



Lake District  
National Park

## Coniston Water Byelaws 2020

### Application for Exemption

Please read the guidelines for applicants prior to completing this form.

**It is recommended that applicants have an informal discussion with the Park Management Ranger prior to completing the form.**

Applicant Details (including who is the responsible owner)		
<b>Organisation Name: The Coniston Institute &amp; Ruskin Museum</b>		
<b>Contact Name:</b> [REDACTED]		
<b>Address:</b> [REDACTED]		
<b>Town/city:</b> [REDACTED]	<b>County:</b> [REDACTED]	<b>Postcode:</b> [REDACTED]
<b>Telephone:</b> [REDACTED]		
<b>Email:</b> [REDACTED]		

#### 1. Event or activity details (include proposed dates, timings, speeds and purpose).

##### Purpose

To run Bluebird K7 & hopefully Bluebird K3 on Coniston Water to commemorate the 70<sup>th</sup> anniversary of Donald Campbell CBE's first World Water Speed record on Coniston Water with Bluebird K7

##### Dates and timings

Our application is for the period from Sunday 10<sup>th</sup> May – Sunday 17<sup>th</sup> May 2026

The timetable is from 0900 hours until 18.00 – the running of K7 is very dependent on the weather, and therefore we cannot say when she will run on any particular day, if it all, but if conditions were perfect, we would only do an absolute maximum of 8 runs per day ( 1 trip North to South and South to North = 1 run) however the mix of runs will be totally dictated by the weather and water conditions, the emphasis will be on K7 running rather than K3, if the conditions were perfect. Bluebird K3 doesn't require quite such benign conditions so she could be run if it was impossible for K7 to run. At no point do we intend to run both boats side by side at display speeds.

##### Before the event

Our teams will place the required course buoys, approximately 1 every 150m, on the Saturday (9<sup>th</sup> May) or Sunday (10<sup>th</sup> May) before the event (dependent on the weather) They will recover these on Monday (18<sup>th</sup> May 2026).

Officials, drivers and teams will arrive in Coniston from Friday 8<sup>th</sup> May, and most are expected to stay in the area for the week in a variety of local accommodation.

Full briefings of officials, crew, pilots, National Park Staff and Emergency services will take place on Sunday 10<sup>th</sup> May (afternoon and evening) and daily during the week. The initial briefing will take place in the Ruskin Museum/Coniston Institute.

### **Monday 11<sup>th</sup> May – Sunday 17<sup>th</sup> May**

Subject to suitable weather and water conditions, the water-based rescue and patrol teams will be at their required position by 0845 hours each day. This enables the water surface to completely flatten in anticipation of the first run at 0900 hours.

This consists of 2 crew boats at either end of the 5km course, 1 support boat in the first km of the course, 1 rescue boat in the 2km of the course, 1 support boat and a medic in the 3<sup>rd</sup> km of the course, 1 rescue boat in the 4km of the course, and 1 support boat in the 5km of the course. There will also be a refuelling/start boat stationed at either end of the course, and 10 “floating” vessels including canoes and kayaks outside of the course to tow and marshal the waters for swimmers/other lake users. A total of 19 vessels. All boats will be clearly visible and will have temporary decals to indicate which boat they are, along with flashing beacons and a flag attached to them.

All boat operators will be qualified to RYA level 2 powerboat handling, The Osprey team are qualified to PADI open water or BSAC, the Commercial divers are qualified to HSE standard.

Crews will have a break mid-morning and mid-afternoon, with no runs commencing after 1800 hours.

The event is managed under the control of the Safety Officer (SO) on duty at the time. We will have a team of SOs who alternate throughout the week. The SO is land-based, based on the shore at the Coniston Boating Centre.

The water-based officials are under the control of the Marshal who is based at the top (Northern end) of the course.

