help to understand the issues and constraints. This also included undertaking additional surveys and two workshops with local authority technical officers and identified stakeholders
- **Stage 2:** Based on the evidence collected and work undertaken in Stage 1 a long list of 57 schemes was identified. To determine which schemes from the long list were progressed a sifting methodology was used to assess schemes. This included the study's objectives, DfT's Early Assessment Sifting Tool and the financial elements of the scheme. A short list of 36 schemes was identified.
- **Stage 3:** The 36 schemes were then grouped together into packages of improvements. The packages were developed and used to produce indicative scheme costs (which are subject to refinement following detailed design), delivery risks, and outline delivery programmes which are based on the assumption that funds are secured to deliver the improvement.
- **Stage 4:** Brings all the stages together in a Keswick Transport Study Report with a Non-Technical Summary providing a concise outline of the process and recommendations.

4.0 Packages of Improvements

4.1 Below is a brief outline of the eight packages of improvements. The detail of each package of improvement is found in the Keswick Transport Study Non- Technical Summary. Conceptual designs and strategies for each of the eight scheme packages were developed and used to:

- produce indicative scheme costs (which are subject to refinement following detailed design)
- identify delivery risks, and
- outline delivery programmes, which are based on the assumption that funds are secured to deliver the project with political support.

1. St John's Street Improvement

Traffic flow alterations to implement a southbound one-way on St John's Street, with footpath widening on St John's Street and Station Street.

The options considered (and tested through the Keswick Transport Model)

- 1. Reverse the one way on Borrowdale Road** – Allow traffic to head northbound on Borrowdale Road. Currently Traffic can only head southbound
- 2. Signalisation** – This option assesses signalised traffic control points located at either side of the St John's Street/Station Street pinch point.
- 3. Pedestrianisation** – This option retains the existing road layout, but prohibits traffic during certain hours of the day
- 4. One Way Southbound** – This option is for one way southbound only on Station Street/St John's Street
- 5. One Way Northbound** – This option is for one way northbound only on Station Street/St John's Street
- 6. The preferred option - Southbound with footpath widening** - The scheme could be delivered as a whole, or in phases. Phase 1 would provide the delivery of the Southbound only route through St John's Street and Phase 2 would be the delivery of additional footway widths.

Delivery Leads - Cumbria County Council and Lake District National Park Authority.

2. Keswick Off Street Car Parking Strategy

The baseline assessment found that approximately 20% of all available parking spaces were not utilised in Keswick (Easter Weekend 2019 statistics). The car parks owned by Allerdale Borough Council were close to, or over capacity. The main car parks observed to be underutilised were Keswick Rugby Club (Rear), Rawnsley Hall, Derwent (Pencil Factory), and the Leisure Centre.

The Off- Street Car Parking Strategy has three parts:

- 1) Given the current available parking in Keswick, the first approach redistributes vehicles into car parks with available capacity through a well-advertised and publicised new pricing policy
- 2) The second part of the strategy is to provide a complementary Parking Information and Guidance System to actively manage people's behaviours and ensure that drivers can find a parking space with ease.

Both parts of the recommended strategy aim to redistribute parking demand towards the currently available capacity on the edge of town centre sites (such as the Rawsley Centre and Derwent) and the out of town centre sites (such as the Leisure Centre) and also make more use of the significant capacity available at the Rugby Club. Engagement to reach agreements (with regards to signage and contributions) with third party operators will be undertaken as the strategy develops.

3) The third part of the strategy is to create extra car parking capacity. However, this part of the strategy is only required if demand is nearing or exceeding the available capacity, which it currently is not (with approximately 20% capacity available but not used).

Delivery Leads - Allerdale Borough Council (in partnership with Cumbria County Council and third party operators)

3. Full TRO Review of the Backstreets Area of Keswick

To undertake a formal review of the parking issues identified in the 'Backstreets' area of Keswick to investigate the introduction of a Community Management Parking Scheme (CMPS), whereby permits are required to park.

Within the CMPS proposal, two strategies are presented.

1. Seek to remove commuters and day visitors from the area, with a potential to further limit informal temporary resident parking.
2. Propose to only provide capacity for residents and specified numbers of temporary residents staying at registered guest houses. This is likely to result in much less parking demand in the backstreets.

Both strategies would support behaviour change; commuters, visitors and unregistered temporary residents would need to park within the town centre. This would create a physical break between the car parked and place of stay, which would improve the potential for users to consider sustainable modes to travel around the wider LDNP area. The latter would have a dependency on the development of Package 2 – Off Street Parking

Delivery Lead - Cumbria County Council

4. Improvements to cycle routes in the wider LDNP Area to connect with Keswick

Indicative cycle routes are proposed around Derwent Water, Bassenthwaite and Thirlmere from Keswick, to allow Keswick to act as a hub of onward sustainable travel across key tourist destinations. Where possible, these schemes should be connected with national cycle routes through Keswick and across the wider Lake District. Further scheme development will be required to plan the routes and to consider the design constraints in more detail.

Delivery Lead - Lake District National Park Authority

5. Public Transport Infrastructure and Service Improvement

Comments were made during stakeholder engagement in relation to the continuity and integration of connecting services between Keswick and Penrith (particularly the train station). There are only two bus stops in Keswick with a shelter. In order to encourage a shift of journeys to public transport, the following improvements have been identified.

1. Bus service enhancements to increase the frequencies (from 60 – 30 minutes) to cater for additional demand at peak times – particularly the route frequency and timetable of the service between Keswick and Penrith Rail station. Negotiations with Stagecoach would be required to secure investment.

2. Bus stop improvements identified at locations where shelters could be provided/upgraded across the town in order to encourage an uptake in bus patronage.
3. Real Time Information (RTI) is a readily available technology. Stagecoach have developed a live app and live tracking is available on bus services in Keswick. To improve information for passengers RTI boards should be installed at the bus station in the town centre with wider installations at appropriately identified stops.

Delivery Leads - Keswick Town Council and Lake District National Park Authority (in partnership with Stagecoach)

6. Improved Cycling Offer within Keswick

The wider connectivity to the LDNP via sustainable transport is a principal objective for future sustainable travel around the Lake District. This package considers the creation of additional cycle infrastructure/routes, cycle parking and E-bike charging points within Keswick to facilitate inward and outward travel. Identified priority cycle routes link with the wider area cycle routes identified in Package 4.

Delivery Leads - Cumbria County Council / Lake District National Park Authority

7. Transport Behaviour Change Programme

The 'GoLakes' and 'See More Lakes' initiatives aimed to get local people and tourists to use more sustainable modes of transport to explore the Lake District. The initiatives have a proven track record of delivering travel behaviour change within the Lake District, reducing private car tourist travel by 15% (from 73% to 58%) between 2012 and 2015.

The Transport Behaviour Change Programme looks to build upon these previous successes and provides a link to the other interventions set out in the study.

Delivery Lead - Lake District National Park Authority

8. Improved Walking Offer in Keswick

Following walking route audits, interventions have been developed for the south western end of Crosthwaite Road, where there is currently no footway provision and also a signalised crossing point on High Hill, adjacent to the Pencil Museum, in an area of high footfall within the town to facilitate improved pedestrian movement.

