

APPLEBY-IN-WESTMORLAND TOWN COUNCIL

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Community Report

APPLEBY IN 2015

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1. Forward

In August 2013, Appleby-in-Westmorland Town Council was asked by the town Chamber of Trade to produce a Community Plan. The request was a follow-up to two Eden District Council (EDC) reports on the local economy. As Town Mayor at the time, I undertook to launch this task with mixed feelings. I entirely agreed that a broad overview of the community would be desirable; but “plans” are of limited value unless there is a mechanism and a concerted will to carry them through: local and national government are littered with glossy and unfulfilled plans.

As it turned out, events changed the situation. The Big Society project, at the heart of which lay community-generated plans, was effectively kicked into the long grass. Instead, communities were urged to focus their attention on land use, by becoming designated neighbourhood areas and producing Neighbourhood Development Plans, which would have legal status. At the time of writing the Council is in the process of forming a steering group, which will include community representatives, to develop such a plan.

Accordingly the purpose of this document has changed. Although local opinion was sought for this report through a questionnaire, I felt that in-depth community discussion would be most purposefully concentrated on the Neighbourhood Development Plan. So this document is intended as no more than one among various points of reference for the Plan, and perhaps for future groups with an interest in the issues raised here.

Cllr Andrew Connell

2. Introduction

Appleby-in-Westmorland is a town of c. 3050 inhabitants, situated on the River Eden, which flows north through the secluded Vale of Eden. The nearest town is Kirkby Stephen, 12 miles upstream, with c. 2000 inhabitants. Appleby functions as service centre for its own residents and for those of villages on rising ground leading to the Pennine mountains, five miles east of the Eden, and for some settlements west of the river. But the range of services a town of Appleby's size can offer is necessarily limited, and most of the population of 'the Heart of Eden' travel fairly regularly to Penrith and Carlisle, respectively 13 and 30 miles north-west, and – to a lesser extent – Kendal, 23 miles south west.

Although archaeological evidence does not support the suggestion that the early medieval town was larger than it now is, it is certainly true that relative to other settlements, medieval Appleby was an important centre: county town of Westmorland, self-governing corporation, parliamentary borough. But a combination of historical circumstances over the past seven centuries stunted Appleby's growth, took more people away than it brought in, eroded its status and shaped its present-day communal psyche. The 2011 Census confirmed that most people who live in Appleby are happy to do so: they are proud of their town and ready and willing to assist, if not take a lead, in community activity. But there is a widespread fatalism that change will be imposed from outside and is likely to be for the worse.

The situation of Appleby-in-Westmorland Town Council illustrates the combination of past status and present limitations. With an 800-year pedigree, a Tudor Moot Hall, an eighteenth century sword and mace, a Victorian Market Hall, and an inheritance of civic ceremonial, it is now a parish council that maintains a visitor centre and various historic buildings, but since 1974 has seen most decision-making devolved to Eden District and Cumbria County Councils, with the Council able to do little more than offer local advice. It was a very slow process for both Council and wider community gradually to rise above a mood of resentment at what they perceived as having been done to them, and – in common with most local authorities – Appleby has witnessed increasing local reluctance to serve on its Council. But despite the prevalent nationwide cynicism about government in all its forms, coupled with unwillingness to try to understand how it works, 70% of respondents to the Community Questionnaire rated the Council and the services it delivers as 'good' or 'satisfactory'. In the May 2015 election, 15 out of 16 Council places were filled, in contrast to some other Eden parishes.

And there is a wealth of voluntary organisations within Appleby, many of them touched on in this plan. They have tended to operate independently, and would be wary of any attempt to dictate to them as part of an overall plan. But there is certainly scope for more formal recognition of each other's activities and fields of interest.

3. Sources

The single most important source for this Plan is the Rural Community Profile compiled, primarily from 2011 Census data, for Action with Communities in Rural England in July 2013, henceforward referred to as ACRE Report.

In addition to ACRE Report, recent relevant recent documents include:

- EDC Report CD82/13, dated 30 July 2013, with a four page appendix entitled '(Rolling) Appleby Economic Strategy: this details 'Possible Content Sections of a Consultative Strategy Document'.
- EDC Report YB 03/2013, with an Update 22/04/2013, 'Appleby Market Development'.
- AMT-I Market Town Benchmarking Appleby Report, by Mike King, November 2012
- ACT Report on Appleby Employment Zone – Business Intelligence, by Claire Hudson, September 2012.
- Eden District Council Local Plan, July 2014, 3.12 'A Plan for Appleby', pp. 52-55.
- Appleby-in-Westmorland Town Council Community Questionnaire, March 2015.

4. Economy

EDC Report CD82/13 and EDC Report YB 03/2013 present a somewhat austere picture of faded glory – ‘a steady decline’ – with capacity for development constrained by the need to conserve heritage buildings, although these are part of the ‘significant character and charm’ that are its strength.

The AMT-I Market Town Benchmarking Appleby Reports of 2012 and 2013 give footfall figures of less than half of national averages, though it should be noted that the audit days in late October and November 2013 were not in what is usually considered the tourist season. There is no supermarket in the town, and most residents appear to do the bulk of their household shopping in Penrith, or Carlisle; this has been an accelerating trend for the last fifty years. The weekly Saturday market remains small, although there are aspirations to develop it.