Bluebird K7 and Bluebird K3 will be launched at the Coniston Boating Centre and will remain at the jetties in that area until the driver is released to leave the jetties and slowly proceed to the Marshall boat area, K7 will be towed to the course area. Once the course is clear, the Marshall will release the boat using a green flag and green light, all vessels around the course will have a megaphone with a siren, and once a run is imminent the siren will be sounded to warn of a run. Once the boat has left the Marshal boat, the Marshal will show a red light and red flag to stop other Lake users entering the course. The course will be buoyed and clearly visible to other lake users, we will publicise the event and course months before the event we will also erect temporary signs at all viewings areas of the lakeside, along with posters and leaflets which will be distributed to the lakeside campsite and recreation areas. Bluebird K7 will proceed down the course (See Appendix 1) Once through the lower part of the course, they will turn round and return the same way. There isn't a fixed legal distance from water borne spectators in the UK but the safe standard is at least 100m, we will keep at least 150m away from any other water users, our marshal vessels will patrol the full running course and ensure there are no water borne spectators within 150m of the course before a run is imminent, we will not commence the run until the course and safe distance area is clear. A map of the course showing the support vessels is also included (appendix 10)

The drivers are aware that they must not pass any red flags on the course. For Bluebird K7, we envisage a maximum speed of 150mph, Bluebird K7 needs the initial thrust to get up on her points to plane, the driver will then back off the power. For Bluebird K3, speeds will be much lower in the range of 50-70 mph.

There is a full team of engineers who check the boats prior to launching to ensure the boat is safe to run. This team will also check the boat on return.

**2. How does the event or activity contribute to the Vision and Outcomes of the Lake District National Park Partnership Plan? (Can you identify how it will achieve one or more of the outcomes including: a prosperous economy; world class visitor experiences; vibrant communities and a spectacular landscape, wildlife and cultural heritage?)**

This is a one-off event after the return of Bluebird K7 to Coniston in 2024, we now want to complete the circle and run Bluebird K7 on Coniston Water one more time.

**1. Prosperous Economy**

This event will draw national and international attention, bringing visitors to Coniston who will spend on accommodation, food, shops and attractions. Potentially there could be up to 15,000 people per day attending. We have based this on the following formula – There is 6 miles of viewing shoreline (3 miles on east and west side of the lake, this is 9656 metres of viewing area, each spectator will take up 1m width of space –  $9656 \times 1\text{m} = 9656$  metres, the crowd will be 1.5 metres deep –  $9656 \times 1.5\text{m} = 14,484$  max).

Potentially there could be up to 15,000 people a day, we do believe that these numbers will be spread out over the length of the Lake, and we envisage around 5000 at one time as people will come and go during the day. It is expected that all attendees will require accommodation within the Coniston area, and even further afield to Windermere, Bowness and Ambleside. Most will travel to the Lake District from other areas of the UK as well as from abroad. We have employed Chevron Traffic Management to deal with the traffic. We will have a Park and Ride scheme in place with parking spaces already confirmed in Torver and Monk Coniston, spaces are also being looked at in Ambleside, Hawkshead and Lowick, so far including the established car parking in the village we have 2800 spaces, the formula is 2.5 pax per space - 7000 pax are already confirmed, we will need 6000 car parking spaces for 15,000 people, although we don't anticipate this will be fully utilised at any one time due to audience churn where perhaps 50% of people will leave once they have seen K7 or K3 or both run. There will be marshals on the car parks, and social media will be updated frequently informing visitors of the availability of parking spaces.