Delivery Leads - Cumbria County Council and Lake District National Park Authority

5.0 Implementation

- 5.1 The packages of improvements presented in the Keswick Transport Study have been developed jointly with the co-operation of all partners. The delivery of the packages of improvements is subject to funding being secured. The Keswick Transport Study provides the evidence (based on a robust assessment and defined methodology) to support the partner organisations in seeking to secure funding from internal and external funding sources. It is recognised that further scheme development will be required for some of the packages of improvements and at that stage further stakeholder engagement/public consultation will be undertaken. The implementation of any improvement that has potential impacts on residents, businesses and other stakeholders will be subject to further consultation.
- 5.2 To ensure momentum and support the delivery of the packages of improvements the Lake District National Park Authority (as senior responsible owner for the Keswick Transport Study) will convene a Delivery Programme Board to co-ordinate and monitor progress. Updates on progress on the delivery of the packages of improvements will be reported through the partner organisations' committee structures. When considered necessary working groups will be set up to support the delivery of improvement packages. In particular, a working group will be required to deliver the proposed off-street parking strategy in partnership with third party operators.

6.0 Conclusion

- 6.1 The Keswick Transport Study presents a coherent programme of measures to improve transport and parking in Keswick. The Keswick Transport Study has been developed with the co-operation of partner organisations. Whilst the delivery of the packages of improvement measures is subject to funding being secured, the Keswick Transport Study provides an evidence base to support the partner organisation to secure funding from internal and external sources. The establishment of a Programme Delivery Board will help to maintain momentum and help the partners work together to deliver the improvements.

END

KESWICK TRANSPORT STUDY, NON-TECHNICAL SUMMARY, JAN 2019



KESWICK TRANSPORT STUDY

1. Introduction

The Keswick Transport Study was jointly funded by Cumbria County Council (CCC), the Lake District National Park Authority (LDNPA), Allerdale Borough Council (ABC) and Keswick Town Council (KTC) (“the partner organisations”) to assess the existing and future traffic movement and parking issues in Keswick, and subsequently identify improvement measures to address them. The area of focus for the Keswick Transport Study (where any potential interventions are likely to be delivered) is shown in Figure 1. The study also considers outward sustainable transport movements to the wider area.

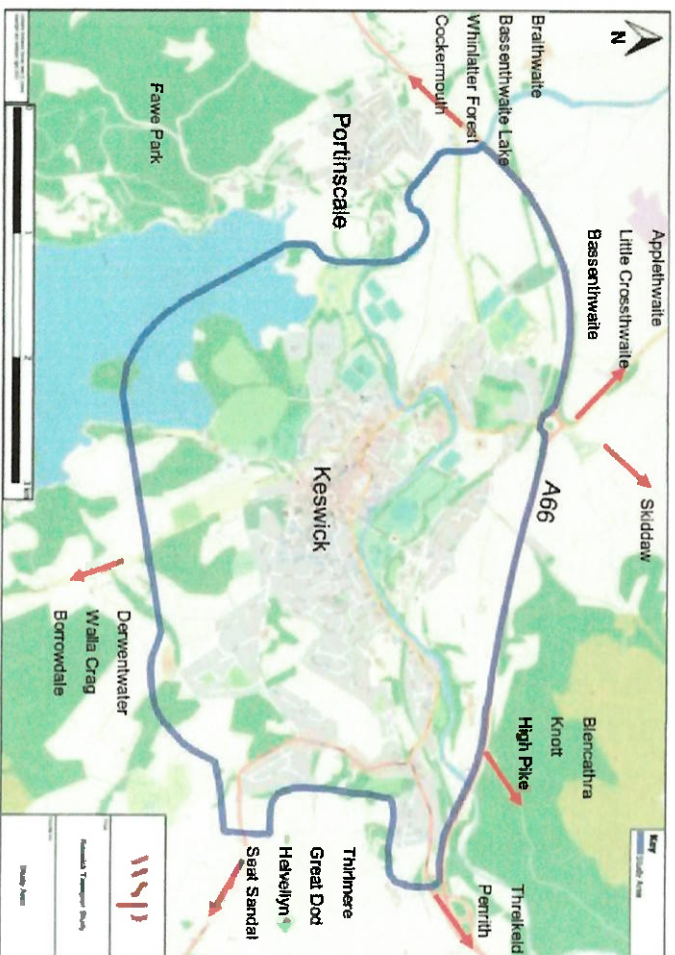


Figure 1 Study area boundary and adjacent visitor attractions

The objectives of the Keswick Transport Study are to:

- ⇒ Identify improvements to the highway and transport network to address the safe management of traffic and parking within Keswick;
- ⇒ Identify improvements and initiatives to improve opportunities to walk and cycle;
- ⇒ Identify improvements to shift journeys to public transport and to improve opportunities for onward sustainable travel to other key destinations around Keswick such as Borrowdale, Honister, Skiddaw and Whinlatter; and
- ⇒ Set out a clear approach to phasing, planning and delivery of improvements measures identified.

The Keswick Transport Study was prepared in four stages:

- ⇒ **Stage 1:** Baseline Information and Assessment
- ⇒ **Stage 2:** Identify Improvement Options
- ⇒ **Stage 3:** Agree and Develop Improvements
- ⇒ **Stage 4:** Keswick Transport Study Report (and Non-Technical Summary).

This ensured that its development had appropriate checkpoints at the end of each key activity of work. The study was prepared using an evidence-based approach to ensure that it would present the most robust evidence to explain the need for the interventions and justification necessary to support the partner organisations in seeking to secure funding from internal and external funding sources.

2. Evidence Gathering and Assessment of the Issues

The study was evidence led and a comprehensive assessment of the existing and forecast transport and travel conditions was undertaken to fully understand the issues and constraints experienced. This included consideration of highways, public transport, active travel modes and parking. In addition, a bespoke transport model was developed specifically for the study to allow the impact of the emerging improvement scenarios on the highway network to be assessed.

Through this analysis, the key transport-related issues facing Keswick were identified, including:

- ⇒ Queuing and delays during peak holiday season, at two important junctions – Main Street / Tithbarn Street mini-roundabout and Penrith Road / Chestnut Hill priority junction;
- ⇒ Narrow pavements and available road space, particularly on St John's Street which results in conflict between vehicular traffic and pedestrians or cyclists;
- ⇒ Limited capacity of Keswick bus station and a lack of bus shelters in the town;
- ⇒ Seasonality of bus services makes public transport an unattractive option for commuters;
- ⇒ Pedestrian and cycling connections from Keswick are not of a suitable standard for high volumes of users;
- ⇒ Difficulty for pedestrians crossing a number of roads due to high traffic volumes during the busiest periods;
- ⇒ Perceived lack of car parking during the tourist season, which causes inconvenience to residents as well as visitors, and contributes to queuing in the town; and

- ⇒ Poor wayfinding around Keswick and lack of signage to direct visitors to available car parking.

The collated evidence base informed the recommended transport and parking improvements, ensuring that decisions were made based on a thorough understanding of the traffic and travel situation in Keswick.

3. Stakeholder Engagement

Stakeholder input and feedback was critical to the evidence base and identification of the improvement options. The project team included ABC, CCC, KTC and the LDNPA. They were involved in all stages of the study, informing, reviewing and approving each output.

Two workshops were held during the study to gain local knowledge and input. The first was a Technical Workshop with local authority officers and internal stakeholders, and the second was for a wider stakeholder group including representatives from a range of statutory and non-statutory groups.

The workshop format consisted of two facilitated sessions; the first was an information gathering exercise, focussed on identifying and confirming issues within Keswick, under four key themes:

- ⇒ Highway issues;
- ⇒ Parking issues;
- ⇒ Sustainable Transport issues; and
- ⇒ Future Technology.