A shrinking retail sector mirrors the decline of jobs in Appleby and its immediate surrounds. With the loss of two major operations in the past quarter century – Express Dairy and WA Developments – there are no longer any sizeable employers in and around the town: the biggest are the two schools and the Medical Practice. Professional employment in the town is limited, and overall local wages are below the national average.



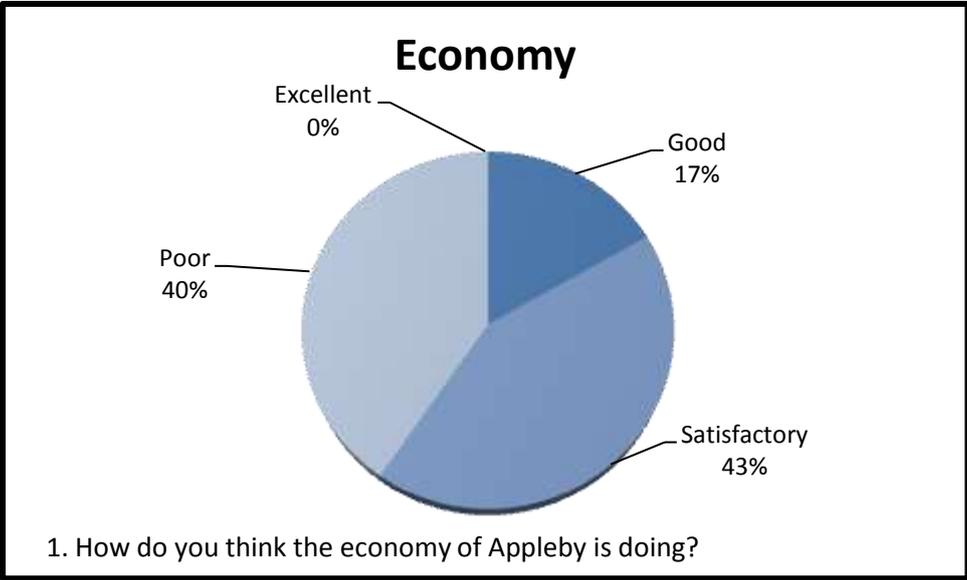
Nevertheless Appleby’s economy is surprisingly resilient. There are many small-scale employers (notably in construction), and unemployment is relatively low. There is an above average level of self-employment, including people who take advantage of Appleby’s adequate broadband provision to work from home. There are fewer vacant retail premises and charity shops than in most high streets, with ladies’ clothing perhaps the strongest sector. There are businesses offering a range of services, including a number of competing hairdressers and garages. There is sufficient tourism to sustain three hotels in and around the town, as well as several boarding houses, restaurants, cafes, and public houses, many of which get a brief but significant boost to their income during Appleby Fair.

It would be over-stating the situation to say that Appleby is a thriving town, but businesses continue to get by; they like their location, and some are cautiously optimistic. So there is at least something on which to build. The recent improvement of broadband should help to encourage the future location of ‘clean’ computer-based service industries in and around the town.

40% of survey responses rated Appleby’s economic state as ‘poor’, the rest ‘satisfactory’ or ‘good’, with *‘businesses just ticking over’*. Widely perceived was the need for a supermarket, in the absence of which both local people and even visitors do the bulk of their shopping elsewhere: *‘if we had a big store in Appleby you would get your big shop and then go and browse around local shops, cafes’*. The former dairy site was identified by several respondents as a potential site. It is also thought that direct access from the A66 would benefit the adjacent industrial estate at Cross Croft, which houses a number of businesses but has vacant units.

The current arrangements at Appleby Castle, whereby it is only open seasonally for fee paying guided tours, was seen as a deterrent to visitors and indirectly on the wider local economy.

One respondent asked: *‘What do we want Appleby to become – a thriving, working town or a tourist/retirement haven? A definite policy towards one or the other is badly needed, we cannot do both’*. This question has been posed since Victorian times. It is arguable whether there really is such a choice to be made, and – as we do not live in a socialist command economy – how or by whom ‘a definite policy’ could be formed. Quite clearly, people **do** want both, and reasonably so.