We estimate there will be a need for in excess of 7,500 beds over the week in hotels, B & B's, self-catering and caravan and motorhome accommodation and while the visitors not directly involved in the running of the event might require a minimum of two days' accommodation, the considerable majority will come to the event for at least seven days. We anticipate a requirement for at least 70,000 bed nights, including camping. We recognise that this event will bring additional visitors beyond the area's normal accommodation capacity, to address this we are working closed with local hotels, holiday lets and short-term rental providers to make them aware of the event. We are also exploring overflow options such as pop-up accommodation and providing shuttle transport. Additionally, we will provide clear visitor guidance and booking links early on, to spread demand across the wider region and avoid last minute pressure. By coordinating with local tourism and transport providers we can ensure that visitors are accommodated comfortably without displacing regular tourism. We have discussed potential clashes with Cumbria Tourism and there are no events during that time that we feel will clash with our event. Keswick Mountain Festival is the last weekend of our event 15-17<sup>th</sup> May but we feel that there will minimal or very little impact as Keswick is a good hour away from us. Cumbria Tourism also state that occupancy in South Lakeland for May 24 was 71.5% for serviced accommodation and 69.2% for self-catering, this demonstrates that there is capacity. Steam research also highlighted a countrywide fall in visitor numbers (-3.3%) and visitor days (-5%) there was also a fall in revenue of -5.7% once adjusted for inflation. Cumbria Tourism feel the event will be "a positive thing for the area and will bring a boost to the local economy at a time when trading conditions are difficult".

Many will travel from the south of England or beyond, some visiting the Lake District for the first time.

This event is requested to be outside the busiest visitor times, extending the Coniston area season and attracting people to the Lake District at what is usually a slightly quieter time.

This event will attract people from all over the world to Cumbria and there is ample opportunity for them to see other parts of the area, and particularly the Lake District.

The Marketing Plan in Appendix 3 demonstrates that this event will showcase the National Park to many millions of potential visitors around the world due to international media interest.

The history of record breaking, especially when associated with the records set by Donald Campbell CBE, attracts spectators to current events. The Coniston areas economy benefits from the costs incurred by the organisers and from overnight accommodation but also from the general costs of a week away from home in the full range of shops, cafes, bars and hotels.

## **2. World Class Visitor Experience**

Seeing Bluebird K7 on Coniston Water is a once in a lifetime experience that enhances the Lake District's reputation as a place of innovation, beauty and legacy. Visitors will learn the story of Donald Campbell CBE, his speed records, and the restoration of Bluebird K7, which deepens their connection to Coniston and its cultural relevance. The event will be carefully managed to ensure safety and minimal disruption, setting a high standard for responsible tourism. Information will be widely available to spectators and locals, these will explain the event hours, parking schemes and crowd control. Local signage will be displayed to make everyone aware of the event, there will be designated point of contact during the event and social media – Facebook Page Bluebird K7 – The Festival and [www.bluebirdK7thefestival.co.uk](http://www.bluebirdK7thefestival.co.uk) will be used so any problems can be dealt with immediately and efficiently. All waste will be removed promptly, and runs will be scheduled during the working day to minimise the effect of the locals on their way to and from work. We will ensure that locals can still access their homes and will supply each local with a permit to allow them to park without disruption, parking schemes will be in place to ensure spectators don't park illegally or use locals parking spaces.

The return of Bluebird K7 to Coniston Water will create a shared sense of pride and unity, especially in Coniston where the story is deeply rooted. The event will engage local schools and groups and provide volunteering opportunities which will help integrate the event into community life, and by celebrating a local historical figure and his and his team's engineering achievements, it reinforces the areas distinct heritage. Primarily we will work with local schools, such as John Ruskin and Coniston Primary School, we will also be working with The Priestley Centre and Low Bank Ground, but if anyone does contact us and want to be involved, we will consider the enquiry and if we can accommodate them we will. We are also looking at having Barrow Sea Cadets attend during the week.

## **3. Vibrant Communities and a Spectacular Landscape**

Record breaking is an important and globally renowned part of the backdrop to the Lake District.