In the second session, stakeholders were invited to propose improvements that address the identified issues. The information and suggestions recorded in the workshops were collated and captured in a long list for subsequent sifting in an appraisal framework.

4. Option Generation

A Longlist of schemes was developed through:

- ⇒ Identification of existing options highlighted within previous studies and also from the findings of the baseline review; and
- ⇒ Consultation and engagement with the project team, and themes developed during Technical and Stakeholder Workshops.

A total of 57 scheme options were identified as part of the option generation process, considering all modes of transport, as well as parking schemes and information and technology improvements which could 'future proof' the town of Keswick.

The options identified as part of the longlist ranged from small scale schemes, such as footway improvements and cycle parking enhancements, to larger scale schemes, such as reconfiguration of junction layouts and pedestrianisation schemes.

Emerging improvement schemes were sifted using a clearly defined methodology developed in line with the Department of Transport's (DfT) Transport Analysis Guidance (TAG). This ensured that the study can present robust evidence and the justification necessary to support the partner organisations in seeking to secure funding from internal and external funding sources.

The basis of the methodology was the DfT's Early Assessment and Sifting Tool (EAST). EAST is a decision support tool that has been developed to summarise and present evidence on options in a clear and consistent format. It provides decision makers with relevant, high level information to help them form an early view of how options perform and compare. The tool itself does not make recommendations and is not intended to be used for making final funding decisions.

The Transport Analysis Guidance (TAG) therefore recommends that specific criteria or thresholds are specified against a range of key criteria in alignment with the respective study objectives, to prioritise schemes for further development.

To determine which schemes were progressed to more detailed assessment of the study, scoring and sifting of the longlist was undertaken. The process is outlined in Figure 2.

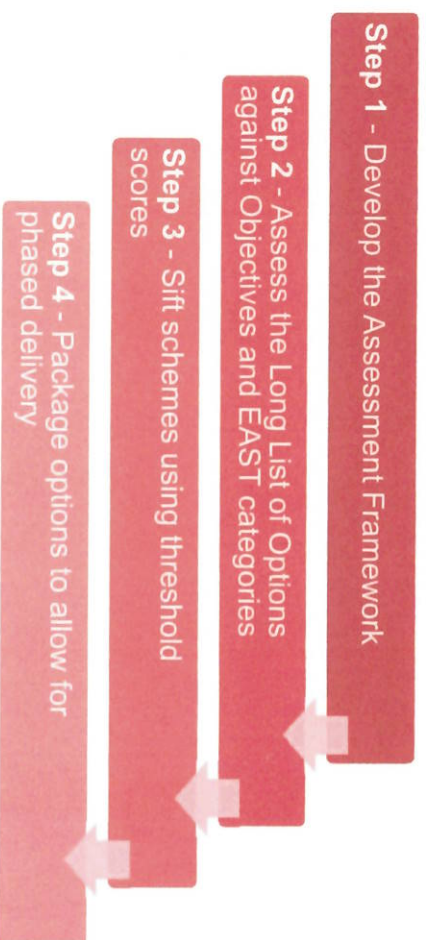


Figure 2 Approach to sifting the long list into work packages

A two-stage sifting exercise was undertaken, firstly to assess whether a scheme met the objectives of the study, and secondly, to ensure the scheme met the Government's Green Book five case criteria which included Strategic, Economic Managerial, Financial and Commercial aspects.

Thresholds were subsequently specified, and schemes assigned scores, to establish a range of transport solutions reflecting the main objectives of the study and to ensure that a sensible number of distinct and feasible options were shortlisted.

Through the sifting process, 37 schemes were identified in the shortlist. These were then grouped into packages of interdependent and / or complementary schemes. Eight packages were created:

- ⇒ 1. St John's Street;
- ⇒ 2. Off-street car parks;
- ⇒ 3. Traffic Regulation Order Review for the Backstreets area;
- ⇒ 4. Improvements to cycle routes in the wider Lake District National Park to connect with Keswick;
- ⇒ 5. Public transport infrastructure and service improvements;
- ⇒ 6. Cycle infrastructure improvements within Keswick;
- ⇒ 7. Behaviour change and future technology; and
- ⇒ 8. Walking infrastructure improvements within Keswick.

The 20 schemes with scores below the sifting thresholds were discounted from further development as part of the study. However, in isolation, and in the context of other discrete local issues, these schemes could be developed independently.

5. Option Development

Conceptual designs and strategies for each of the eight scheme packages were developed and used to:

- ⇒ produce indicative scheme costs (which are subject to refinement following detailed design);
- ⇒ identify delivery risks; and
- ⇒ outline delivery programmes, which are based on the assumption that funds are secured to deliver the project with political support.

Where relevant, a preferred scenario was identified, and / or a preferred sequence of delivery of various components of the package.

An overview of the packages is provided in the tables below, outlining the package description, expected benefits, potential dis-benefits, the timescales for delivery (from when funding is available to progress the package). The timescales for delivery of each package include further design and development of the package, consultation with relevant communities and stakeholders, and securing final funding for construction / delivery of the package.

An overview plan of the location of each of the packages is presented in Figure 3.