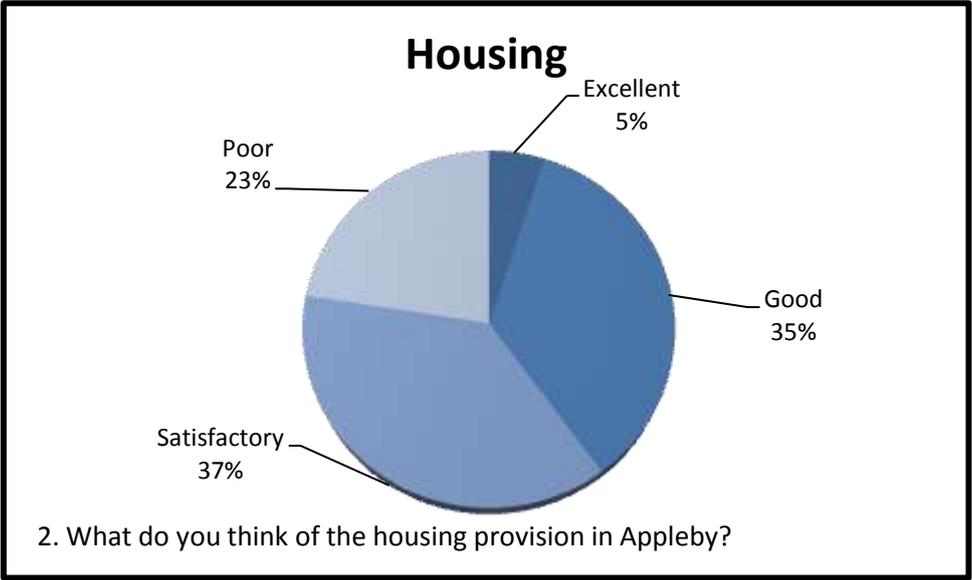
5. Housing

All recent development and all envisaged future development is in Bongate. In December 2012 planning permission was given for c. 150 homes adjacent to Back Lane, Bongate; in July 2014 work had yet to begin. The approval of this development was locally highly contentious because there is an ancient right of way and popular walk through the field, and because it entailed the destruction of an adjacent 1912 Arts-and-Crafts villa, which had been allowed by its owner to fall into dereliction and had never been listed. The fields identified as preferred sites for the construction of a further 155 houses, AP10 and AP11 in EDC's Local Plan, is not expected to arouse the same amount of controversy, because there is public access to neither.

60% of questionnaire respondents rated housing provision in Appleby no better than 'satisfactory'. Widespread perceptions were dilapidated/empty old properties and a shortage of affordable housing, particularly for first time buyers; new build is generally directed at the upper end of the market. Some were concerned that local employment does not match the increase in the cost of housing and that more residents would impact unfavourably on the town's infrastructure; but one noted that *'more housing means we can keep our facilities, e.g. shops, Post Office, health centre, banks'*.



In 2014 Appleby-in-Westmorland Town Council acquired Neighbourhood Area Designation to enable it to produce a Neighbourhood Development Plan.



6. Education

EDC Report CD 82/13 rightly comments on the 'exodus of talented young people' from Appleby because of the lack of employment opportunities for those with higher educational qualifications. This is a centuries-old situation, which is not balanced by inward migration of families with school-age children. What this means is that there are relatively few Appleby parents with a background of educational success and intellectually precocious children and the community is continually engaged in a process of internal intellectual regeneration, with remarkable success. Ofsted inspectors seem not to understand this: because unemployment and take up of free school meals are low and because data on parental education is ignored, it is assumed that Appleby is far more middle-class than it actually is. Although the most recent reports on both schools have been favourable, in the past it has been suggested they were 'coasting', when in reality – generally with support from parents who want their children to rise higher than they did – they do very well for their pupils and take them further than their performance in early years indicated.

The vast majority of Appleby children are educated within the town. There is very little patronage of independent schools at any level, although a few are attracted to the 11+ selective education offered by Queen Elizabeth's Grammar School in Penrith.

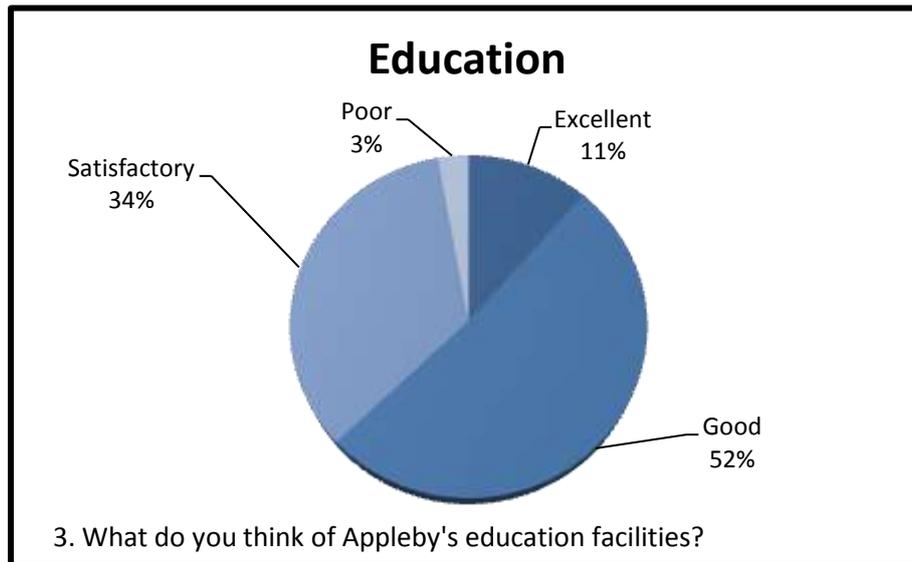
Appleby Primary School on Station Road recently reached its centenary; it is the heir to three town centre Victorian elementary schools. In April 2015 it had 210 pupils, most of them from the town, some bussed in from fellside villages. Its ethos is community-driven, and there is a strong level of parental involvement.

Appleby Grammar School can be traced back to the late 15th C.; it acquired its Elizabethan charter in 1574, and in the 18th C. was sending more boys than any other northern school to the universities, in particular Queen's College, Oxford, with which it has historic links. In 1887 the school moved from its town centre site to its present location on the edge of town, with playing fields attached. In 20th C. it ceased to take boarders and became a maintained school. Since 1962, it has been a co-educational 11-18 comprehensive, while retaining its old name. It acquired academy status in 2012; in 2015 it had c. 560 pupils.



For the last twenty years local educational provision has been enhanced by the Heritage Centre, which is housed in former railway buildings and carriages. It offers both adult education and practical courses for children of school age, particularly in engineering. Its initial funding sources no longer exist, and, despite the high local esteem it enjoys, its future is very much dependent on its ongoing relationship with the secondary schools at Appleby, Kirkby Stephen and Penrith.

