

**SEVEN PRINCIPLES OF PUBLIC LIFE**  
**Selflessness – Integrity – Objectivity – Accountability – Openness – Honesty – Leadership**

**KESWICK TOWN COUNCIL**

**Council Offices**  
**50 Main Street**  
**Keswick**  
**CA12 5JS**

**Email: [townclerk@keswicktowncouncil.gov.uk](mailto:townclerk@keswicktowncouncil.gov.uk)**

8<sup>th</sup> December 2023

A meeting of Keswick Town Council will be held on Thursday 14 December 2023 at the Council Chamber, Town Hall, Keswick at **7.00 pm**.

Yours sincerely



**Vivien Little**  
**Town Clerk**

**AGENDA**

- 1. Apologies**  
To receive apologies for absence.
- 2. Minutes**  
To authorise the Chair to sign as a correct record the minutes of the Town Council meeting held on the 16<sup>th</sup> November 2023 (pages 32-35).
- 3. 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.
- 4. Declarations of Interests**  
To receive declarations by elected and co-opted members of interests in respect of items on this agenda.

Members are reminded that, in accordance with the Code of Conduct, they are required to declare any disclosable pecuniary interests or other registrable interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting). Members may, however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared in the Register, as well as any other registrable or other interests.

*If a member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote, he/she is advised to contact the Clerk at least 24 hours in advance of the meeting*

- 5. Police Report**  
To receive the report of the Allerdale Rural Neighbourhood Policing Team.

**6. 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.

**7. 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.

**8. Reports from Representatives on Outside Bodies**

To receive a verbal report from Peter Walter – Chair of Keswick Tourism Association.

**9. Applications for Development**

- i) To examine applications for development and agree observations to be submitted to the Lake District National Park Authority (Planning Group report to be circulated prior the meeting).
- ii) To receive update on National Park planning decisions.

**10. Mayor's Report**

To receive details of the Mayor's engagements and meeting attendance for the period 10<sup>th</sup> November 2023 – 7<sup>th</sup> December 2023.

**11. Reports from Ward Representatives**

To receive reports from the following representatives:

- i) Cumberland Council
- ii) LDNPA North Distinctive Area Parishes Representative

**12. Payment of Accounts**

To approve the payment of accounts for December 2023 as recommended by the Inspection Committee (list to be circulated prior to the meeting):

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

**13. Grants 2024/25**

To agree grants to local organisations from the 2024/25 budget.

**14. Clerk's Report**

To receive the report from the Clerk.

**15. Correspondence**

To consider correspondence received regarding a 'Postbox to Heaven'.

To: All Councillors  
Police  
Press

**KESWICK TOWN COUNCIL  
SEVEN PRINCIPLES OF PUBLIC LIFE  
Selflessness – Integrity – Objectivity – Accountability – Openness – Honesty - Leadership**

Minutes of the meeting of Keswick Town Council held on Thursday 16th November 2023 at the Council Chamber, Town Hall, Keswick at **7.00 pm**.

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**Present:**

**Chair**  
Councillor Steve Harwood

**Councillors**

Louise Dunn  
Denstone Kemp  
Jean Murray

Claire Houghton  
Sally Lansbury  
Tim Parsons

Chris Houghton  
Benita Laphorn  
Lorraine Taylor

Also present was Vivien Little (Town Clerk), Catherine Parker (Responsible Financial Officer), one member of the press, and three members of the public.

**128. Apologies**

Apologies for absence were received from Councillors Nelson and Paxon. Their apologies were noted and agreed by Councillors.

**129. Minutes**

**RESOLVED** that the Chair be authorised to sign as a correct record the minutes of the Town Council meeting held on the 29<sup>th</sup> October 2023 (pages 27-31).

**130. Requests for Dispensations**

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

**131. Declarations of Interest**

Councillor Kemp gave a personal explanation with regard to planning application 7/2023/2206, as works for Keswick School who own the Crosthwaite Centre. He would remain in the room and vote on this item.

All Councillors declared an interest in regard to planning application T/2023/0149 as Hope Park Trust was the applicant. It was decided that the Council would not make any comment on the application.

**132. Police Report**

PCSO Forrester was in attendance and answered questions from Councillors, especially regarding anti-social behaviour on Bonfire night and St John's one way system.

**RECEIVED** the report of the Allerdale Rural Neighbourhood Policing Team.

**133. Matters to be received from the Public**

A member of the public informed Councillors regarding a neighbour dispute which was occurring. Councillor Harwood advised the member of the public that he would visit them, to ensure that they were pointed in the correct direction.

***Councillor Parsons arrived at 7.30pm***

**134. Matters to be raised by Councillors**

Councillor Lansbury thanked Windemere School for working with the Woodland Trust in Elizabeth's Woodland to remove the plastic tubes around young trees.

Councillor Murray asked all Councillors if they could bring a donation for the Food Share to meetings moving forward. She also said that the Food Share would be open for extra sessions in the lead up to Christmas.

Councillor Dunn brought up the issue of the random short power cuts that were occurring in East Keswick. It appeared that Electricity North West were not treating the issue seriously, and encouraged residents to log any issues they have with Electricity North West, and there was a Facebook page being set up to monitor this moving forward.

**135. Churchyard Maintenance**

The Revd Andy Murphy was in attendance for this item.

Consideration was given to a request from Revd Charles Hope and Revd Andy Murphie.

**RESOLVED** that:

- i) A budget line be added to the 2024/25 budget, granting a total of £4,000 (£2,000 each) to both churches for one year only (Action – RFO); and
- ii) A joint working group be set up to cover churchyard management to explore partnership working moving forward, as well as to ensure that all the Council's biodiversity aims are also met (Action – Clerk).

**136. Reports from Representatives on Outside Bodies**

**RECEIVED** a report from Keswick Community Emergency Recovery Partnership – Council representative Councillor Lansbury.

**137. Applications for Development**

- i) **RESOLVED** that the following observations be submitted to the Lake District National Park Authority (Action – RFO).

Plan Ref	Description of Development, Location, Comments Recommendation
T/2023/0147	Cherry tree - fell. The tree is in very poor condition, an arborist has been consulted and the suggestion is that the tree is felled Bed to the right of the Lake Road underpass, Keswick, CA12 5DQ <i>No comments made</i> <b>SUPPORT</b> <i>(Observations submitted under delegated powers 02/11/2023)</i>
T/2023/0149	Fell 1 ash tree Hope Park, Golf Kiosk and Putting Green, Lake Road, Keswick, Cumbria, CA12 5DG <i>No comments made</i> <i>Declaration of Interest</i>
7/2023/2194	Construction of garden store building 65, The Headlands, Keswick, CA12 5EH <i>No comments made</i> <b>SUPPORT</b> <i>(Full Council decision 16/11/2023)</i>
7/2023/2206	The operation of a temporary campsite, on an annual basis, for three weeks during July and August, with the installation of a permanent approved waste water treatment plant to provide OFFSET Waste Water mitigation

Crosthwaite Conference Centre, Church Lane, Keswick, CA12 5QG and, Skiddaw Centre, Skiddaw Street, Keswick, CA12 4BY

*No comments made*

**SUPPORT**

*(Observations submitted under delegated powers 02/11/2023)*

7/2023/2210

Non-material amendment to planning application 7/2023/2126 (Single storey rear extension and two storey side extension to dwelling following approval of application 7/2022/2198) to simply roof construction

The Rowans, Ambleside Road, Keswick, CA12 4DN

*No comments required*

7/2023/2214

Retrospective application for the change of use of a guest house (Use Class C1) to a holiday let (sui generis use) with internal alterations to the property to provide manager's accommodation to be occupied in association with the holiday let.

Lakeland View, 13 High Hill, Keswick, Cumbria, CA12 5NY

*Support – this is a resubmission of an application which was withdrawn as a consequence of the anti social behaviour reported by the adjoining property and others following this change of use which had been implemented with on site management removed and without planning permission. We welcome the acknowledgement that to address these concerns this proposal includes the provision of on site management by means of adapting the existing accommodation to achieve this. It is noted that the original owners accommodation was directly below the first floor apartment in separate ownership and it would be preferable if the new managers accommodation was in the same position to minimise noise intrusion. For consistency in our recommendations for such applications we now support this proposal but remain concerned at the 6 month period required for implementation of the new managers accommodation and the appointment of a resident site manager. We believe this change of use should not be allowed to operate until this provision is in place*

**SUPPORT**

*(Observations submitted under delegated powers 02/11/2023)*

7/2023/2225

Proposed alterations to replace rear flat roof with pitched slate roof and alterations to the rear elevation fenestration

16, Church Street, Keswick, CA12 4DT

*No comments made*

**SUPPORT**

*(Observations submitted under delegated powers 02/11/2023)*

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

**138. Mayor's Report**

**RECEIVED** details of the Mayor's engagements and meeting attendance for the period 13th October – 9th November 2023.

**139. Reports from Ward Representatives**

**RECEIVED** reports from the following representatives:

- i) Cumberland Council – Councillor Campbell-Savours gave an update on the Lakes to Sea Community Panel launch event, and stated that a future event should take place in Keswick. He also gave an update on the Thirlmere Road, stating that there was a long way to go, but Cumberland Council will reverse the permanent TRO as soon as United Utilities had completed the work. A section 151 notice had been issued to United Utilities by Cumberland Council. Councillor

Campbell-Savours had been made aware of a 'large puddle' on Borrowdale Road, which he was addressing.