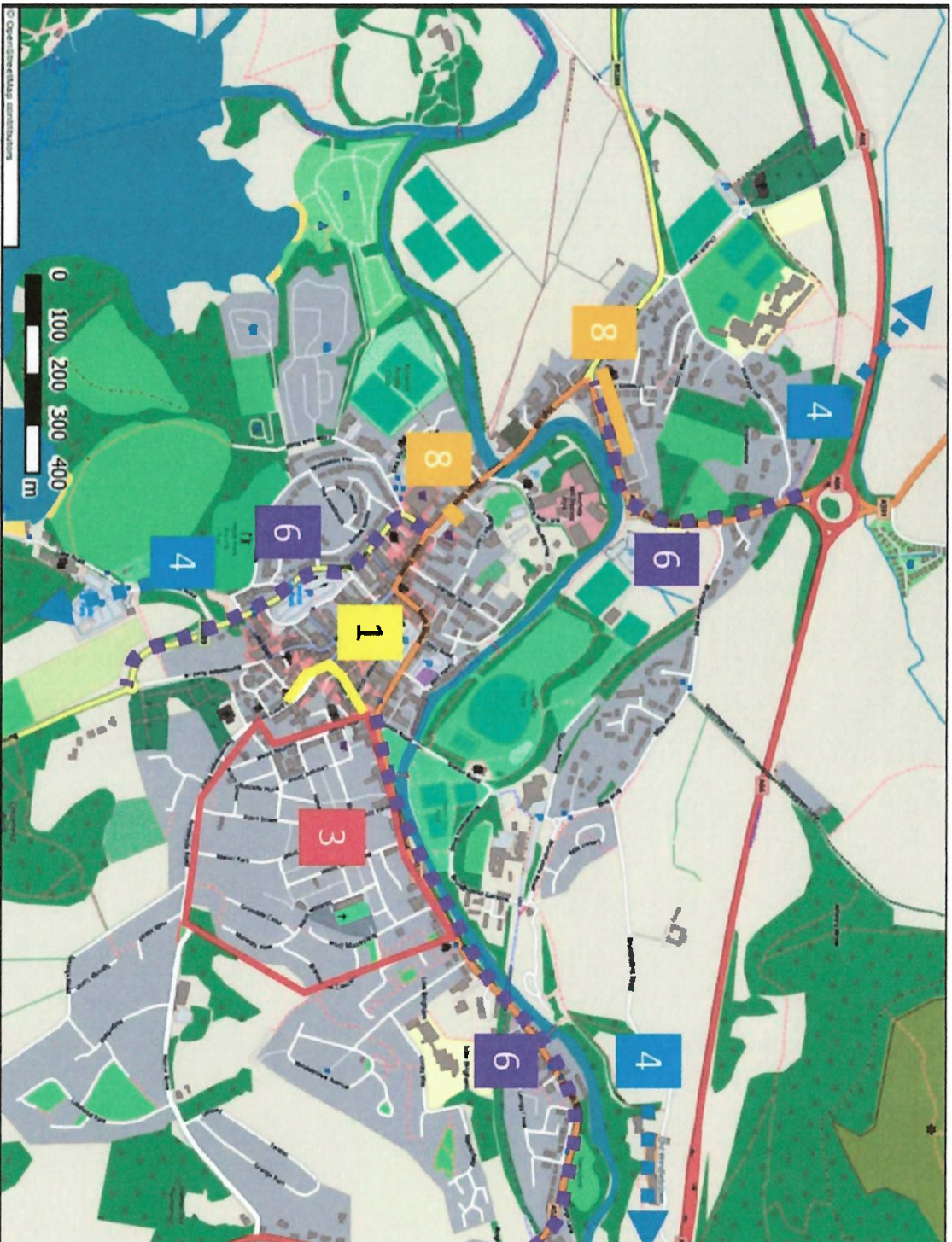


Figure 3 Overview Plan of the Packages

Location Specific Packages

1. St John's Street
3. Backstreets TRO Review
4. Wider Cycle Improvements
6. Improved Cycle Infrastructure in Keswick
8. Improved Walk Routes

Town Wide Packages (not shown on the plan)

2. Off Street Car Parking
5. Public Transport Improvements
7. Behaviour Change Campaign



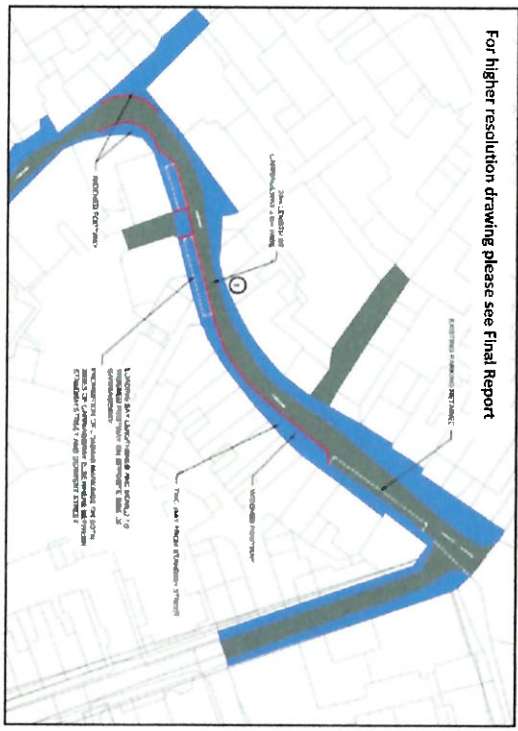
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IMPROVEMENT PACKAGE 1 – St John's Street

Issue Addressed	<ul style="list-style-type: none"> ⇒ Severance caused by inappropriately parked / loading HGVs and LGVs; ⇒ Width of the footway too narrow for pedestrians; and ⇒ Safety risk at the pinch point on the bend of Station St / St John's St where two vehicles cannot pass.
Description	<p>Options Considered:</p> <ul style="list-style-type: none"> ⇒ Reverse the one way on Borrowdale Road; ⇒ Signalisation; ⇒ Pedestrianisation; ⇒ One Way Southbound; ⇒ One Way Northbound; and ⇒ One Way Southbound with footpath widening (preferred option). <p>The implementation of southbound one-way on St John's Street, with footpath widening on St John's Street and Station Street is the preferred option due to the safety, severance, accessibility, noise, air quality and townscape benefits. This option is the most comprehensive solution of all the options considered.</p>
Benefits	<ul style="list-style-type: none"> ⇒ Traffic would be reduced on Station Street / St John's Street (approx. 100 vehicles per hour); and ⇒ Leading to safety, severance, accessibility, noise, air quality and townscape benefits.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Any restrictions on Station Street / St John's street will cause re-routing of traffic particularly through the backstreets area and along Manor Brow or Penrith Road. This will need to be mitigated through improved

access and parking restrictions at junctions in the Backstreets to improve visibility and safety.

For higher resolution drawing please see Final Report



Concept Design

Programme

The scheme could be delivered as a whole, or in phases. Phase 1 could provide the delivery of the Southbound only route through St John's Street (with additional mitigation required in the Backstreets) and Phase 2 could be the delivery of additional footway widths. A phased approach would potentially enable funding to be approved in two phases, thus increasing the opportunity to deliver Phase 1 of the scheme earlier.

It would take approximately 4 years for the full scheme to be delivered:

- ⇒ 2 years for design, TfRO review & Procurement of a Contractor; and
- ⇒ 2 years for Construction.

Although a shorter timeframe could be achieved for Phase 1, staggering the delivery in phases (linked to



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	available funding applications) would prolongate the delivery timescales.
Concept Cost	⇒ Phase 1 £180k-250k; and ⇒ Phase 2 £220k - £350k (additional costs).
Lead delivery organisation	Cumbria County Council / Lake District National Park Authority

IMPROVEMENT PACKAGE 2 – Keswick off-street car parks	
Issue Addressed	<ul style="list-style-type: none"> ⇒ Town Centre and Lakeside parking demand is higher than the available capacity, causing overcrowding and circulatory traffic within the Town Centre, particularly during peak tourist days; and ⇒ There are underutilised off street car parks that could cater for the Town Centre demand, and if used, the Town would still have approximately 20% underused parking capacity off-street.
Description	<p>Strategy to improve use of underutilised off-street parking capacity.</p> <ul style="list-style-type: none"> ⇒ Part 1 - Increased use of tiered pricing to encourage a reduction in town centre parking in favour of parking on the periphery of town; ⇒ Part 2 - Parking information and Guidance system to direct visitors to out of town car parks; and ⇒ Part 3 - Improvements to off-street parking areas and creation of additional capacity in these car parks wherever possible.
Benefits	<ul style="list-style-type: none"> ⇒ Improved use of existing spaces in Keswick; ⇒ Reduction in circulating traffic within the town centre; ⇒ Improvements in air quality and greenhouse gas emissions within the town centre as a result of improved traffic operation and reduced congestion; and ⇒ Safety and severance improvements and will promote physical activity by encouraging walking from the edge of town.