Extremes of opinion were evident in responses to the questionnaire ranging from assessment of Appleby schools as providing excellent education to local children to the view that *'teaching standards are poor'*. Grammar School students were seen by one respondent as *'polite and well-behaved'*, by another as *'scruffy ... lack of control ... little respect'*. Overall the perception was positive, 63% categorising Appleby's education facilities as 'good' or 'excellent', and it was seen as a *'massive benefit'* that the town has both primary and secondary schools. One respondent thought that *'more use needs to be made of Heritage Centre to promote craft skills'*.



7. Health Services

Appleby offers its residents clean air and a healthy environment. Life expectancy is above the national average and higher than in most other parts of Cumbria. Such life-limiting conditions as obesity, alcoholism and drug dependency are comparatively rare. On the other hand, partly because of local longevity and partly because of Appleby's appeal as a nice place to which to retire, the town has an above average population of elderly people. In terms of demands on health services the above factors perhaps balance each other out.

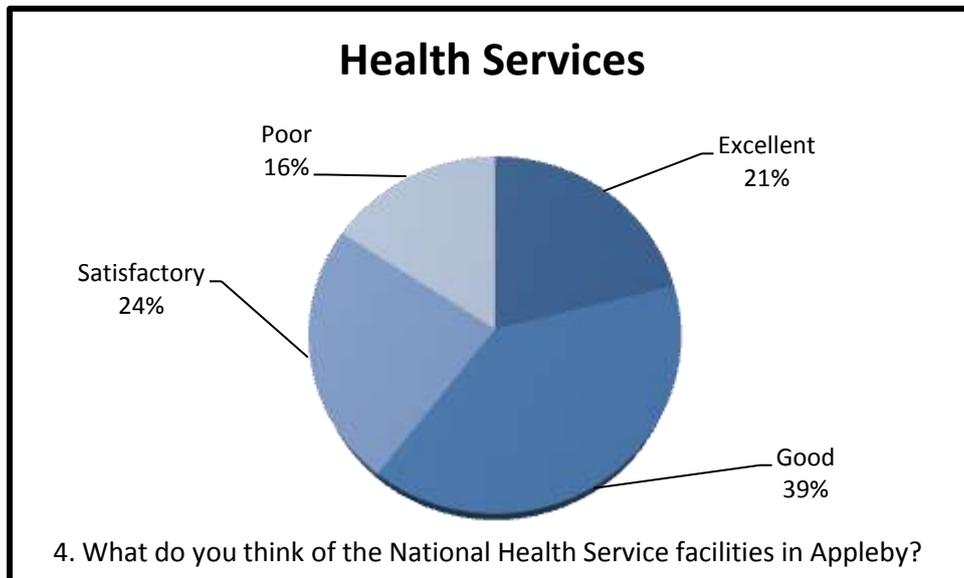


The majority of people in Appleby are on the lists of the three GPs at the town's Medical Practice at the Riverside Building, which also offers appointments with practice nurses. The Medical Practice is believed to be financially secure, but the nationwide trend of increasing difficulty in meeting the demand for consultations is apparent.

The Riverside Building also houses a National Health Service (NHS) dental practice, and there are two private dentists at other locations in the town. There is a small branch of Boots the Chemist in Appleby where the majority of most local prescriptions are sent and delivered. Private chiropody, massage and acupuncture are also available. An optician's business has been recently established and has proved popular.

The nearest hospital is Penrith Community Hospital. It offers a limited range of in and out-patient services including rehabilitation from major surgery and end-of-life care, and has a good local reputation. Most referrals from Appleby are to the Cumberland Infirmary in Carlisle, and certain acute cases will be transferred to Newcastle. Recent adverse publicity has led to a managerial shake-up within the North Cumbria Health Trust; this is reflected in the preference of some Appleby residents to have routine surgery at hospitals elsewhere, such as Kendal, Lancaster and Hexham.

15% of respondents considered NHS medical and dental provision in Appleby to be 'poor'; but more than half thought it at least 'good' and 20% 'excellent'. *'I cannot praise enough the fantastic service I get from our health centre'* was not a unique judgement. Specific concerns were the nationwide one of getting doctors' appointments, and the local issue of perceived slowness in prescriptions getting from the health centre to the local branch of Boots and lengthy waits for them to be dispensed.



8. Transport

Roads

From north and south Appleby is accessed by the A66 trunk road, which is dual carriageway in many stretches, and, by general consensus, should be for its entire length, because of the volume of trans-Pennine freight it carries. This leads northwards to Penrith and the M6, south-east to the A1(M). Since the building of the A66 by-pass in 1980 there are few hold-ups in Appleby itself except for the duration of the Appleby Fair, but delays because of accidents elsewhere on the A66 are sadly frequent. Westwards out of Appleby is the B6260, leading over moorland to the M6 Junction 38 and to Kendal beyond. This road is adequate for its traffic except in extreme weather.

Buses



17% of Appleby households have no vehicle, 50% have one; over 30% of Appleby's population are eligible for bus passes: there is a demand for bus transport. Bus services in rural areas are relatively expensive because of fuel and driver costs when passengers are thinly spread over long distances. In 2014 Cumbria County Council voted to withdraw all bus subsidies, but Grand Prix of Brough, the operator of the 563 Kirkby Stephen-Appleby-Penrith service was willing to run all but the evening service and one of the Saturday services on a commercial basis. Appleby therefore retains five buses Monday-Friday and four on Saturday in

each direction, following the A66 with various diversions. The 561 Wednesday-only bus to and from Kendal has also been put on to a commercial footing by its operator, Robinsons of Appleby. The 573 Robinsons Friday morning service bringing shoppers into Appleby is sustained by voluntary local funding managed by the Council.