- ii) LDNPA North Distinctive Area Parishes Representative - No report given.

**140. Clerk's Report**

Consideration was given to the report of the Clerk.

**RESOLVED** that Keswick Town Council sponsor the Keswick Reminder Christmas Card competition once again, and that the money for this be taken from contingency (Action – Clerk).

**141. Payment of Accounts**

**RESOLVED** that the accounts for November 2023 as approved by the Inspection Committee be authorised for payments (Action – RFO):

- i. For the Town Council, vouchers 160 – 181, amounting to £45,143.47 (forty five thousand one hundred and forty three pounds and forty seven pence)
- ii. For the Trusts, vouchers HP125 – FP128, amounting to £20,735.70 (twenty thousand seven hundred and thirty five pounds and seventy pence)

**142. Biodiversity Duty**

Consideration was given to the report from the Town Clerk.

**RESOLVED** that the report and attached policy be approved (Action – Clerk).

**143. Correspondence**

Consideration was given to correspondence received from the Keswick Red Squirrel Group.

**RESOLVED** that Keswick Town Council write to Cumberland Council, requesting that appropriate signs warning of wildlife in the area, and write a letter of support to the Keswick Red Squirrel Group (Action – Clerk).

The meeting closed at 8.20 p.m.

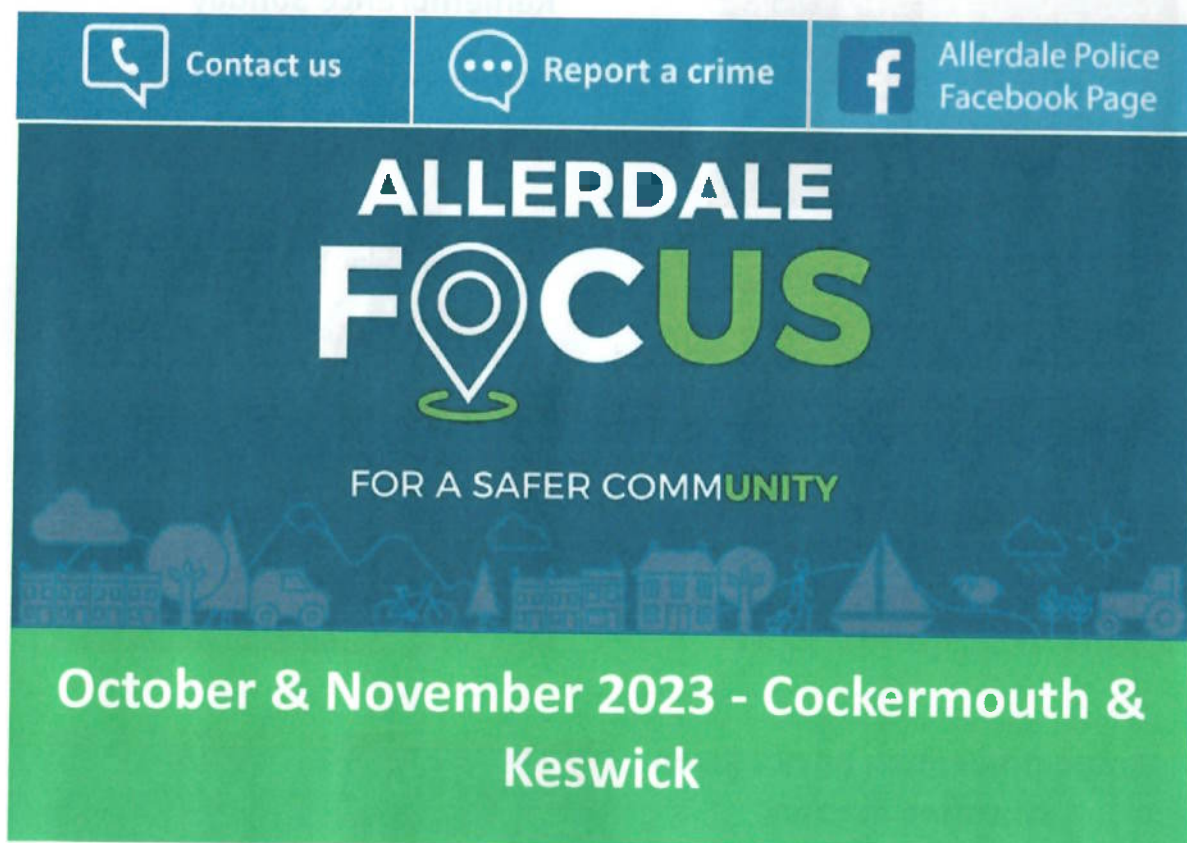
\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Date

**Ania Mlynczak**

**From:** Cumbria Police <CumbriaPolice@public.govdelivery.com>  
**Sent:** 13 November 2023 17:03  
**To:** Ania Mlynczak  
**Subject:** October & November 2023 - Cockermouth & Keswick

[View in browser](#)



In this months newsletter you will read about some of the work that the team has been doing over the last month.

This year we introduced a dedicated operation to tackle crime and anti-social behaviour (ASB) throughout the Halloween and Bonfire night period.

Operation Firecracker was a multi-agency approach to help prevent and reduce incidents of ASB and crime in our communities. We worked with partners such as Cumberland Council to help remove dangerous bonfires and trading standards to conduct test purchasing at firework shops. We also placed our Officers and PCSO's in hotspot areas to take positive action against those involved in crime or ASB. I am





happy to report that Operation Firecracker was a success and we have seen a reduction in ASB compared to the same periods last years.

As the nights darker nights are now here we would like to take this opportunity to remind or communities to take steps to protect their property. You can find advice here -

[Protecting your home from crime](#) | [Crime prevention](#) | [Cumbria Police](#)

**Inspector Pete Aiston**



## Remembrance Sunday

On Sunday 12 November, officers attended the remembrance Sunday event in Keswick.

## Street Safe surveys

On 18 October, PCSO Liam Forester delivered Street Safe questionnaires to residents in the Eskin Street area of Keswick.

If you have received one please take the time to fill it in and send it back in the prepaid envelope.

This gives us the opportunity to address any issues raised by residents in the area.



## Fraud prevention advice given at coffee morning

On 7 November, PCSO Liam Forrester attended Keswick senior citizens coffee morning to provide advice and information regarding scams, fraud and how to be secure online.

It was a pleasure to meet with with members of the group.

For more information about protecting yourself online against scams and fraud please follow the following link to Crime Stoppers- <https://crimestoppers-uk.org/.../protecting-yourself...>







## Anti-social behaviour patrols

PC Shona Pattinson was on patrol in Cockermouth on the evening of 11 November targeting areas of identified as hotspots for anti-social behaviour.

One male was stop searched under the misuse of drugs act.



## Community payback

On 24 October, three young people, who were identified for stealing alcohol from a Keswick supermarket, learnt their lesson the hard way.

All three young people have been out litter picking in Keswick. Not a fun way to spend half term!



## Bonfire night

### Patrols

On 5 November, PCSOs Liam Forrester and Clare Parker were out on foot patrol in Cockermouth on bonfire night engaging with local residents.

We also attended the firework show. A great community event attended by many. 🎆



On 3 November, PC Shona Pattinson was out on patrol in Cockermouth.

Several young people were engaged with, one incident of anti-social behaviour was quickly resolved.

### Mini police deliver assembly

On 2 November, PCSO Clare Parker visited Fairfield school Cockermouth to meet up with the new mini police.

The mini police delivered a Bonfire/Safety assembly to some of the other students.

Lots of important safety tips and advice were shared.



Well done to the mini police you delivered the information so well.



### Bonfire safety talk

On 3 November, PCSO Clare Parker visited Cockermouth school to deliver some Bonfire Safety talks to the students.

Please all keep safe and enjoy.

### Illegal bike seized

This illegal bike was seized by PCs Shona Pattinson and Don MacKenzie in Cockermouth on 19 October.

This particular bike can travel in excess of 70mph!

Remember, these are illegal and if caught riding one you will be dealt with for no Insurance and no licence which will land you points and fines, along with your bike or scooter being seized.



Please let us know how useful these newsletter updates are





## Partnership working

On 24 October, PCSO Pete Nichol visited The Lake District Wildlife Park working in partnership to educate people about Wildlife Crime both locally and internationally.



## Local Focus Hub partners day

In October, 53 people attended a Local Focus Hub Partner day from organisations across Cumberland.

The Local Focus Hubs are a way police and partner agencies to refer in problems when they believe that more than one agency is required to effectively solve that problem.

Once a referral is opened a meeting takes place where actions are set and allocated to partners.

The local hub managers ran mini problem solving sessions on referral cases, with case studies and information also provided about operation respect, with more partners committing to supporting the operation.