7



Lake District National Park



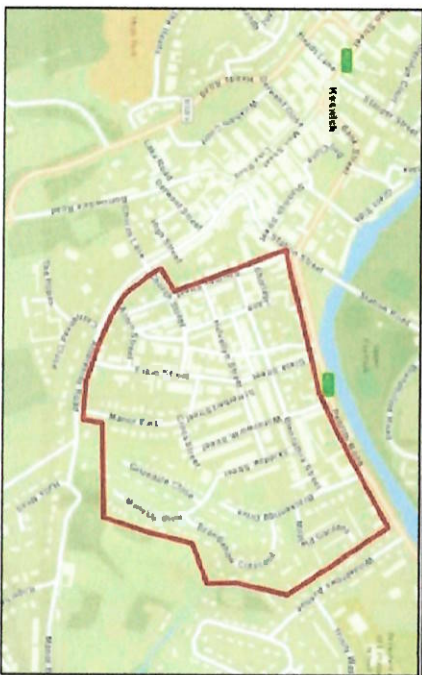
<p>Dis-benefits</p>	<p>Part 1 – Re-distributing Parking through Pricing</p> <p>For higher resolution drawing please see Final Report</p> <p>Part 2 – Re-distributing Parking through Signage</p> <p>For higher resolution drawing please see Final Report</p> <p>Part 3 – Provide Additional Parking Capacity</p> <p>Any potential future creation of capacity at existing sites may result in the loss of potential environment</p>
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	<p>amenity, for example relining the footprint of the car park could result in the need to remove shrubs and trees from car parks.</p>
<p>Programme</p>	<ul style="list-style-type: none"> ⇒ Signage and pricing strategy: 2 years ⇒ Car park improvements: not all the improvements are needed at once and each one has a different programme for delivery. <ul style="list-style-type: none"> ○ Improvements would be phased depending on requirements. ○ Each car park improvement scheme could take up of 4 years to construct.
<p>Concept Cost</p>	<ul style="list-style-type: none"> ⇒ Part 1 & 2 - Signage and pricing strategy: £185k - £370k; and ⇒ Part 3 - Car park improvements (Crosthwaite Rd, Lakeside, Rawnsley Centre, Rugby Club, Leisure Centre): cost varies depending on each scheme – please see Final Report for each scheme component cost.
<p>Lead delivery organisation</p>	<p>Allerdale Borough Council (in partnership with Cumbria County Council and third-party car park operators).</p>

KESWICK TRANSPORT STUDY

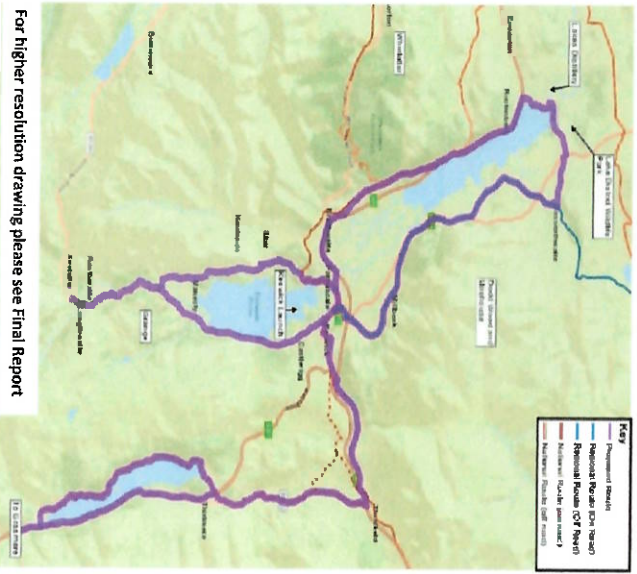
IMPROVEMENT PACKAGE 3 – Traffic Regulation Order review for the Backstreets area

Issue Addressed	<ul style="list-style-type: none"> ⇒ Availability of car parking space for residents within the Backstreets area; ⇒ Commuters and visitors parking on street in front of several residential properties; and ⇒ Inconsiderate parking at corners of junctions in the Backstreets area.
Description	<p>Formal review of the parking issues identified in the 'Backstreets' area of Keswick to consider options for implementing a Community Parking Management Scheme. This would provide a flexible approach to control parking through permitting, and requires limited signage and no lining, thereby maintaining the character of the area. Options considered viable:</p> <ul style="list-style-type: none"> ⇒ Community Parking Management Scheme (CPMS), ⇒ CPMS with greater restrictions on the eligibility of applying for permits. ⇒ Reduced parking demand in the Backstreets area; ⇒ Flexibility to control the supply of permits; and ⇒ Opportunity for the community of the Backstreets to determine the desired outcome for parking in the Backstreets through a democratic vote.
Benefits	<ul style="list-style-type: none"> ⇒ Reduced parking demand in the Backstreets area; ⇒ Flexibility to control the supply of permits; and ⇒ Opportunity for the community of the Backstreets to determine the desired outcome for parking in the Backstreets through a democratic vote.
Dis-benefits	<p>Displacement of parking issues into other areas of Keswick. Existing users who would no longer be permitted to park within the Backstreets Area would be able to park in any of the off-street car parks, with the closest ones being Bell Close, Otley Road and Central Car Park.</p>
Concept Design	<p>Community Parking Management Scheme in the Backstreets. Red boundary indicates potential scheme limits.</p>

	
Programme	<p>3 years - The main elements of the programme would be for the Stakeholder / Community liaison. This would also include a vote for those living / working in the Backstreets to determine a preferred outcome.</p>
Concept Cost	<p>£65k (for Signage, TRO update and consultation)</p>
Lead delivery organisation	<p>Cumbria County Council</p>

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IMPROVEMENT PACKAGE 4 – Improvements to cycle routes in the wider Lake District National Park to connect with Keswick



Issue Addressed	Opportunity to improve the outward cycle connectivity from Keswick to the wider Lake District
Description	Development of cycle routes to improve connectivity from Keswick to Bassenthwaite, Derwentwater, and Thirlmere.
Concept Design	 <p>For higher resolution drawing please see Final Report</p>
Benefits	<ul style="list-style-type: none"> ⇒ Enhanced sustainable transport connectivity to surrounding visitor destinations; ⇒ Increased physical activity; and ⇒ Reduction in vehicles leading to improvements in noise, air quality, greenhouse gases, safety and severance on road routes.


Dis-benefits	<ul style="list-style-type: none"> ⇒ The need for new infrastructure in complex or environmentally sensitive areas; and ⇒ Safety risks where the routes will be accommodated on-carriageway.
Programme	10+ years - A phased delivery to the schemes could be undertaken so that shorter sections could be completed in a much shorter timeframe.
Concept Cost	<ul style="list-style-type: none"> ⇒ Up to £9m (estimated total for delivery of all routes) ⇒ Costs for different sections of the scheme vary greatly, as such, a phased delivery of the package is required. Please see Final Report for each scheme component cost.
Lead delivery organisation	Lake District National Park Authority



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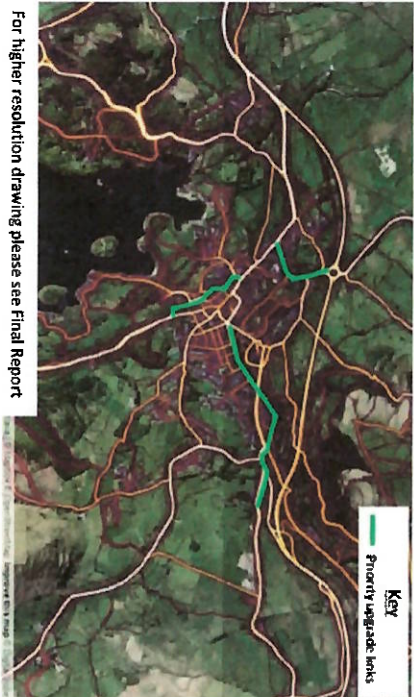
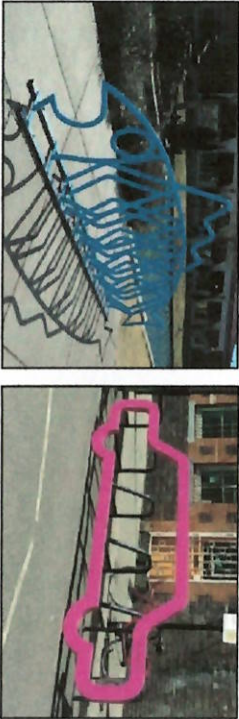
IMPROVEMENT PACKAGE 5 – Public transport Infrastructure and service improvements