Railway

Appleby is linked to Carlisle and Leeds by the Settle-Carlisle railway. There are six daily services in each direction, and three on Sundays. It is now possible to reach each terminus by 0830. There are also regular freight movements, primarily of coal, and the scenic line is popular for excursions, some steam-hauled. An attempt to close the line in the 1980s failed, following which services and local usage both improved. The

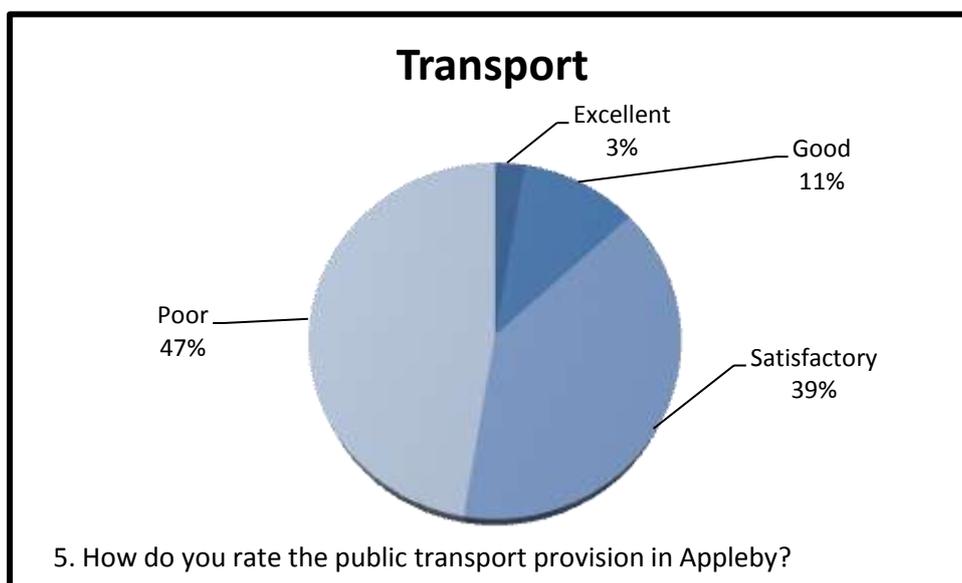
station is manned from 9-5, except on Sundays. Support is provided by the Friends of the Settle-Carlisle Line and the Settle-Carlisle Railway Development Company.

Traffic and Parking

Much of Appleby was designed before the invention of the internal combustion engine. So there is constant pressure on space, both in residential streets where some car-owners have no garage, and some households have three cars, and in the town centre. The reluctance of people to (a) pay the charges of the Broad Close car park and/or (b) to walk the short distance from there to shops and businesses adds to the problem. In 2014 the centre of Appleby was a disc zone. Some local opinion demanded the removal of all restrictions on the grounds that this would benefit local shops; the counter-argument was that unrestricted parking would lead to the blocking of limited space, and do retailers more harm than good. Cumbria County Council's 2014 policy of town centre parking charges, although it would not initially have applied to Appleby, aroused little enthusiasm, and its abandonment was greeted with general satisfaction.

45% of respondents considered public transport provision in Appleby 'poor'; but many of these by their own admission made all their journeys by private car, comments included public transport is '*almost non-existent*' and '*does not cater for the elderly*'. Those who frequently use public transport commented '*we are lucky to have the Settle-Carlisle line*' providing a good daytime service. It was also recognised that Appleby emerged relatively unscathed from Cumbria County Council's withdrawal of bus subsidies, but that '*we have to put more bums on seats*'. One commented: '*More grant making bodies such as Eden Community Fund should be allowed to give funds direct to commercial organisations like small local bus companies*', pointing out that grants to improving village halls are mostly spent by the recipients by employing commercial organisations.

Comments on parking were, perhaps inevitably, contradictory. More than one respondent wanted to '*get rid of traffic wardens*'. But there was also a demand to '*stop locals using town centre parking all day*'.



9. Tourism

Since the late 19th Century Appleby has sought to market itself as a tourist attraction. Its wider location is superb – in the fertile Eden Vale overlooked by the Pennines on one side and Lakeland mountains on the other – but the immediate countryside is pleasant, rather than spectacular. Appleby's most obvious appeal is historical: its main street has remained unaltered, except in detail, for centuries, and it requires little effort of the imagination for the visitor to be transported in time. The town has three fully functioning hotels, the centrally located Tufton Arms, the Royal Oak on Bongate, a former coaching inn, and the Appleby Manor, a converted country house on