# LOCK UP

## PREVENT CRIME

- Lock all doors and windows before you go out and ensure your house and keys are secure before you go to bed
- Remove keys from locks and keep them out of reach and out of sight, not on a hall table
- Consider keeping a light or lamp on if you are out
- Make sure valuables are not stored in vehicles overnight
- Consider installing real or dummy CCTV



**StreetSafe** is a service that allows you to report safety concerns in public places without giving us your name.

This includes issues like poorly lit streets, abandoned buildings, or vandalism, as well as instances where you feel unsafe due to someone following or verbally abusing you.

Report an issue here: [StreetSafe | Cumbria Police](#)



### Interested in joining the police?

We are currently open to Police Officer, Special Constable and Police Community Support Officer applications.



For all for vacancies visit - [Search for Jobs \(webitrent.com\)](http://www.webitrent.com)



Have you ever thought about being a police officer?

Could you be make a real difference to people in Cumbria and help keep them safe?

Recruitment is open now. We are looking for enthusiastic and dedicated people to apply now to join our teams.

**For more information on the role of a police officer and the numerous entry routes, please visit [www.cumbria.police.uk/careers](http://www.cumbria.police.uk/careers).**



If you have great communication and listening skills, are able to remain patient and calm in stressful situations and want to engage with your local community, this could be the job for you.

Apply [here](#) or for more on the role of a PCSO visit - [About PCSOs | Cumbria Police](#)



## **We are now taking applications for Special Constables**

The Special Constabulary is a voluntary body, whose officers form a vital part of the police family, working alongside their regular colleagues to police the communities of Cumbria. Specials perform a variety of police duties to support regular officers with the day-to-day policing of Cumbria.

For more information on being a Special Constable - [click here](#)

Apply [here](#)

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## **Your local officers**

**Want to know who your local officers are?**

Simply go to our website - [www.cumbria.police.uk](http://www.cumbria.police.uk)

Scroll down the home page and you can browse different areas to see who your local team are - or enter your postcode.

Not only will you be able to find out who your named local officers and PCSOs are, you will also be able to view our local policing priorities and details of any meetings or events we will be attending.



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## **In other news**

### **Op Sceptre - Knife crime campaign week to focus on amnesty and education**

Cumbria Constabulary is supporting a national, week-long knife crime campaign, beginning on Monday (13 November 2023).

Op Sceptre is a national policing operation which aims to make streets safer across the country via a number of means including by providing the opportunity for potentially dangerous and harmful blades to be removed from our streets by giving people the opportunity to dispose of knives anonymously and safely in amnesty bins at local Police Stations.

As part of the week, officers will be going into schools to help educate young people regarding the potential disastrous consequences resulting from carrying a knife, whilst neighbourhood policing team officers will be carrying out test purchasing operations to ensure retailers are not selling knives to children. **Read more [here](#).**

### **CCTV Appeal: Keswick shoplifting investigation**

Police are investigating three reports of shoplifting from a Keswick supermarket.

It has been reported to police that shoplifting has occurred on three occasions between 23 September and 15 October at the Booths store on Tithebarn Street.

Police would like the public's help in identifying a woman, pictured on CCTV, (see [here](#)) who they would like to speak to as part of this investigation.



### Police release Forensic Artist's image in effort to identify man found deceased on Roa Island

Cumbria Police are appealing for the public's help identifying a man who was found deceased on Roa Island in April 2023.

At just after 2pm on 30 April 2023, Furness Coastguard contacted Cumbria Police to report that the body of a man had washed up at Roa Island, south of Rampside, Barrow-in-Furness.

Efforts to identify who the man is have so far not been successful. [Read more here.](#)



## Crime Figures

Further information can be found on [Police.Uk](#)

[Click here to visit the website](#)

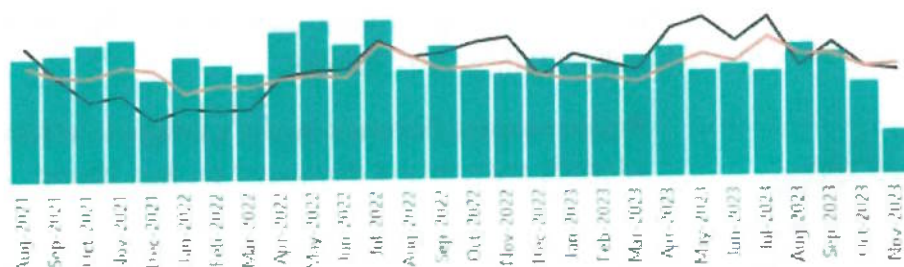
Please note the data contained on [Police.uk](#) is not live time



OffenceGroup	Crimes	Same Period Last Year	Difference	% Change
Arson and Criminal Damage	10	13	-3	-23.1%
Burglary	4	6	-2	-33.3%
Drug offences	5	1	4	400.0%
Miscellaneous Crimes Against Society	1	1	0	0.0%
Possession of weapons offences	0	3	-3	-100.0%
Public order offences	1	8	-7	-87.5%
Robbery	0	0	0	0.0%
Sexual offences	7	5	2	40.0%
Theft offences	16	13	3	23.1%
Vehicle Offences	2	0	2	0.0%
Violence against the person	32	41	-9	-22.0%
<b>Total</b>	<b>78</b>	<b>91</b>	<b>-13</b>	<b>-14.3%</b>



● Month Total ● Previous Year ● Average Previous 3 Years



## Allerdale Police want you to report all anti-social behaviour and crime

Please report any incidents of crime or anti-social behaviour to us, to help us keep Allerdale safe.

If a crime is in progress always call 999.

You can report crime [online here](#)

Our online Live Chat function is a new service giving you an alternative way to communicate with a Police Officer in real time. [More here.](#)

You can also phone on 101.

Alternatively you can contact Crimestoppers, anonymously, on 0800 555 111.



**To receive more policing news, sign up to our other area newsletters by clicking on the link below:**



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**Planning Applications received between 10/11/2023 - 7/12/2023**

Plan ref	Reply by	Location	Description of Proposed Development
1/2023/0177	18-Dec-23	Main Street, Keswick, CA12 5BN	Crown reduce 1 London plane by 2m
7/2023/2199	29-Nov-23	Denton House, Penrith Road, Keswick, CA12 4JW	Proposed extension to detached annexed building to provide self-catering kitchen and dining and additional shower facilities
7/2023/2209	15-Dec-23	2, Pack Horse Court, Keswick, Cumbria, CA12 5JB	Erection of flue to be painted pink (retrospective)
7/2023/2211	13-Dec-23	4, Glebe Close, Keswick, CA12 5QQ	Provision of grey composite decking approximately 3.5 metres square with safety glass surround, directly adjacent to eastern aspect of the bungalow
7/2023/2230	29-Nov-23	The Rowans, Ambleside Road, Keswick, CA12 4DN	Proposed single storey rear extension and two storey side extension to dwelling as revised details to approval ref 7/2023/2126
7/2023/2235	13-Dec-23	23, Eskin Street, Keswick, CA12 4DQ	Change of use from B&B (C1) to holiday let (C3)
7/2023/2239	14-Dec-23	71 Latrigg Close, Keswick, CA12 4LF	Proposed rear extension, porch & internal alterations
7/2023/2244	No comments required	7, Brackenrigg Drive, Keswick, Cumbria, CA12 4JJ	Non-material amendment to planning application 7/2023/2178 (Extension of bungalow to create porch and dining room) to extend garage roof to cover external stairs between existing garage and new extension
7/2023/2245	21-Dec-23	9, Bank Street, Keswick, CA12 5JY	Change of Use from Planning Class Ea to Hot Food Take away, including installation of a kitchen air extraction system

**NOTICE TO THE PUBLIC:** Interested parties are invited to let the Town Clerk have their comments, in writing or via email to: [townclerk@keswicktowncouncil.gov.uk](mailto:townclerk@keswicktowncouncil.gov.uk) prior to the meeting regarding any of the planning applications on this sheet.