Issue Addressed	<ul style="list-style-type: none"> ⇒ Lack of bus shelters across town, including the Bus Station, and provision of Real Time Information; and ⇒ Lack of high frequency buses to Penrith, including Penrith Train Station for wider connectivity.
Description	<p>Enhancements to waiting facilities at the bus station and selected bus stops, and increased service frequency on certain routes, particularly between Keswick and Penrith railway station.</p> <p>Improved Bus Stop Infrastructure</p>  <p>Service Enhancements</p> 
Concept Design	

	<p>Real Time Information</p>  <ul style="list-style-type: none"> ⇒ Increased bus patronage and improved journey quality for bus services in Keswick; ⇒ Real time information will provide a more coherent and user-friendly approach to understanding the frequency and wait times of bus services from the town centre; and ⇒ Reduced carbon emissions, greenhouse gases and noise due to the transfer of trips from car to increased bus patronage.
Benefits	
Dis-benefits	<ul style="list-style-type: none"> ⇒ Given existing stop locations and their constraints for provision of a bus shelter, the opportunity for improving bus stops throughout Keswick is limited without relocating some of the existing stops; and ⇒ Long journey times discourage users.
Programme	<ul style="list-style-type: none"> ⇒ Introduction of bus stop infrastructure and Real Time Information – 2 years ⇒ Service enhancements - less than 1 year
Cost	<ul style="list-style-type: none"> ⇒ +1 service & stop enhancements, Low Cost - £400K ⇒ +2 services & stop enhancements, High Cost - £1m
Lead delivery organisation	<p>Keswick Town Council and Lake District National Park Authority (in partnership with Stagecoach)</p>

KESWICK TRANSPORT STUDY

IMPROVEMENT PACKAGE 6 – Cycle infrastructure improvements within Keswick

Issue Addressed	<ul style="list-style-type: none"> ⇒ Connecting gaps in the cycle network where desire lines and demand already exists; and ⇒ Inadequate provision of cycle parking at key destinations across the town.
Description	<p>Creation of safe cycle routes through Keswick and provision of additional high security cycle parking at locations such as:</p> <ul style="list-style-type: none"> ⇒ Lakeside, Fitz Park, Hope Park, Town Centre, Booths, Leisure Centre, Tourist Information Centre, Pencil Museum, Bus Station
Concept Design	<p>Priority Cycle Link Upgrades</p>  <p>Key Priority upgrade links</p> <p>For higher resolution drawing please see Final Report</p> <p>Potential Cycle Parking in Keswick (examples of)</p> 

Benefits	<ul style="list-style-type: none"> ⇒ Enhanced sustainable transport connectivity to surrounding visitor destinations; ⇒ Increased physical activity; ⇒ Improved journey quality; and ⇒ Reduction in vehicles leading to improvements in noise, air quality, greenhouse gases, safety and severance on road routes.
Dis-benefits	<ul style="list-style-type: none"> ⇒ New infrastructure to be installed in complex or environmentally sensitive areas; and ⇒ Safety risks where the routes will be accommodated on-carriageway.
Programme	3 years
Cost	<ul style="list-style-type: none"> ⇒ Costs are dependent on options as they are progressed. ⇒ Cycle stands could be introduced at relatively low cost. Cycle route costs are dependent on the design and length of the route which would need to be developed further.
Lead delivery organisation	Cumbria County Council / Lake District National Park Authority

KESWICK TRANSPORT STUDY

IMPROVEMENT PACKAGE 7 – Behaviour change and future technology

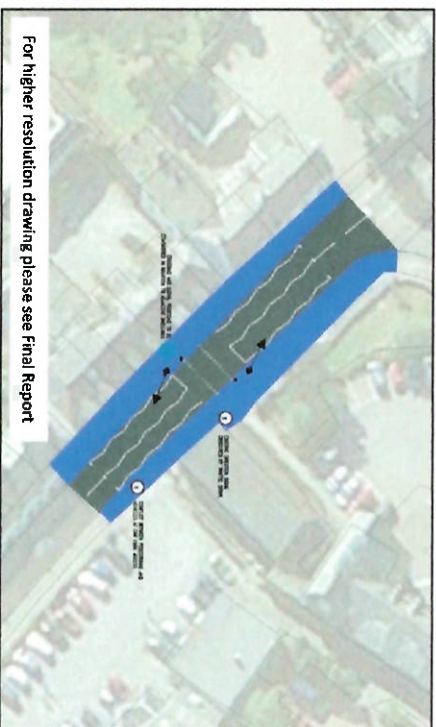
Issue Addressed	<ul style="list-style-type: none"> ⇒ Travel is dominated by the private car to Keswick. ⇒ Travel is dominated by the private car form Keswick to the wider Lake District.
Description	<p>Package of interventions to promote sustainable modes of transport for local people and visitors around the Lake District. This could include:</p> <ul style="list-style-type: none"> ⇒ Public Transport "Taster Tickets"; ⇒ Electric Bike Hire & Discounts; ⇒ Free Bike Maintenance Sessions; ⇒ Cycle training; and ⇒ Matched funding grants for businesses.
Benefits	The initial See More of the Lake District project provided positive results in the way that tourists and commuters travelled within the National Park.
Dis-benefits	Lack of sustainable transport connectivity between Keswick and the wider Lake District National Park.
Programme	3 years+
Cost	Not costed at this stage as the range of potential interventions are only constrained by available budget
Lead delivery organisation	Lake District National Park Authority

IMPROVEMENT PACKAGE 8 – Walking Infrastructure improvements within Keswick

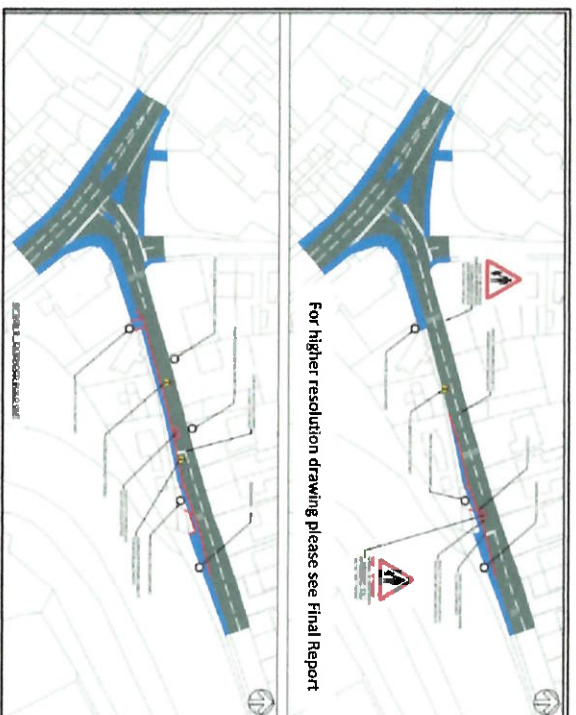
Issue Addressed	<ul style="list-style-type: none"> ⇒ Lack of walkway on Crosthwaite Road; and ⇒ Lack of pedestrian crossing on Main Street.
Description	<p>Installation of signalised crossing on Main Street, and pedestrian improvements on Crosthwaite Road.</p> <ul style="list-style-type: none"> ⇒ Improved accessibility into the town, promotes physical activity and the quality of journeys being made on foot; ⇒ Enables improved connectivity to edge of town car parks, reducing traffic in town resulting in reduced noise, and improved air quality; ⇒ New crossing points will reduce severance and the risk of accidents; ⇒ Increased safety in locations identified for footway improvements; and ⇒ Appraisal of these improvements in the Transport Model results in insignificant impacts on the flow of traffic.
Benefits	
Dis-benefits	Traffic would be required to slow down / stop. However, appraisal of these improvements in the Keswick Transport Model shows that there are no significant impacts on the flow of traffic.
Programme	2-3 years
Concept Cost	<ul style="list-style-type: none"> ⇒ Main Street Signalised Crossing - £1100k - £2200k ⇒ Crosthwaite Road - £30k - £70k
Lead delivery organisation	Cumbria County Council / Lake District National Park Authority