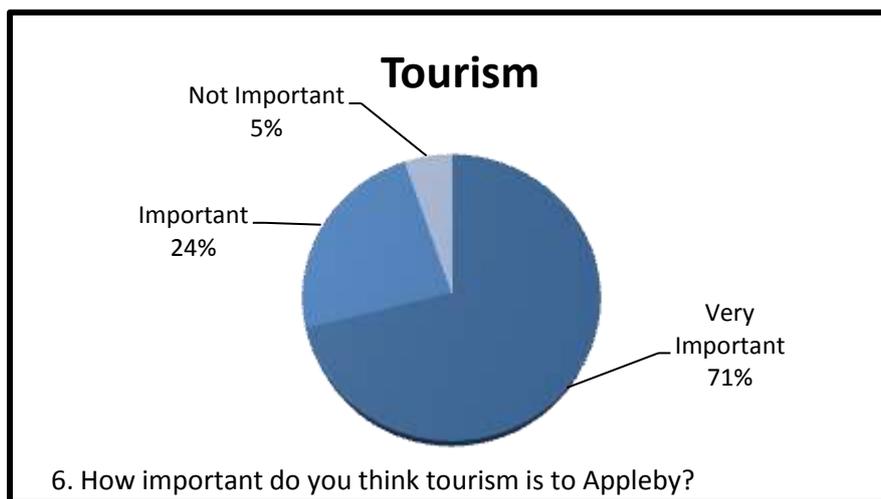


the edge of town. Additionally there are guest houses and homes offering bed and breakfast. But, in contrast with the Lake District, the influx of tourists cannot be taken for granted; there is a sense that Appleby has to work for its tourism, one of the reasons why it's friendly and businesslike Tourist Information Centre is so important.

Apart from the transient appeal of the Appleby Fair, during which all available accommodation is always filled, the most obvious central attraction is the Norman Appleby Castle, the reason why the town exists in the form it does. From the mid-1970s to the early 21st Century this was regularly open to the public, but changed ownership led to its closure. Recently the Castle has re-opened for pre-booked fee paying guided tours, which are comprehensive, and in August 2014 and July 2015 it staged professional open-air Shakespeare performances. Also occasionally open to the public is the late 16th C Moot Hall's Council Chamber, a very rare example of one still used for its original purpose, with many memorabilia from the old borough.

More regularly – and freely accessible attractions – are St Lawrence's Church, among whose numerous historical features are the tombs of Lady Anne Clifford and her mother, and St Anne's Hospital, mid 17th C almshouses built by Lady Anne, and another example of Appleby buildings still used for their original purpose. However, part of Appleby's appeal will inevitably be as a convenient base for going to other places: the Lake District – usually accessed by car, although service bus journeys can be made – and Carlisle and the Yorkshire Dales, to which the obvious access is by the Settle-Carlisle railway.

72% of respondents regarded tourism as 'very important': *'the more visitors we can attract to Appleby the better for our economy'*. Improved access to Appleby Castle was widely identified as the single most important factor in attracting tourists and encouraging them to stay.



10. Appleby Fair

The single thing that most clearly identifies Appleby in the perception of the wider public is the annual Horse Fair, routinely described as the largest gathering of Gypsy/Travellers in Britain, if not Europe or, indeed, the world. Myths abound. The reality is that the modern event evolved out of a drovers' fair held on open land just outside Appleby that began about 1775 and had no particular association with Gypsy/Travellers. By the late 19th C., after the demise of sheep and cattle droving, horse trading was the

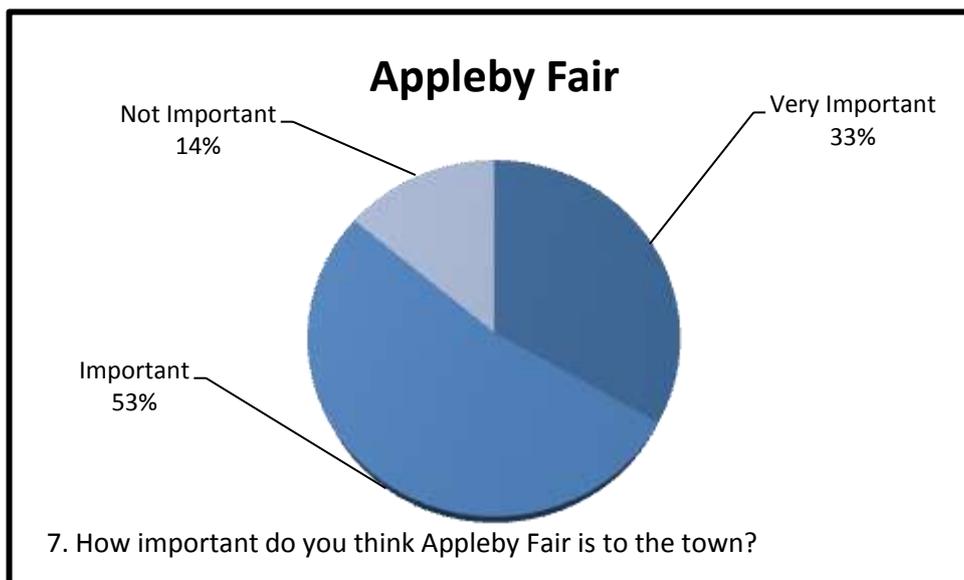
fair's main function; its evolution into a major event of growing spiritual importance in the calendar of Gypsy/Travellers was an early 20th C. development. Neither Appleby Corporation nor any other body had any recognised authority over the fair, although the Council, by virtue of having acquired the Fair Hill in 1911, is one of the landowners on whose land Travellers camp. However, inevitable issues of law and order, trading standards, public health, animal welfare and traffic control, drew local authorities, police, RSPCA and other bodies into managing aspects of the fair's impact, and in 2008 a Multi-Agency Strategic Co-ordinating Group (MASC), chaired by the Chief Executive of Eden District Council, was formed in an attempt to co-ordinate their efforts based on more accurate gathering and recording of relevant information.