Decisions Received from LDNPA

Planning Decisions Received between 10/11/2023 & 07/12/2023

Plan Ref	Date of Application	Location	Postcode	Description	KTC Observations	LDNPA Decision	Appeal	Appeal Decision
T/2023/0147	October-23	Bed to the right of the Lake Road underpass, Keswick	CA12 5DQ	Cherry tree (marked as Cherry tree in notification) - Fell to ground level.	SUPPORT	GRANTED		
7/2022/2290	March-23	Manor Glen, Ambleside Road, Keswick	CA12 4AG	4 no. new dwellings and the formation of a new site access road and vision splay	OBJECT	WITHDRAWN		
7/2023/2104	June-23	16, Ratcliffe Place, Keswick	CA12 4DZ	Proposed Dormer Extension (Resubmission of application 7/2022/2287)	OBJECT	GRANTED		
7/2023/2133	August-23	Rowanlea, Elventrees, Keswick	CA12 4LW	Front Conservatory	SUPPORT	GRANTED		
7/2023/2138	September-23	16, Ambleside Road, Keswick	CA12 4DL	Demolition of existing Upvc conservatory and replacement with single storey family room extension. 1no replacement and 1no additional roof light to the existing roof.	SUPPORT	GRANTED		
7/2023/2167	September-23	Rear of former Service Station, Crosthwaite Road, Keswick	CA12 5PR	Change of use from redundant garage to holiday cottage housekeeping and maintenance	SUPPORT	GRANTED		
7/2023/2176	Oct-23	31, Latrieg Close, Keswick	CA12 4LE	Two storey side extension and alterations	SUPPORT	GRANTED		
7/2023/2187	Sep-23	18, Eskin Street, Keswick	CA12 4DG	Change of use from guest house to either use as self-catering holiday let accommodation or residential use	OBJECT	GRANTED		
7/2023/2189	Sep-23	37, Eskin Street, Keswick	CA12 4DG	Change of use from Guest House to Flexible Use Guest House and Holiday Let. A single planning unit to be used as any of the following on a flexible basis: A - Guest House or B - Short term holiday letting accommodation or C - Short term holiday letting accommodation with/including owners/managers accommodation in accordance with LDNP Local Plan Policy 18	OBJECT	GRANTED		
7/2023/2192	Sep-23	St John's Church, St John's Street, Keswick,	CA12 4DD	The installation of 1 No. GPS node to be mounted to the external wall of stair turret at approximately 11 metres AGL and ancillary development thereto.	SUPPORT	GRANTED		
7/2023/2201	October-23	Nos 2 & 4 Markholme Cottages, Crosthwaite Road, Keswick	CA12 5PP	Replacement of conservatory to no. 2 with new lean to extension to nos. 2 & 4	SUPPORT	GRANTED		
7/2023/2226	October-23	34, Lakeland Park, Keswick	CA12 4AT	Non-material amendment to planning application 7/2023/2064 (Proposed loft conversion with raised roof height and rear dormer to provide bedroom and bathroom complete with internal alterations) to rearrange room layout and re-position roof windows)	Not received for comments	GRANTED		

**KESWICK TOWN COUNCIL****TOWN COUNCIL MEETING 14TH DECEMBER 2023****MAYOR'S ENGAGEMENTS & MEETING ATTENDANCE**

For period 10th November 2023 – 7th December 2023

Saturday 11 November	Attended Armistice Day Service at the War Memorial.
Sunday 12 November	Attended Remembrance Day Service at St John's Church followed by procession and laying of wreath on behalf of Town Council at War Memorial
Tuesday 14 <sup>th</sup> November	Attended meeting at Café HNW with 2030 Architects to discuss progress on Development Plans for Upper Fitz Park
Wednesday 15 <sup>th</sup> November	Attended Keswick Tourism Association Forum at Convention Centre in former Pencil Mill
Thursday 16 <sup>th</sup> November	Attended briefing meeting for Christmas Lights Switch On followed by Town Council Meeting
Friday 17 <sup>th</sup> November	Attended Christmas Lights Switch On in Market Square with 3 Dads Walking as the invited guests
Tuesday 21 November	Attended opening night of ' A Little Princess ' at the invitation of Theatre by the Lake.
Wednesday 22 November	Attended Keswick Scouts Group AGM at Rawnsley Centre
Thursday 23 November	Attended meeting at request of residents re Local Housing Needs issues at Threlkeld Quarry
Thursday 30 November	Attended Annual Staff Appraisal meeting
Sunday 3 December	Attended Victorian Fayre at request of Keswick Rotary Club to officially open the event and to judge the prize for best dressed stall
Tuesday 5 December	Attended Staffing Committee meeting
Tuesday 5 December	Attended Town Council Pre Budget meeting and to consider grant applications
Wednesday 6 December	Attended opening of new Keswick Reminder offices at 33 Middlegate in Penrith at invitation of Keswick Reminder

**LDNPA Report for the North Lakes****Issue 5 - November 2023**

peter.walter@lakedistrict.gov.uk

**Planning decisions**

I know that it can be frustrating when the Development Control Committee (on which I sit) votes against the views of Councillors. Members are lucky enough to be able to read the full Officer's report before we discuss an application – which I find incredibly useful. It often gives a lot of background, context and assessment which is crucial to helping us decide. These documents are available publicly but if the DCC vote against one of the Councils I will send you the officers report. A recent example is below:

Dormer window, Fenton Keswick

[https://www.lakedistrict.gov.uk/data/assets/pdf\\_file/0031/493843/2023\\_11\\_01-1-7.2023.2161-Report-and-PPT.pdf](https://www.lakedistrict.gov.uk/data/assets/pdf_file/0031/493843/2023_11_01-1-7.2023.2161-Report-and-PPT.pdf)

**Litter-free Lakes**

You might have noticed this positive news story which I gave the Reminder last week.

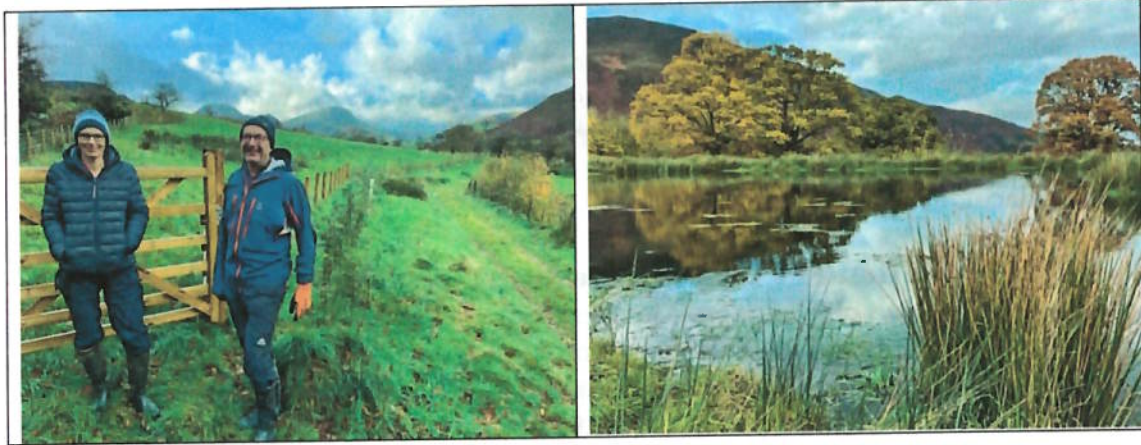
<https://keswickreminder.co.uk/2023/11/13/lake-district-praised-for-lack-of-litter-by-outdoor-expert/>

**Low Skelgill – FiPL funding in Newlands**

Sonja and Rick, who own Low Skelgill Farm in the Newlands valley, are part of a new generation of farmers. People without a background in farming who effectively learn 'on the job'. In practice, for Rick and Sonja that meant attending lots of webinars in the months of Covid lock-down. Four years on and their small patch of land has been transformed. Their intention is to manage the land as an effective farm – producing high quality food for sale – but with a strong emphasis on nature recovery.

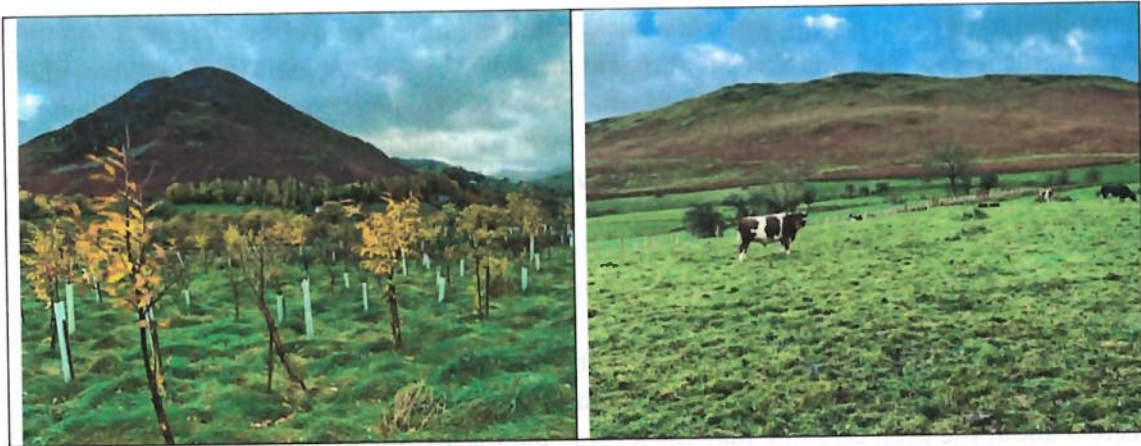
The productive side of the venture is in the form of seven Shetland Cattle, and the nature recovery element includes 5,000 trees, 2200 metres of hedgerow and a significant new pond. Grant funding from the Park Authority's Farming in Protected Landscape fund has paid for a new permissive footpath linking Catbells to other paths across the valley, a water pump to allow effective across multiple parts of the farm and interpretation boards telling visitors about the project. Some may think these boards are an intrusion in the natural landscape, which I *kind of* agree with, but when I was being given a tour by Rick and Sonja a large walking group passing through the farm appeared lost. Eventually we decided that they weren't lost – simply looking at all the work that had been done, appreciating the nature recovery and – yes – reading the interpretation boards. There is clearly a huge public interest in projects like this.