Main Street Signalised Crossing



Pedestrian Infrastructure Improvements on Crosthwaite Road



Concept Design

6. Next steps for delivery

The Keswick Transport Study presents a coherent package of measures to improve transport and parking in Keswick. The package of improvements presented have been developed with the cooperation of all partners - Allerdale Borough Council; Cumbria County Council; Keswick Town Council and Lake District National Park Authority.

The delivery of the package of improvements is subject to funding being secured. Whilst no funding is currently in place to deliver the package of improvements, the Keswick Transport Study provides the evidence to support the delivery leads in seeking to secure funding from internal and external sources. The potential types of funding sources include:

- ⇒ The Borderlands Inclusive Growth Deal (deal to support economic growth across South of Scotland and North of England);
- ⇒ Parking revenue;
- ⇒ Private developer contributions as part of planning permission approvals (e.g. Section 106);
- ⇒ Cumbria County Council's Integrated Transport Budget;
- ⇒ Cumbria County Council's Highway Maintenance Budget;
- ⇒ Cumbria Growth Deal;
- ⇒ Private sector funding;
- ⇒ Heritage funding streams;
- ⇒ Air quality related funding streams; and
- ⇒ Other unknown central government funding announcements.

It is recognised that further scheme development will be required for some of the package of improvements and at this stage further stakeholder engagement / public consultation will be undertaken.

Interdependencies

Several of the packages are interlinked, and Figure 4 shows those packages in blue which have a strong dependency on each other. Those in green are complimentary and those in yellow have few direct synergies with other packages.

Package	1	2	3	4	5	6	7	8
1	Green	Green	Green	Green	Green	Green	Green	Green
2	Green	Green	Blue	Green	Green	Green	Green	Green
3	Green	Blue	Green	Green	Green	Green	Green	Green
4	Green	Green	Green	Green	Green	Green	Green	Yellow
5	Green	Green	Green	Green	Green	Green	Green	Green
6	Green	Green	Green	Green	Green	Green	Green	Green
7	Green	Green	Green	Green	Green	Green	Green	Green
8	Green	Green	Green	Yellow	Green	Green	Green	Green

Key

Green	Complimentary
Yellow	Few direct synergies
Blue	Strongly Interdependent

Figure 4 Interdependent and Complimentary Package Matrix

Given the interdependencies, it will be critical that delivery leads work together to ensure that further benefits can be delivered as part of the overall transport strategy for Keswick.

Delivery Programme Board

To support the delivery of the packages of improvement the Lake District National Park Authority (as senior responsible owner for

the Keswick Transport Study) will convene a Delivery Programme Board to co-ordinate the delivery of the package of improvements. Progress on the delivery of the package of improvements will be reported through the partner organisation's committee structures. When considered necessary working groups will be set up to support the delivery of improvement packages. In particular, a working group will be required to deliver the proposed off-street parking strategy in partnership with third party car park operators.

7. Summary

- ⇒ The Keswick Transport Study has presented the evidence base for a holistic transport strategy for the town.
- ⇒ An extensive exercise, which included engagement with a Stakeholder Reference Group, was undertaken to identify issues and potential solutions to identified problems.
- ⇒ 37 scheme options have been shortlisted and grouped into eight improvement packages.
- ⇒ The packages have been developed to understand their impacts, including benefits and dis-benefits.
- ⇒ An outline delivery programme and an indicative cost estimate has been developed for each package.
- ⇒ Interdependencies have been highlighted to demonstrate the importance of working collaboratively across packages to achieve greater benefits.
- ⇒ Next steps for delivery have been set out, including identifying the lead organisations to take each of the improvement packages forward. The co-ordination of the delivery of the package of improvements will be overseen by the Delivery Programme Board.

KESWICK TOWN COUNCIL
16TH JANUARY 2020

CLERK'S REPORT

There have been only 8 full working days since the last Town Council meeting and it has been a quiet Christmas/New Year apart from the usual issues with keeping the Christmas lights in working order throughout the festive period.

1. Developing Your Skills Programme

CALC has issued the new training programme for January to July 2020 and I would encourage any Councillors who have not yet benefited from the Effective Councillor modules 1 and 2 to arrange to attend. There are the usual courses for the New or Aspiring Chairman and the Experienced Chairman together with sessions on:

Managing Trees

An introduction to Green Spaces

Finance and End of Year Accounts

Other courses which can be arranged on demand are:

Being a Good Employer

Code of Conduct

General Data Protection Regulations

Anyone interested can contact me for details of times and places.

2. CCTV

At the time of writing we are still awaiting the outcome of our grant application to fund two additional CCTV cameras on the Moot Hall, although a decision is expected early in the New Year. Hopefully there will be some good news to report at the meeting.

LW
090120

KESWICK TOWN COUNCIL

Minutes of the meeting of Keswick Town Council Events Committee held in the Council Chamber, First Floor, Council Offices, 50 Main Street, Keswick on Tuesday 7th January 2020 at 10.30 a.m.

Present: Councillor Paul Titley (Chair) (PT)
 Councillor Allan Daniels (AD)
 Councillor Sally Lansbury (SL)
 Councillor Tony Lywood (TL)
 Lynda Walker (Town Clerk) (LW)
 Sue Plant (Events Co-ordinator) (SP)
 Phil Byers (Geraud Markets) (PB)
 Rachel Kearns (George Fishers) (RK)
 Vanessa Metcalfe (Keswick Tourism Association) (VM)

37. Apologies

Apologies for absence were received from:

Councillor David Burn (DB)
 Chris Harper (Podgy Paws) (CH)
 David Quainton (Keswick Rotary Club) (DQ)
 Dave Roberts (Keswick Lions Club) (DR)

38. Market Square Christmas Tree

Two local residents attended to present a petition containing 531 signatures requesting that a Christmas tree be provided in the Market Square as in previous years. The Chair explained the reasons for the decision to decorate the living London Plane tree instead of providing a tree in its usual position. He said that further discussion would take place and the views expressed would be taken into consideration when deciding arrangements for Christmas 2020.

39. Minutes

RESOLVED that the Chairman be authorised to sign as a correct record the Minutes of the Events Committee Meeting held on the 29th October 2019 (pages 9-10).

40. Christmas Lights 2019/20

The Chair reported that there had been no issues with the lights being on 24/7 apart from the section at Lower Market Square which had been re-set to come on at 1.00pm each day following discussions with the landlord at the Bank Tavern. The Bluetooth arrangement had worked well. A log of issues with outages had been kept and these would be discussed with the contractor.

