

KPM19931207

AN EXTRAORDINARY MEETING OF KENTMERE PARISH MEETING WAS HELD IN
ON TUESDAY 7TH DECEMBER 1993 IN KENTMERE INSTITUTE

PRESENT Mr Barkway (in the chair) Mr Michell (vice Chairman),
Councillor Acland, Mrs Barkway, Mrs Bialy, Mr Birkett, Mrs Black, Mr
& Mrs Bridges, His Hon Judge & Mrs Brown, Miss Colley, Mr Dawson,
Miss Ellwood, Mrs Gregory, Mr Harrison, Mr & Mrs G Hayton, Mrs S.
Hayton, Mr L Hayton, Mr Morgan, Mr Otty, Mr & Mrs Pighills, Mr & Mrs
Raven, Mr Sturgis, Mrs Walker, Mr & Mrs A Williams, Mr & Mrs J
Williams, Mr Wilson.

29 Parishoners & 4 others.

From The National Park Authority:- Mr Cartwright, Mrs J Crouch, Mr
Thomas, Miss Thompson.

From the Lake District Traffic Management Initiative: Mr Smith.

APOLOGIES. The Vicar Canon Woolcock, Mr & Mrs & Mr R Fox, Mrs
Foster, Mr Dickinson, Mrs Michell, Mr Gregory, Mr Walker.

BUSINESS REQUIRING IMMEDIATE ATTENTION.

The Chairman explained the reasons why it was necessary to postpone
the Annual Assembly of the Parish Meeting & the AGM of the
Institute. He asked for views on a possible date late in January.
There were no objections.

The Chairman in accordance with new Audit practice asked for
approval for a precept of £55 in respect of year 1994 / 1995. He
also asked for approval of expenditure on membership of NALC, and
£30 Chairman's expenses in respect of years 1990, 91 & 92. Mrs J
Williams proposed that approval be given. This proposal was
seconded by Mr W Otty and agreed to unanimously.

THE PURPOSE OF THE MEETING

The Chairman explained the purpose of the meeting was to hear and be
heard by the officers of the Park Management team on their
proposition on a 'new approach to the problem of Car parking in
Kentmere.'

Leading in, Mr Barkway recalled the first initiative by the planning
authority was put to a special meeting on February 1987 and since
that date the subject had been discussed at three extraordinary
meetings and had been raised on four out of the five subsequent
Annual Assemblies. Further he reported that he and the Vice
Chairman had been involved in five meetings to discuss and inform on
the wishes of the Parish.

All discussions had centred on two aspects:-

1. Does the parish require further car parking facilities?

2. Enforcable action must be taken to ensure road safety and clearway for public service vehicles, private cars and industrial and farm transport.

He then introduced Mr Bob Cartwright the Head of Park Management to make his presentation.

Mr Cartwright told of three aspects to be considered:-

a. Parking facilities, b Traffic restrictions, c Signing.
from the point of view of local residents, landscaping, and visitors.

PARKING... various sites had and should be considered. eg: institute and church, low Bridge field (currently used on a max 28 day restriction), Hepworth works 'flats', Kentmere tarn field (fishery), verge parking and Staveley.

TRAFFIC RESTRICTION... Consideration should be given to:- access only areas, ie: permitting traffic to drive to a specific property, yellowlines or their alternative, weight & width limitation ie: lorries & coaches, downgrading of various routes, eg Garburn pass to bridlepath as pre the Department of Environment specification.

SIGNING...The Parish meeting representations were noted:

- a. A sign board at Scroggs bridge indicating need for careful driving, very restricted parking and cul de sac valley
- b. 'Kentmere' sign and 'narrow road with passing places' at Parish boundary (Millriggs).
- c. Upgraded directional signs eg at signpost at 'Cross Howe'.
- d. The sign indicating 'Hepworths' should be supplemented by another sign on the other side of the road to ensure that all heavy works delivery transport (frequently European with L.H.drive) can see it. Missing it usually means a hazardous journey to Hartrigg farm for turning point.
- e. Enforcement of legal signs
- f. Signing at church and institute to allow limitation and space for churchgoers and functions.

Mr Cartwright said that any parking site at low bridge would be at the owners consent. Further the 'Hepworth' local management had indicated a willingness for parking only on special occasions eg Fell race, Trail Bikers etc.

He added that any sites affected would need some kind of 'environmental improvement' by of landscaping and screening. eg The roadway at the church/institute could be defined by the use of curbing and raised granite sets.

Mr Smith made the following major points, to matters raised by the presentation.

1. If 'access only' routes were established, they could carry speed limits as low as 20 mph. eg Peak District at Bedale.
 2. There could be differentiation between locals and tourists as far as parking was concerned.
 3. Any car parking charges should benefit the local community.
- Mr Cartwright then detailed a possible course that any action could take.

- a. The views expressed at the meeting and written to the Park Authority would be considered, and further consultation take place with the Police, the County Surveyor, Landowners and other contributors.
- b. He would present a report to the Park Management committee by 28th Jan 1994.
- c. As a result of that he would inform the Parish of the views of his committee. (He undertook to have full consultation.)
- d. If it was thought by his committee, (having had local consultation) that the scheme should be proceeded with, then he would negotiate detailed proposals and submit planning permission, which as in usual practice would be open to both comment of consent or objection.

In the limited time available for cross questioning the following points were made.

- a. "Provision of a car park would act like a magnet for yet more cars."
- b. "How would signs be enforced? One without the other was self defeating."
- c. "Access only areas unacceptable - in fact any restriction unjustified."
- d. "Low Bridge site causes unacceptable noise and intrusion to local residents."
- e. "The Low Bridge site was a focal point for views on the high ground as well as the low."
- f. "One car leads to another."
- g. "Troutbeck camping site was now regretted, would'nt like to see Kentmere ruined too. Wild life has been affected."
- h. "Was 'park and ride' not an answer, properly run?"
- i. "The speed of driving would increase as more drivers made for 'the car park'."
- j. "Have you addressed the question of whether the presence of a car park reduces or increases traffic to an area?"
- k. "Have any signs ever been proved to be self policing."
- l. "It is said that there are going to be car parks whether 'we' like it or not."
- m. Mr Len Hayton expressed his intention to apply privately for planning permission at the walled site near the fishery field, feeling that it was not obtrusive to anyone and yet supplied a local need.

The Chairman was urged to take a sounding at the meeting. Inevitably discussion arose as to what form it should take. In answer to a question from the chair. "did anyone feel that more car parking facilities were needed in addition to those in force at the present" two people raised their hands.

The chairman then thanked Mr Cartwright and his team for their presentation

The meeting closed at 9.17 pm.