Rick and Sonja have not had to rely on webinars and YouTube videos alone of course. Park Authority staff have been instrumental in helping get grants, and the group Pasture for Life have provided a very experienced and knowledgeable conservation grazer as mentor, who they can turn to for advice and inspiration. The programme (itself funded through FiPL) arranges farm visits, training days, study tours and webinars, covering all aspects of regenerative agriculture from soil monitoring to cattle genetics. Rick says "It's been invaluable, in terms of education, networking, and knowledge sharing. It is hopefully about to be extended". Pete Leeson from the Woodland Trust and the team at Cumbria Broadleaves have also provided advice and support.

I was at Low Skelgill in November when new hedgerows were still heavy with berries but Rick described the swarms of insects and flocks of birds that abound in spring and summer. Everywhere you look there are trees, hedgerows, rich grass land and of course the pond – which will be alive with wildlife.



Some people may think that a project like this is taking good farmland out of productive use, but Rick's reply to that is : Much of the planting, and the pond construction, was on marginal, rush covered areas of the farm, of limited forage value. The plan is to use much of the new planting as woodland pasture once it is established, providing extra shelter and leaves to browse in addition to the grass. Likewise, the hedgerow will provide shelter for the pasture and cattle, with potential to increase the yield of both. There is growing evidence that nature friendly framing doesn't have to result in a drop in output.



I absolutely fell in love with this project and can't wait to visit it again and again over the years. I am sure every time will be better than the last.

**APPLICATIONS FOR FINANCIAL ASSISTANCE - PAYABLE MAY 2024**

13. AGENDA ITEM						
Grant Given 2023	Name of organisation	Nature of Project	Local Cause?	Grant Requested 2024	Comments	Grant Recommended for Approval
500	Citizens Advice Allderale	The grant will contribute towards the cost of providing information, advice and support to the residents of Keswick by face to face, telephone, email and webchat	Y	£500		£500.00
0	Keswick Area Food Share	To help fund weekly provision of basic food/domestic consumables to residents of the Keswick town and villages CA12 area	Y	£1,000		£1,000.00
5825	Keswick Community Emergency Recovery Partnership (KCERP)	To support the annual running costs of KCERP for the financial year October 2023 - September 2024	Y	£6,425		£0.00
0	Keswick Community Housing Trust	Continuation of support towards the costs of KCHT buying in/providing property management services, particularly during transition time - negotiation with Eden Housing to provide elements of professional services previously provided by KCHT Property Manager	Y	£3,000		£0.00
0	Keswick Rugby Football Club	The grant could be used as leverage in other applications for grants towards Rugby Club 'Big Build' project - to demolish the old club house and construct a new, Eco friendly, flood free, fit for purpose Clubhouse for Keswick Rugby Club and provide a modern venue with outstanding facilities for the community of Keswick.	Y	£5,000		£5,000.00
1500	1st Keswick Scouts Group	To pay for insurance premium for the centre and equipment	Y	£1,500		£1,500.00
0	1st Keswick Scouts Group	Grant will help pay for the asbestos removal, which has closed Scouts Hall since the summer term. Keswick Scouts Group and Guides are having to pay for alternative accommodation	Y	£1,000	Requested that this application does not affect the insurance application - the insurance application is a priority.	£1,000.00
0	Keswick Senior Citizens Club (The Drop In)	Installation of hearing loop system together with a new suite of presentation equipment to enable good visual presentations and improved sound	Y	£1,000.00	COPY OF QUOTATION REQUESTED	£1,000.00
3605	Keswick Youth Centre Services	Contribution towards the rent for the next financial year, insurance cost and some activity funding for the sessions	Y	£5,776.50	Keswick Youth Club made a successful transition to a large, exclusive space in the Ramsley Centre, KYCS holds a three year lease with the Keswick Ministries	£5,776.50
0	Keswick & District Fair Trade	To install a permanent slate sign at the Fair Trade flower bed in Lake Road near Fine Design		£150.00		£150.00
0	St Herbert's CE Primary and Nursery School - Eco warriors	To cover the cost of 40 litter pickers and 40 pairs of safety gloves to undertake litter pick around the local area	Y	£300.00		£300.00
1391	St Herbert's CE Primary and Nursery School	To cover the cost of a Senior Teaching Assistant to run the playgroup so it would be free for any children and parents to attend	Y	£1,340.00		£0.00
2000	Theatre by the Lake	To continue supporting work with the Keswick community specifically with young people and the voluntary groups	Y	£2,500		£2,000.00
	Twos Company Keswick	To cover miscellaneous expenses, excepting the core costs of the part time coordinator and her associated expenses	Y	£750		£750.00
			Total Requested	£30,241.50		£18,976.50
					Total	

TO BE FUNDED FROM GENERAL FUND - ANNUALLY  
TO BE FUNDED FROM GENERAL FUND - FOR NEXT 3 YEARS

**KESWICK TOWN COUNCIL  
14 DECEMBER 2023**

**Clerk's Report**

**Keswick Transport Study**

During 2019, the Lake District National Park, Cumbria County Council, Allerdale Borough Council and Keswick Town Council worked together to commission a report into traffic patterns in Keswick. This report was finalised in 2020 (I have attached the non-technical version here so that Councillors can see what was in it). Since then, there have been officer meetings to undertake some of the work that was highlighted in the Transport Study. As you can imagine, not everything has been actioned, mostly due to lack of funding, but there has been progress made.

Last month, I met with some of the officers involved, following Local Government Reorganisation, and we reviewed each action, and how each stream had progressed.

- St John's Street – permanent TRO has been put in place by Cumbria CC Local Committee and is complete. Signage is in place, but there was acknowledgement that there are issues with signage. Public realm work will be carried out when funding is available.
- Off street Parking – Extra information has been provided to the likes of KTA to ensure that use of the private, edge of town car parks is encouraged, to try and take some of the pressure off the town centre parking. Extra signage has been placed by Cumberland Council, with number of spaces available on the periphery car parks, to help encouragement people to park away from the town centre.
- On Street Parking – a consultation took place regarding Back Street parking in 2021. This garnered a large number of responses, and at the moment, any further progress on this is on hold with the new Cumberland Council.
- Improvements to Cycle routes within and around Keswick – Keswick to Threlkeld trail is now fully open and being well used. The Derwentwater cycle route project was not successful in its application to Borderlands funding, so that will not progress any further. There is an application submitted for an extension of the Keswick to Threlkeld trail in for consideration for Borderlands funding. Cycle lines on B5289 (West Keswick) are in place and are permanent. Work on this track is ongoing. Keswick Town Council have put one set of bicycle racks in Fitz Park, have applied for funding for another set in Hope Park and are looking at any other opportunities to put more in.
- Public Transport Infrastructure and Service Improvements (also, see later item on the Clerk's report for a potential update). Proposals were discussed with Stagecoach to improve the X4/5 bus, through tickets and bus stop and shelter improvements. This was agreed to be revisited when new officers were in place at Cumberland.
- Behaviour Change Programme – LDNPA and Cumberland have marketed bus routes to and from Keswick, and car share opportunities. £2 bus fares provided by central Government have helped encourage visitors to take the bus to Keswick. There will be opportunity to revisit proposals.
- Walking infrastructure Improvements – the signalled crossing on Main Street is installed and is working. Pedestrian improvements on Crosthwaite Road are under consideration, and funding is being sought.

Not all of the Cumberland Officers who would be working on this are in place yet, but there is acknowledgement there is need for further work relating to all of these, as well as a look at the

study itself to see if it remains relevant. This work will be ongoing, and I will report any updates as I receive them.

#### Pensions Fund meeting

As an employer, Keswick Town Council has responsibilities relating to pensions for the staff it employs, and all staff are automatically members of the Local Government Pension Scheme. Westmorland and Furness Council, who run the pension scheme on behalf of themselves and Cumberland Council, have begun to review their Responsible Investment Policy, as they recognise that there is a balance to be found of their financial responsibilities to members of the scheme, and their approach to their environmental, social and governance objectives.

I was invited to attend a meeting for interested parties, as part of the beginning of this process, which was also attended by employer representatives (other Town Clerks, as well as the LDNPA), interested party representatives, as well as representatives from the Cumbria Pension Fund, as well as legal advice and the CEO of the Pensions Partnership where a large portion of the funds are invested.

What was clear was that this is a deeply complex issue, and balancing the responsible side with the ethical side is difficult, but that the Partnership fund is treating it seriously, and is using engagement and is investing smartly. It was an extremely interesting event, and one I am grateful that I was given the opportunity to attend, and the work programme for this is continuing (a survey to all members of the scheme has now been sent out).