The switch-on date for 2020 was confirmed as Friday 20th November and the Chair confirmed that he had spoken to Keswick First Responders and St John Ambulance representatives who were willing to perform the switch-on.

41. VE/VJ Day Celebrations 2020

- i) VE Day
- Entertainment now booked
 - Stage booked
 - No MC booked
 - Events to follow national timetable
 - Tables from St John's Church – still need to arrange removal (PT)
 - Cake supplier still to be sourced – (PT)
 - Will be national advertising so minimal local advertising required

- ii) VJ Day
- Band confirmed
 - Choral society confirmed
 - Emily Robinson to be asked to perform (TL)
 - Straw bales to be provided (TL)
 - Possible poetry reading – Theatre to be asked
 - PT/AD to liaise with Rev Charles Hope at St John's re community stalls (PT/AD)

42. Midsummer Festival 2020

- Beatles tribute band booked for Rock Night
- Waters Edge to be asked to perform also (AD)
- Calvert Trust request to do bucket collection at Rock Night agreed
- Entertainment needed during registration for Scruffs –(TL) – Karate Club demo
- All other arrangements as in previous years
- Posters need to be larger to have more impact (SP)
- VM requested digital version of flyers with basic information only 6-8 weeks before the event – agreed 30th April deadline (SP)
- Junior painting competition only – PT to liaise with Fishers (RK leaving the company)

43. Updates from Partners/Other Events

- PT confirmed no coffee festival due to lack of business interest
- SL asked that all market stall holders at Victorian Fayre and Christmas Lights switch-on be reminded of the policy on the use of recyclables (PB)

44. Budget Monitoring

SP reported that Christmas lights switch on budget was currently under-spent but there were still bills to come in. Allerdale BC had imposed a charge for collection of black bags.

45. Date of Next Meeting

Tuesday 4th February 2020 at 10.30 a.m.

Chair

Date

From: Bagshaw, Samantha
Sent: 18 December 2019 13:32
To: CALC <office@calc.org.uk>
Subject: Buckingham Palace Garden Party 2020

Dear Colleague,

NALC has been requested by the Lord Chamberlain's office to inform member councils that Her Majesty will be hosting a Royal Garden Party at Buckingham Palace on **27 May 2020** and Cumbria County Association has been allocated 4 places.

If you would like to nominate someone to attend the Royal Garden Party can you please complete the attached form and email it to the CALC office by **30th January**. When completing the nomination form please take the following advice from the Lord Chamberlain's office into account: -

- Invitations are in recognition of **PAST** service as Chairmen of Parish Council and Town Mayors in England and it is therefore appropriate that outgoing members, rather than those newly elected, should be invited to attend.
- Guests must **NOT** have previously attended a Garden Party. This must be emphasised to potential guests.
- It is essential that all details given are correct as inaccuracies have, in the past, caused distress and embarrassment. Please therefore ensure that all names and addresses reflect each guests' form of identification that they will be asked to bring with them e.g. Passport, driving licence to allow them to gain access to the event. If in doubt, please check with the guests. *For example, ie if somebody is known as Mike but the name as it appears on their passport is Michael John, please ensure that this is written on the form.*
- Ensure all nominated guests are accompanied, with each guest ideally being accompanied by one guest only.
- All names submitted must number within your overall quota. *(Therefore a guest and companion are 2 guests).*
- Ensure that no one under the age of 18 years is nominated as a guest or to accompany a guest.
- Guests who require assistance **MUST** be accompanied and this must be made clear on the form. The entrance to and the grounds of the palace is accessible by wheelchair and disabled parking is close to the palace entrance. If disabled parking is required, this must be made clear to me.
- All nominated guests must be British or European Union citizens, although their guest(s) may be of other nationalities. However all guests, nominated or accompanying, must be resident in the United Kingdom.
- Buckingham Palace have specifically stated that late changes to nominations cannot not be entertained by the palace. Therefore once details have been submitted to the Palace by NALC this cannot be changed.
- Please remind your guest(s), that in the event they are unable to attend a Garden Party for whatever reason they will not be invited again.
- Invitations will be issued approximately 6 weeks prior to the Garden Party and this pack of information is very detailed. Your nominated guests might also find it helpful to follow this link - <https://www.royal.uk/garden-parties>
- If a guest has not received their invitation within three weeks of the date of the garden party, please contact me directly.
- All communications to Buckingham Palace should carried out via myself rather than directly.

- If your County Association does not intend to use the full allocation please let me know as soon as possible so that those unused places can be re-allocated.
- There will be no parking facilities available for guests with the exception of disability badge holders (blue badge holders) which should be noted on the form. The palace will contact that guest requesting details of the disability badge.
- This year, to comply with data protection legislation, each individual's consent is required to process their personal data for the purpose of nominating them to attend a Garden Party. Each county association will need to obtain and store this consent, which should be made available to NALC or Buckingham Palace should it be required. Please obtain the following consent from each of your nominees.
- *"I consent to my personal data being processed for the purpose of issuing invitations to this event and to cater for guests with special needs. I understand that my personal data will be processed by the county association, NALC and The Keeper of the Privy Purse on behalf of the Royal Household.*
- If you would like further information, please see the following privacy notices/policies www.royal.uk/privacy-policy , <https://www.nalc.gov.uk/generalprivacynotice>

If you have any queries, please get in touch.

Kind regards,

Samantha

Samantha Bagshaw
Chief Officer
Cumbria Association of Local Councils (CALC)

JOHNATHAN OTLEY

Springs Road Flood Detention Basin

We can now see the Basin with associated drains down to the underground pump in the Penrith Road being completed and ready for the alleviation of flooding of the houses between Ambleside Road and the Penrith Road.

We reflect on the installation of Otleys Well in the wall of the River Greta almost opposite the end of Greta Street, regrettably reduced to a mere stone lintel engraved with the words "Otleys Well" due to the raising and strengthening of the river wall. It was Johnathan Otley (1766-1856) for whom this well was installed and we presume that the water came from the Spring at the named Springs Road, in a rather similar way to which this area is now being drained. The water was said to be the most pure in Keswick suitable for use in making up medicines and the washing of the finest of fabrics at the time.

Otley was a very modest man and spent time wandering the mountains, fells and surrounding areas locating many springs and watercourses and identifying the geological rock types of the area for which he gained the title of "The Father of Lakeland Geology." He made meteorological recordings for many years together with marking the lake level at Friars Crag and determining the reason for the rise and fall of the floating island in Derwentwater. He published guides, walks and tours of Lakeland with the first accurate map of the area. In many of these cases he was consulted by the academics of the day such as John Dalton of the atomic theory, Adam Sedgwick Professor of Geology and Joseph Fryer a local Mining Engineer. His workshop was "up t'steps" in Kings Head Court until such time as he was unable to climb the steps. From this workshop he repaired clocks and watches and turned the Crosthwaite Church clock back into operation after it had not been working for 50 years. He was buried in the Crosthwaite Churchyard.

There is now little left of the work or reminders of his past with the exception of Otley Road, two plaques alongside his steps in Kings Head Court, the collection of his last equipment in the Keswick museum and numerous written articles of his life. Further reading about Otley can be found in many places especially in George Bott's book of Keswick, Johnathan Otley man of Keswick by T.F.Smith and more recently Keswick Characters Vol 1 by Keswick Historical Society Friends of Keswick Museum and Art Gallery.

RW Booth 27.12.1019