## **4. Wildlife and Cultural Heritage**

The cultural heritage of the area weaves closely with the many years of water speed record breaking and this event will add to that heritage. The event will be managed under strict conditions to protect the lake's natural beauty and wildlife, balancing access with conservation. Examples of this include operating during daylight hours when wildlife disturbance is lower and monitoring is easier, birds are most active at dawn or dusk, The course will be set in the deeper water in the middle of the lake this will reduce shoreline impact and wildlife disturbance, team members will be assigned to monitor wildlife during running, and clear the course before running, set up viewing areas with signage explaining running operations and wildlife protection measures. We also have megaphones with a siren which will be sounded before a run is imminent, this noise will alert any birds and wildlife and will clear the course. We will ensure refuelling is not carried out near to sensitive areas and that spill kits are on hand, all litter and debris will be removed.

We are in touch with some members of the lake users' group to ensure that other activities are not hindered. Equally, during the event the lake cruises will be provided with event radios to communicate both information for their customers and to ensure the safe usage of the lake.

**3.Are there any other policies or plans which you think are relevant, such as the Local Plan?**

Our Running Course map (Appendix 1), Risk Assessment (Appendix 2) Marketing Plan (Appendix 3) Traffic Management Plan (Appendix 4), Event Safety Management Plan (Appendix 5) and Site Map for onshore activities (Appendix 6) Bluebird K7 & K3 refuelling SOP (Appendix 7) & Site Map for pedestrian access (Appendix 8), Map of potential viewing points (Appendix 9), Course Map with support vessel (Appendix 10) specific to this event are enclosed within this submission

**4. Health, safety and wellbeing – how will you protect the safety of participants and the general public? Please include any risk assessments you have undertaken and confirm the insurance cover you have for your event.**

The event will be undertaken under the rules and regulations of the National Authority

Our risk assessment for this event has been provided in Appendix 2 of this submission, and we confirm that we have ‘All Risk’ and ‘Public Liability’ insurance for this event.

	Crew	Public
Health & Safety	<p>Advanced regulations informing attendees/crew about the event including H&amp;S guidelines.</p> <p>Website informing attendees/crew about the event including H&amp;S guidelines. Officials’ and drivers’ briefings on Sunday before the event.</p> <p>Briefing to be repeated as required</p> <p>PA announcements during the event keeping attendees/crew updated with any H&amp;S issues.</p> <p>Private radio system announcements during the event keeping officials updated with any H&amp;S issues.</p> <p>Drivers must be experienced in the activity being undertaken.</p> <p>Officials have previous experience of a similar event. New officials will be buddied by an experienced official.</p> <p>Fully equipped emergency ambulance vehicle and crew, based in the pit area.</p>	<p>Website informing attendees about the event including H&amp;S guidelines. PA announcements during the event keeping attendees updated with any H&amp;S issues.</p> <p>Pit area patrolled by 5 marshals to inform visitors about H&amp;S risks and how to mitigate risks eg no smoking near boats and fuel.</p> <p>Lake area monitored by 10 vessels, including canoes &amp; kayaks who watch out for other lake users. Updates to other lake user businesses/ activity centres before the event, by way of posters and signs in the area publicising the event, along with social media coverage on the Facebook Page – Bluebird K7 The Festival and website <a href="http://www.bluebirdk7thefestival.co.uk">www.bluebirdk7thefestival.co.uk</a></p>
Wellbeing	<p>Full time paramedic on duty during the event</p> <p>Food – Bluebird Café, Food Vendors</p> <p>Hygiene – Car Park Facilities, Additional toilets plus Bluebird Café for Customers</p>	<p>Food – Bluebird Café will manage Food and Beverage provision across the land based activity.</p> <p>Hygiene – Car Park facilities, plus Bluebird Café for customers</p> <p>Overflow car park available to public as normal car park is used for boat parking during the event</p>

**5. Environmental protection – how will you protect the natural environment and pollution risks? Please include any environmental impact assessments you have undertaken and how you will reduce the spread of invasive species.**

Bluebird K7 and Bluebird K3 will operate within the designated area of the lake to minimise disruption to wildlife and other lake users.