#### Communication from Westmorland and Furness Council

I was contacted by Councillor Judith Derbyshire (Housing and Homelessness Portfolio Holder at Westmorland and Furness Council, also Ward Councillor for Greystoke, Ullswater, Dacre, which includes Threlkeld). She explained that Westmorland and Furness Council had been given money to invest in improving bus services, and one of the services they were looking at was the service of the X4/5 bus which runs from Penrith to Keswick, then out to the west coast. Apparently an initial thought is to look at improving the timetable to every 30 minutes, instead of the current hourly service, as well as try to get a service to go through Greystoke (which is currently not served by buses) on a less frequent basis. She was seeking Keswick Town Council support for this, as one of the hubs that this bus route serves. An increased service, plus the chance of service into the evenings would help Keswick as it was an opportunity for more workers to use public transport to and from Keswick. This also fits in with one of the streams in the Keswick Transport Study, with increases to the X4/5 service helping get tourists from Penrith Railway Station through to Keswick sustainably.

As the letter of support needed to go in before this meeting, I spoke with Councillor Harwood about this, and he was happy for me to go ahead with this, with it being formalised at the December Town Council meeting (the letter has been sent).

#### Climate Change and Biodiversity Loss Event

I was contacted by CALC and CaFS (Cumbria Action for Sustainability) to ask if I would be prepared to take part in an event they are running in January on Climate Change and Biodiversity Loss. They had read the case study we submitted for the CALC Annual Report, as well as seen our Climate Change Action Plan and agreed that the work we had done so far was a good example of what a Town and Parish Council can do to play their part in helping with the environment. I will be doing a presentation, as well as drafting a more in-depth case study. (see attached poster). Thanks must go

to Councillor Lansbury for her work with this, because without it we wouldn't get the recognition we are starting to get.

Vivien Little

7 November 2023

**KESWICK TOWN COUNCIL**  
**16<sup>TH</sup> JANUARY 2020**

**KESWICK TRANSPORT STUDY**

Following the Joint Members' Briefing held on 17<sup>th</sup> 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 Rawnsley 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.

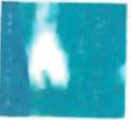
## **6.0 Conclusion**

- 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.

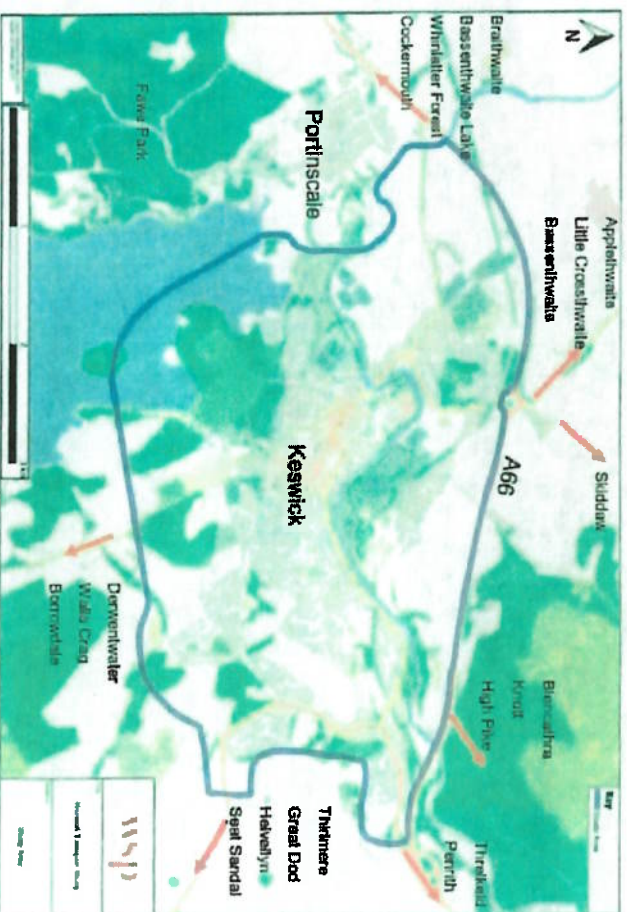


Figure 1 Study area boundary and adjacent visitor attractions

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.



Cumbria  
County Council

1



Lake District  
National Park



## 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 / Tithenbarn 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.



3



Lake District  
National Park



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.

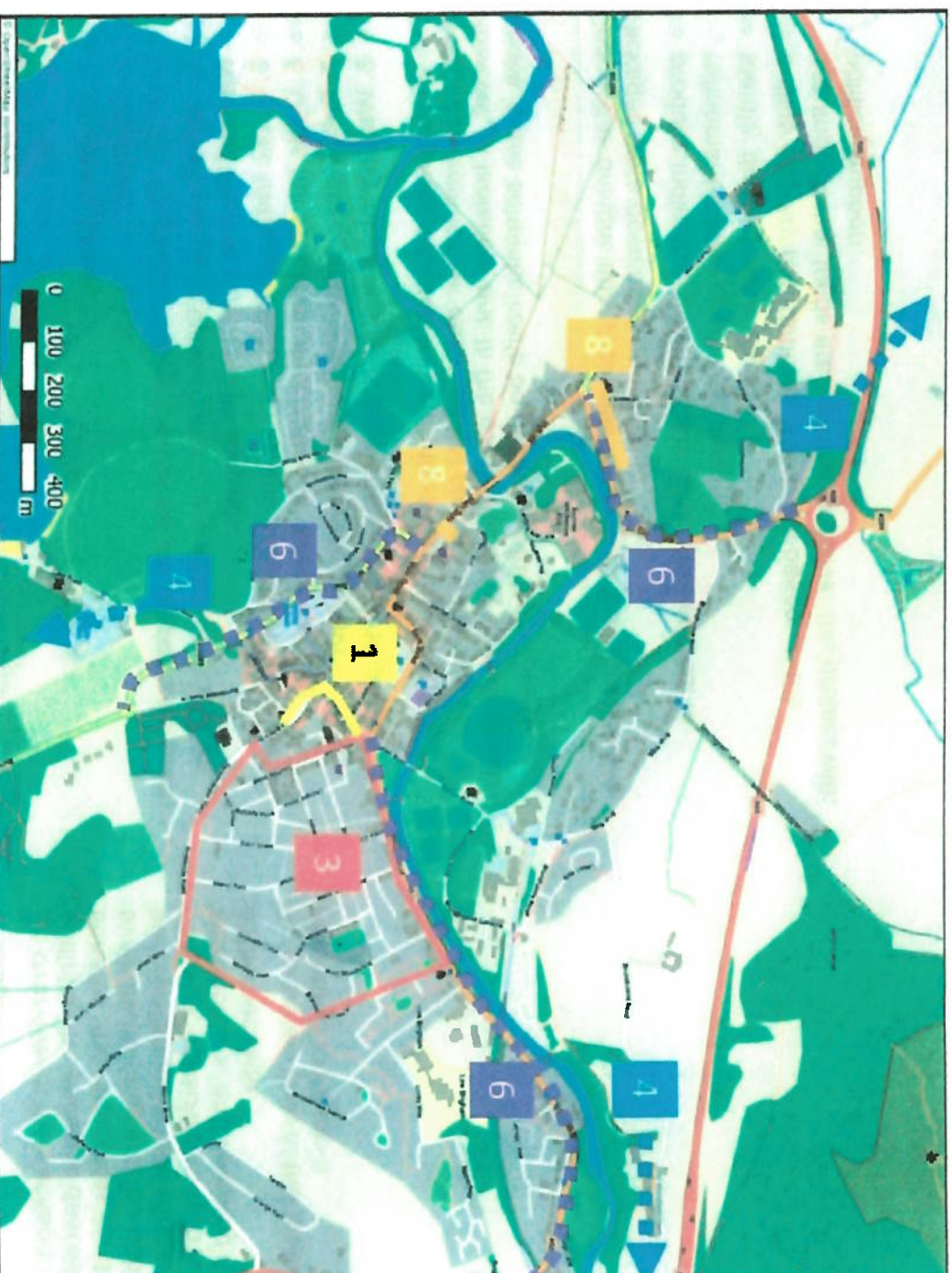
Where relevant, a preferred scenario was identified, and / or a preferred sequence of delivery of various components of the package.

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.