The fair is now a media event. Its overall impact has always been controversial and not easily quantified. At a cost to public funds, many private concerns, profit from it. Those who attend enjoy and value the occasion, otherwise they would not keep returning. Local opinion ranges from antipathy to affection; a common view is that, whatever the inconveniences, it *'keeps Appleby on the map'*. Efforts in 1945 and 1965 to secure abolition of the fair discovered the absence of any relevant legal mechanism whereby this could be accomplished, even if there were local unanimity – which there was not. A useful innovation is the Community Action Group of

police, councillors and representatives of the local and Gypsy/Traveller communities which meets each evening while the fair is progress to review the day's event and draw the attention of MASC, which holds a strategic meeting the following morning. Every fair brings problems; but, given that on the Saturday and Sunday of the fair, the town's population is temporarily increased five or six-fold, they are probably as well managed as they can be.

85% of questionnaire respondents thought the fair was important to the town, or, at least, to some businesses. Personal reactions varied widely from enjoyment to intense dislike, but it was generally accepted that the fair is better managed than it used to be, if only because it doesn't last as long. As ever, different people see different things. *'Boroughgate sees very little pedestrians compared to five years or so ago'*, observed one resident, but another thought that *'the shift of traveller activity to Boroughgate needs to be controlled'*. Some respondents were under the mistaken impression that 'rates' (sic) go up because of the fair, and that *'all the residents of Appleby pay for this'*.



11. The Town

The oldest part of Appleby is Bongate, a sprawling settlement on the east bank of the Eden rising from the pre-Norman ford, with a footbridge alongside. This is a popular beauty spot, within easy walk from either side of the town. Appleby town centre, situated in the loop of the river Eden, is a fine example of post-

Norman Conquest planning, with the broad tree-lined Boroughgate connecting the Castle at the top of the hill with St. Lawrence's Church at the foot. The road turns at a right angle to cross the Eden.

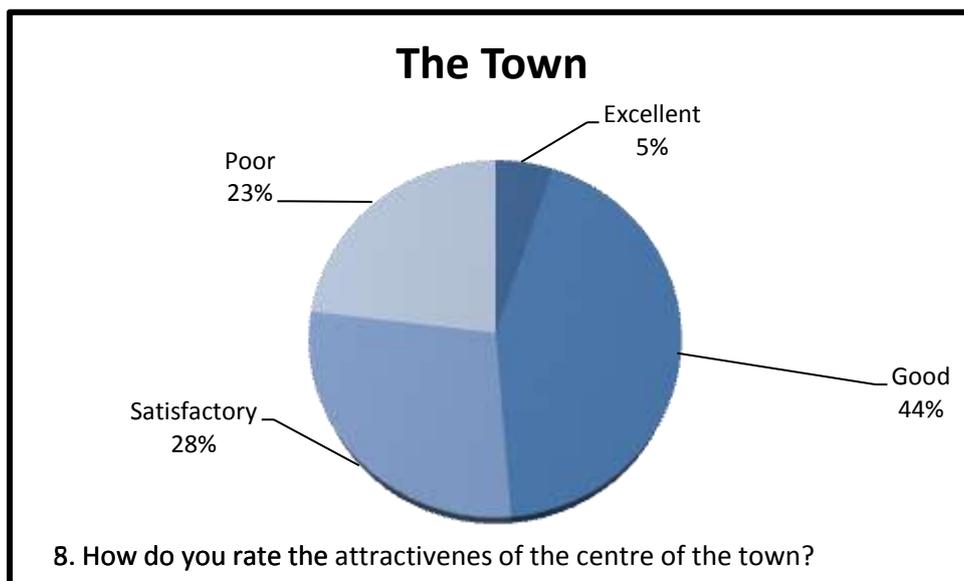
Boroughgate is a conservation area, the last significant changes to whose lay-out were the construction of the Moot Hall in the late 16th century, an obelisk in the market place in front of St Lawrence's (the 'Low Cross') c. 1660 and a matching obelisk at the top of the slope in front of the Castle, (the 'Top Cross' c. 1750. Buildings either side of the street, a mix of commercial premises and private dwellings have been periodically replaced or rebuilt: the oldest date from the late 17th C., the most recent from the early 20th C. Most are in good condition, but the unsightly condition of some give rise to local anxiety. The keep of the Castle has been covered in scaffolding for years, though for a long period no actual work was done on its structural problems; however there was renewed hope in the summer of 2014 that the intervention of English Heritage would lead to the work being completed.



On the upper east side of Boroughgate is privately-owned steep wooded hillside, not accessible to the public, leading down to the river; on the west side is a mix of residential side streets and green space for public recreation and sport, again leading to the river. The Home Farm Bridge leads pedestrians into woodland on one side; the other is a large water-meadow used for pasture and for harness-racing events.

The nature of its location within the confines of the river loop and the conservation area status of Boroughgate means that significant changes within the Town Centre area are unlikely; details can be improved.

This subject produced a greater volume of comments than any other. One person's desire that the layout of the town be redesigned in order to facilitate parking was, for reasons stated above, unrealistic. Respondents were evenly divided between those who found the attractiveness of the town centre 'good' or 'excellent' and those who considered it 'satisfactory' or 'poor'. The perception of 'a very attractive town' was balanced by the view that the 'whole town needs upgrading'. Recent publicity doubtless enhanced the number of comments on 'poorly maintained properties'. The recent appearance of flower boxes around the town got generally favourable comment, even if one person likened them to 'coffins'.