Fuel will be stored and transferred using spill proof containers and absorbent mats. K7 is fitted with secondary containment systems to minimize any spills or leakage. Both K7 and K3 will be inspected thoroughly before every run to prevent leaks. A site-specific pollution incident response will be in place. Trained staff and spill response equipment (booms & pads) will always be on standby. Both boats will be washed and checked before launching for an invasive species. The literature provided before the event will also promote awareness. Both boats will be inspected prior to being allowed on the water. The check includes that all fuel lines and any other possible sources of pollution are sealed.

The regulations under which the event will run require noise testing to take place during the event and we confirm that this will be undertaken.

There is no historic evidence of negative impact of wash on the shoreline above the natural wave action of the lake. The emissions from the boats are negligible when considering the air and water volume of the lake. Only one boat will be allowed to enter the course at a time. This will ensure boats are on the course only for the required time to make a run and therefore reduce any potential pollution risks.

The course is patrolled by several craft - 2 crew boats at either end of the course, 1 support boat in the first km of the course, 1 rescue boat in the 2km of the course, 1 support boat and a medic in the 3<sup>rd</sup> km of the course, 1 rescue boat in the 4km of the course, and 1 support boat in the 5km of the course. There will also be a refuelling/start boat stationed at either end of the course, and 10 "floating" vessels outside of the course to tow and marshal the waters for swimmers/other lake users. A total of 19 vessels. All craft will be in constant communication with the Chief Marshal and the Officer of the Day. If there is any chance of any wildlife being close to the record run, then the course will be closed until it is deemed to be clear.

Re-fuelling of the boats, whilst moored at the jetty and as required at refuelling points at the north and south end of the course, will be carried all out under the appropriate SOP (SOP included in appendix 7) and spill kits will be available to deal with any spills. Firefighting equipment will also be on hand.

The use of spillage/absorbent mats will be employed to prevent any possible ingress of materials into the water.

Fuel spillage safety packs are kept on shore, and in any refuel boats so that in the event of a fuel spillage into the lake, they can be applied immediately. They completely remove the fuel from the water on contact.

Firefighting measures and appropriate training will be given.

**6. Please identify any challenges or opportunities in the local economy and how they will be addressed if needed.**

This event will provide opportunities for enterprises not just in the immediate Coniston area but the wider Lake District. It will bring National and International companies to the area as event sponsors.

Those attracted to the event have the opportunity to extend their knowledge of the Lake District to book accommodation, to support the range of activities and businesses, to walk & cycle the valleys and fells and engage in other outdoor activities, as well as attending and supporting this event.

The Marketing Plan shows how the organisers reach out worldwide to bring visitors to Coniston and the Lake District, providing that initial information and contact benefitting not just the event but the Lake District in all its variety and splendour.

There is an opportunity for businesses in Coniston and the wider Lake District, to use the event as a hook for their existing and prospective customers, whether that is food and drink or walks and cycle rides, and to give customers the chance to extend their interest.

We are also planning a series of land-based events to keep visitors entertained and in the village should the boats not be able to run. We are planning classic car meets, The Antiques Roadshow, Talks in the Coniston Institute, an Artisan Market, and a programme of music events on the closing weekend (Fri/Sat/Sun) – The businesses in the village will benefit from these events by providing food & drink, accommodation and shop sales. We hope to be able to provide some activities for younger members of the visitor demographic.

**1. History**

Coniston has been synonymous with Speed Record Breaking on Water since 1939. When Sir Malcolm Campbell first raced his “Blue Bird K4” boat on the lake. Returning again in 1947 with the first Jet powered Blue Bird having converted K4. After Sir Malcolm’s death, his son Donald continued with his father’s “Blue Bird K4”, now returned to propellor driven, in 1949/50/51. Donald Campbell returned to Coniston with his new “Bluebird K7” in 1956, Establishing 4 new world Water Speed Records between September 1956 and May 1959. He was tragically killed in an accident on Coniston Water in January 1967 attempting to improve on his own record. Since 2005 the village and its lake has been the home of ‘Coniston Records Week’, an annual event staged at the beginning of November each year, as a venue for attempts on British National and World records on Water for all officially recognised classes of boats. Coniston Water was the venue for Tony Fahey’s British Pursuit/Miss Alton Towers failed World Water Speed record attempt in 1982. Also, in 1982 Chris Kaye successfully took the Diesel-Powered World Water Speed Record on Coniston in Miss Britain IV and attempted to regain the record in 1983 without success.