## Location Specific Packages

1. St John's Street
3. Backstreets TfO 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

Figure 3 Overview Plan of the Packages



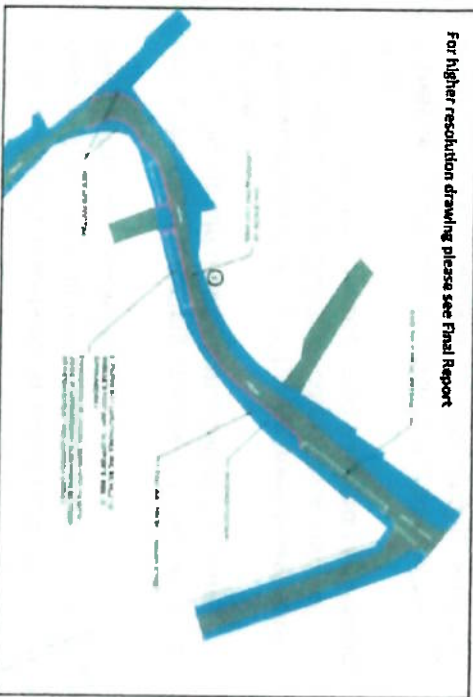
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## KESWICK TRANSPORT STUDY

### IMPROVEMENT PACKAGE 1 – St John's Street

Issue Addressed	<ul style="list-style-type: none"> <li>⇒ Severance caused by inappropriately parked / loading HGVs and LGVs;</li> <li>⇒ Width of the footway too narrow for pedestrians; and</li> <li>⇒ Safety risk at the pinch point on the bend of Station St / St John's St where two vehicles cannot pass.</li> </ul>
Description	<p>Options Considered:</p> <ul style="list-style-type: none"> <li>⇒ Reverse the one way on Borrowdale Road;</li> <li>⇒ Signalisation;</li> <li>⇒ Pedestrianisation;</li> <li>⇒ One Way Southbound;</li> <li>⇒ One Way Northbound; and</li> <li>⇒ One Way Southbound with footpath widening (preferred option).</li> </ul> <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"> <li>⇒ Traffic would be reduced on Station Street / St John's Street (approx. 100 vehicles per hour); and</li> <li>⇒ Leading to safety, severance, accessibility, noise, air quality and townscape benefits.</li> </ul>
Dis-benefits	<ul style="list-style-type: none"> <li>⇒ 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</li> </ul>

Concept Design	<p>access and parking restrictions at junctions in the Backstreets to improve visibility and safety.</p> <p>For higher resolution drawing please see Final Report</p> 
Programme	<p>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.</p> <p>It would take approximately 4 years for the full scheme to be delivered:</p> <ul style="list-style-type: none"> <li>⇒ 2 years for design, TRO review &amp; Procurement of a Contractor; and</li> <li>⇒ 2 years for Construction.</li> </ul> <p>Although a shorter timeframe could be achieved for Phase 1, staggering the delivery in phases (linked to</p>



	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"> <li>⇒ 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</li> <li>⇒ 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.</li> </ul>
Description	<p>Strategy to improve use of underutilised off-street parking capacity.</p> <ul style="list-style-type: none"> <li>⇒ Part 1 - Increased use of tiered pricing to encourage a reduction in town centre parking in favour of parking on the periphery of town;</li> <li>⇒ Part 2 - Parking information and Guidance system to direct visitors to out of town car parks; and</li> <li>⇒ Part 3 - Improvements to off-street parking areas and creation of additional capacity in these car parks wherever possible.</li> </ul>
Benefits	<ul style="list-style-type: none"> <li>⇒ Improved use of existing spaces in Keswick;</li> <li>⇒ Reduction in circulating traffic within the town centre;</li> <li>⇒ Improvements in air quality and greenhouse gas emissions within the town centre as a result of improved traffic operation and reduced congestion; and</li> <li>⇒ Safety and severance improvements and will promote physical activity by encouraging walking from the edge of town.</li> </ul>





	<p><b>Part 1 -- Re-distributing Parking through Pricing</b></p> <p><b>Part 2 -- Re-distributing Parking through Signage</b></p> <p>For higher resolution drawing please see Final Report</p> <p>For higher resolution drawing please see Final Report</p> <p><b>Part 3 -- Provide Additional Parking Capacity</b></p> <p>For higher resolution drawing please see Final Report</p> <p>Any potential future creation of capacity at existing sites may result in the loss of potential environment</p>
Dis-benefits	

	amenity, for example relining the footprint of the car park could result in the need to remove shrubs and trees from car parks.
Programme	<p><b>Signage and pricing strategy: 2 years</b></p> <ul style="list-style-type: none"> <li>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"> <li>Improvements would be phased depending on requirements.</li> <li>Each car park improvement scheme could take up to 4 years to construct.</li> </ul> </li> </ul>
Concept Cost	<p>Part 1 &amp; 2 - Signage and pricing strategy: £185K - £370K; and</p> <p>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	Allerdale Borough Council (in partnership with Cumbria County Council and third-party car park operators).






## KESWICK TRANSPORT STUDY

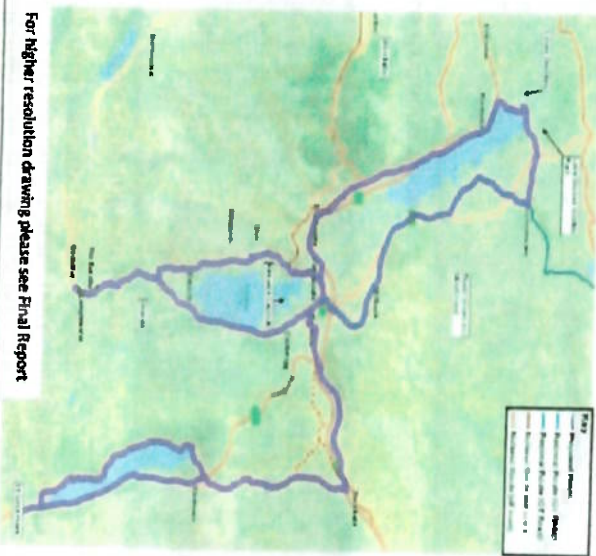
### IMPROVEMENT PACKAGE 3 – Traffic Regulation Order review for the Backstreets area

Issue Addressed	<ul style="list-style-type: none"> <li>➤ Availability of car parking space for residents within the Backstreets area;</li> <li>➤ Commuters and visitors parking on street in front of several residential properties; and</li> <li>➤ Inconsiderate parking at corners of junctions in the Backstreets area.</li> </ul>
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"> <li>➤ Community Parking Management Scheme (CPMS).</li> <li>➤ CPMS with greater restrictions on the eligibility of applying for permits.</li> <li>➤ Reduced parking demand in the Backstreets area;</li> <li>➤ Flexibility to control the supply of permits; and</li> <li>➤ Opportunity for the community of the Backstreets to determine the desired outcome for parking in the Backstreets through a democratic vote.</li> </ul>
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>
Dis-benefits	<p>Community Parking Management Scheme in the Backstreets. Red boundary indicates potential scheme limits.</p>
Concept Design	

	
Programme	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.
Concept Cost	£65k (for Signage, TRO update and consultation)
Lead delivery organisation	Cumbria County Council



## KESWICK TRANSPORT STUDY

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"> <li>⇒ Enhanced sustainable transport connectivity to surrounding visitor destinations;</li> <li>⇒ Increased physical activity; and</li> <li>⇒ Reduction in vehicles leading to improvements in noise, air quality, greenhouse gases, safety and severance on road routes.</li> </ul>


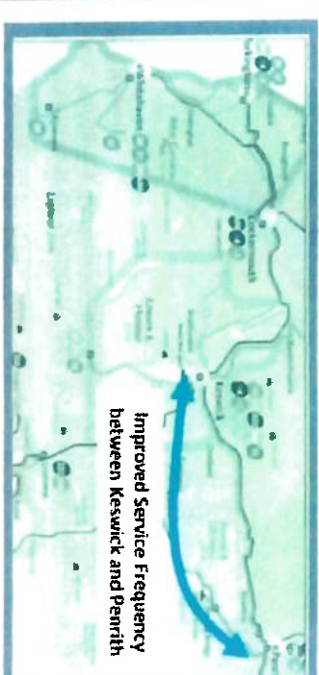
Dis-benefits	<ul style="list-style-type: none"> <li>⇒ The need for new infrastructure in complex or environmentally sensitive areas; and</li> <li>⇒ Safety risks where the routes will be accommodated on-carriageway.</li> </ul>
Programme	10+ years - A phased delivery to the schemes could be undertaken so that shorter sections could be completed in a much shorter timeframe.
Concept Cost	<ul style="list-style-type: none"> <li>⇒ Up to £9m (estimated total for delivery of all routes)</li> <li>⇒ 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.</li> </ul>
Lead delivery organisation	Lake District National Park Authority






## KESWICK TRANSPORT STUDY

### IMPROVEMENT PACKAGE 5 – Public transport infrastructure and service improvements




Issue Addressed	<ul style="list-style-type: none"> <li>⇒ Lack of bus shelters across town, including the Bus Station, and provision of Real Time Information; and</li> <li>⇒ Lack of high frequency buses to Penrith, including Penrith Train Station for wider connectivity.</li> </ul>
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>  <p>Improved Service Frequency between Keswick and Penrith</p>
Concept Design	

	<p><b>Real Time Information</b></p>  <ul style="list-style-type: none"> <li>⇒ Increased bus patronage and improved journey quality for bus services in Keswick;</li> <li>⇒ 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</li> <li>⇒ Reduced carbon emissions, greenhouse gases and noise due to the transfer of trips from car to increased bus patronage.</li> </ul>
Benefits	
Dis-benefits	<ul style="list-style-type: none"> <li>⇒ 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</li> <li>⇒ Long journey times discourage users.</li> </ul>
Programme	<ul style="list-style-type: none"> <li>⇒ Introduction of bus stop infrastructure and Real Time Information – 2 years</li> <li>⇒ Service enhancements – less than 1 year</li> </ul>
Cost	<ul style="list-style-type: none"> <li>⇒ +1 service &amp; stop enhancements, Low Cost – £400k</li> <li>⇒ +2 services &amp; stop enhancements, High Cost – £1m</li> </ul>
Lead delivery organisation	Keswick Town Council and Lake District National Park Authority (in partnership with Stagecoach)