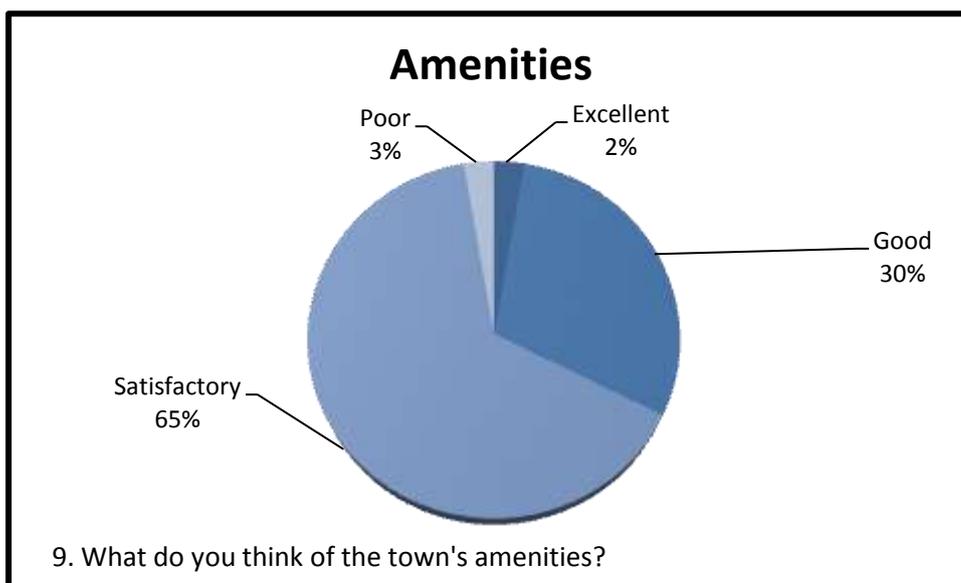


12. Amenities

For a small town of just over 3,000 inhabitants, Appleby has a considerable range of amenities available to the public throughout the year. The list below is not exhaustive:

- Memorial heated swimming pool and fitness rooms owned by EDC and open to the paying public.
- Millennium sports hall, owned by a Trust and available for hire for indoor sports and training.
- Football field and children’s playground¹ owned by EDC, with adjacent clubhouse and squash courts available for hire from Appleby Football Club
- Cricket field belonging to Appleby St Lawrence Church, with clubhouse available for hire from Appleby Cricket Club.
- Bowling Green and clubhouse available for hire from Appleby Bowling Club.
- Golf Course three miles out of Appleby, with club house available for hire from Appleby Golf Club
- Woodland around the town with public rights of way.
- Fair Hill owned by Appleby-in-Westmorland Town Council, tenanted but also open to the public.
- Public Hall with stage and upstairs supper room, owned by Appleby-in-Westmorland Town Council, and available for hire for concerts, plays, meetings, markets etc.
- Tourist Information Centre managed by the Council with support from EDC, also serving as a local information point and contact centre.
- Medical Practice with function rooms available for hire.
- Public Library owned by Cumbria County Council, with rooms available for hire.
- Centre 67, a former chapel maintained primarily but not solely for youngsters, with a climbing wall, computers games facilities, and rooms available for hire. In 2015 Eden Community Outdoors who own and manage the building stated that they were unable to continue which has raised anxiety about future youth provision.
- Places of worship: Appleby St Lawrence (Church of England), Sands (Methodist), Our Lady of Appleby (Roman Catholic), Kingdom Hall (Jehovah’s Witness).
- Appleby Railway Station is manned six days a week, and has a shop with gifts and railway memorabilia.
- Bank, building society and post office.
- Public conveniences, maintained by EDC, in the Market Arcade and the Broad Close car park.

96% of respondents felt that the town’s amenities were ‘satisfactory’ or ‘good’. As one put it, ‘There is something for all ages to get involved with if they wish. Not many towns this size have a leisure Centre, Cricket Pitch, Sports Centre, Public Hall etc.’. Another said, ‘Got pretty much all you need at day to day level for a town of this size’.



¹ There are two other playgrounds on either side of town

13. Voluntary Organisations

Appleby has a tradition of care and there is a host of voluntary organisations, addressing a range of aspects of community life – many different sports, youth activity, culture, local history, support for the elderly, support for those with disabilities, beautifying the town, encouraging local business and much more. Some of these are branches of nationwide organisations, such as Freemasons, Rotarians, Scouts and Guides, the Grammar School's Air Training Corps; some are generic, i.e. similar bodies can be found in most small towns, like the football, cricket and bowling clubs, the chamber of trade and the evergreens and the meals on wheels service; some are of Appleby's own making, such as the Friday Club to support the mentally handicapped.

But a problem not unique to Appleby is the difficulty organisations have in recruiting younger members willing to become active and take responsibility. The winding up of the Appleby branch of the Women's Institute by its dwindling and ageing membership at the end of 2014 was a salutary reminder that voluntary bodies are not always self-regenerating.



Also not unique to Appleby is a tendency for voluntary organisations in paddle their own particular canoe, with limited awareness of what anyone else is doing. This can lead to duplication of effort, or situations in which it is vaguely supposed that somebody else will take care of a concern. Even in a relatively small community people can be remarkably unaware of what others do. It is hoped in 2015 to set up a community forum to enable various organisations to explain to each other what they are doing and what are their aspirations.