# KESWICK TRANSPORT STUDY

## IMPROVEMENT PACKAGE 6 – Cycle Infrastructure Improvements within Keswick

Issue Addressed	<ul style="list-style-type: none"> <li>⇒ Connecting gaps in the cycle network where desire lines and demand already exists; and</li> <li>⇒ Inadequate provision of cycle parking at key destinations across the town.</li> </ul>
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"> <li>⇒ Lakeside, Fitz Park, Hope Park, Town Centre, Booths, Leisure Centre, Tourist Information Centre, Pencil Museum, Bus Station</li> </ul> <p>Priority Cycle Link Upgrades</p>
Concept Design	 <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"> <li>⇒ Enhanced sustainable transport connectivity to surrounding visitor destinations;</li> <li>⇒ Increased physical activity;</li> <li>⇒ Improved journey quality; and</li> <li>⇒ Reduction in vehicles leading to improvements in noise, air quality, greenhouse gases, safety and severance on road routes.</li> </ul>
Dis-benefits	<ul style="list-style-type: none"> <li>⇒ New infrastructure to be installed in complex or environmentally sensitive areas; and</li> <li>⇒ Safety risks where the routes will be accommodated on-carriageway.</li> </ul>
Programme	3 years
Cost	<ul style="list-style-type: none"> <li>⇒ Costs are dependent on options as they are progressed.</li> <li>⇒ 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.</li> </ul>
Lead delivery organisation	Cumbria County Council / Lake District National Park Authority





## KESWICK TRANSPORT STUDY

### IMPROVEMENT PACKAGE 7 – Behaviour change and future technology

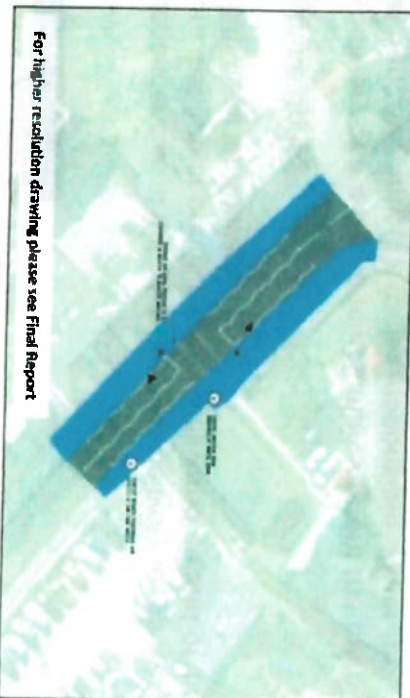
Issue Addressed	<ul style="list-style-type: none"> <li>⇒ Travel is dominated by the private car to Keswick.</li> <li>⇒ Travel is dominated by the private car form Keswick to the wider Lake District.</li> </ul>
Description	<p>Package of interventions to promote sustainable modes of transport for local people and visitors around the Lake District. This could include:</p> <ul style="list-style-type: none"> <li>⇒ Public Transport "Taster Tickets";</li> <li>⇒ Electric Bike Hire &amp; Discounts;</li> <li>⇒ Free Bike Maintenance Sessions;</li> <li>⇒ Cycle training; and</li> <li>⇒ Matched funding grants for businesses.</li> </ul>
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

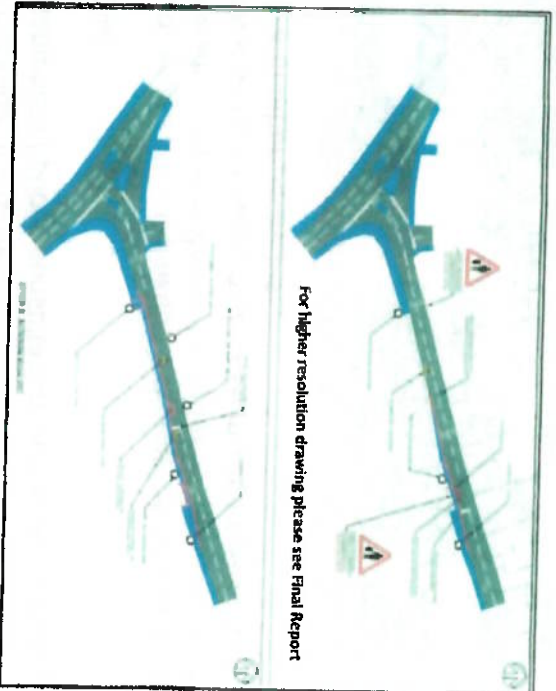
Issue Addressed	<ul style="list-style-type: none"> <li>⇒ Lack of walkway on Crosthwaite Road; and</li> <li>⇒ Lack of pedestrian crossing on Main Street.</li> </ul>
Description	<p>Installation of signalised crossing on Main Street, and pedestrian improvements on Crosthwaite Road.</p> <ul style="list-style-type: none"> <li>⇒ Improved accessibility into the town, promotes physical activity and the quality of journeys being made on foot;</li> <li>⇒ Enables improved connectivity to edge of town car parks, reducing traffic in town resulting in reduced noise, and improved air quality;</li> <li>⇒ New crossing points will reduce severance and the risk of accidents;</li> <li>⇒ Increased safety in locations identified for footway improvements; and</li> <li>⇒ Appraisal of these improvements in the Transport Model results in insignificant impacts on the flow of traffic.</li> </ul>
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"> <li>⇒ Main Street Signalised Crossing - £100k - £200k</li> <li>⇒ Crosthwaite Road - £30k - £70k</li> </ul>
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.

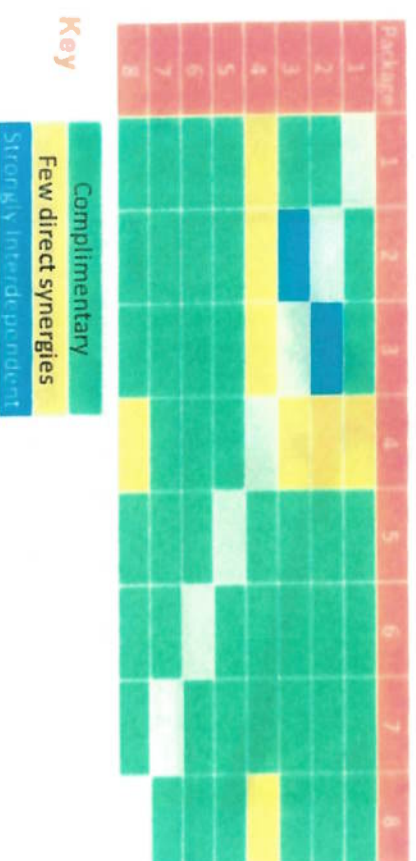


Figure 4 Interdependent and Complimentary Package Matrix

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

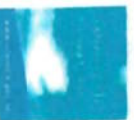
To support the delivery of the packages of improvement the Lake District National Park Authority (as senior responsible owner for

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.







# Climate Change & Biodiversity Loss: How Town & Parish Councils can take action.

**Key Speakers:**

Clare Taylor- CAfS

Kate Grove- CALC

Lee Jackson- Greysouthen Parish Council

Amy Linton - St. Bees Parish Council

Vivien Little- Keswick Town Council

**FREE Event:**

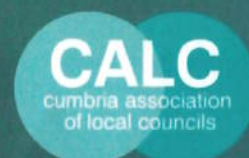
Thursday 25th January 2024

@ 7pm via Teams.

Click [here](#) to register your attendance and receive the Teams Link and more information.

Presentations will be followed by discussion & questions.

**#CopelandClimateChampions**



KESWICK TOWN COUNCIL  
14 DECEMBER 2023

Correspondence

We were recently contacted by a couple of residents regarding installing a 'Postbox to Heaven', which is somewhere that a postbox can be placed (generally grey, to make them distinct from normal post boxes), which allows those who are bereaved to write messages to those who they have lost, and is available for the benefit of anyone who may need it.

All letters would be treated in confidence, taken and disposed of

This is the communication we have received:

"I recently saw a post on Facebook from Workington Town Council about a "post box to heaven" that they have installed.

We think it's a beautiful idea and we would love something like this in Keswick, I think it would benefit a lot of local people, young and old.

Who would we have to contact regarding permission for this?

There would be no cost to the council as we would raise the funds for the post box and maintain it ourselves.

I have attached a screenshot of the post by Workington Town Council.

As someone who is recently bereaved I think this would be a great help to myself, and many others."

As you can see, these individuals have offered to raise the money to fund this, and to maintain it. We have discussed this in the office, and it is possible to get a postbox (see attached) for £164. The Parks Manager has suggested that it could be attached to the staff building in Hope Park, where there is a blank wall with nothing on it. The Responsible Financial Manager and I are happy for this amount to come out of Town Council contingency budget line if Councillors feel that it is something that they wish to support. The letters can either be dealt with by the volunteers, or the Parks Manager can dispose of them (other Town Councils that have them mulch the paper and mix with wildflower seeds), which could be worked out.

Councillors are asked if they want to support this scheme.

Vivien Little  
7 December 2023

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## French Grey ER Wall Mounted Post Box

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