**2. Challenges And Opportunities For The Community**

As history suggests the village is already well adapted to managing events involving speed record attempts on the lake. However, there are always new challenges and opportunities that present themselves and should not be missed.

This event is organised and run by an experienced committee,

Identified Challenges and Opportunities:-

**Challenges**

- 1. Traffic Management.** We have engaged Chevron to manage the traffic flow on the approaches to Coniston, on Lake Road and around the Coniston Boating Centre to ensure

access to all Emergency Service Vehicles during the event. We will also be running a Park and Ride system to minimise parking in the village meaning cars will be parking in designated fields on the outskirts of Coniston, Fir Flatts at Monk Coniston, 2 fields at Torver have been confirmed so far, we are identifying other fields at Lowick, Ambleside and Torver. So far, we have the following parking spaces confirmed – In the village there are the following car parks: -

Bluebird Car Park – 70 Spaces

Coniston Sports & Social – 75 Spaces

Furness Road – 25 Spaces

Ruskin Avenue – 30 Spaces

Plus 700 spaces in Town Field

1900 spaces via 2 Fields at Torver and Fir Flatts at Monk Coniston, we have 2800 spaces already which equates to 7000 pax – for 15,000 pax we need 6000 spaces.

Chevron will work closely with – LDNPA; Coniston Parish Council; WFC and Cumbria Police.

**Parking and Access.** A park and ride system will be in place, and pre booked car parking in the village will be available. Coaches will drop off at The Bluebird Car Park and there will be a shuttle bus running at regular intervals from the village to the Boating Centre for those who don't wish to or cannot walk down to the Lake. Parking at the Boating Centre will be restricted to event organisers and staff and Lake Road will be closed to vehicles south of the bridge.

Good pedestrian access to the Coniston Boating Centre where spectators can see the boats is being prepared, Map attached (Appendix 8) of pedestrian access from the village to the Boating Centre. Lake Road will be pedestrian access only from the south of the bridge to ensure the safety of visitors. Further South along the Lake shore where they are able to see the boats at speed from a number of vantage points on Public Footpaths. Quite a lot of the shoreline on the West side of the Lake are established footpaths are therefore no permission is needed, the east side of the lake has a lot of private land, however this is not easily accessible and there are signs stating which is private land. We will erect signs on both sides of the lake stating which areas are private and no-go areas for viewing. Along the west side of the lake there is the Miles without Stiles route which runs from Coniston Village to Torver Jetty, this will be useful for less agile spectators, beyond that is Brown Howe and Hoathwaite. All private landowners on the west side have been contacted, and permission has been secured.

This helps all the businesses in the village when spectators return to their vehicles, or to use public transport for their return journey. Using the local shops, Cafes and restaurants.

Agencies to work with – LDNPA; Coniston PC; W&F; Local Landowners

3. **Accommodation.** There is a wide range of accommodation types available in the Coniston and the Surrounding villages and towns. This includes Hotels, Pubs, Guest Houses, B&B's, Hostels, Self Catering units and Camp Sites. The Coniston Tourist Information Centre (TIC) already has a comprehensive list of all types of accommodation available to the public.  
Agencies to work with – Coniston PC; Coniston TIC; Coniston Business Forum.
4. **Other Services.** Restaurants, Pubs, Cafes and Takeaways. The village has all these including Indian restaurant and take away and Fish & Chips take away, serving a wide range of food including vegetarian and other diets. Agencies to work with – Coniston PC; Coniston TIC; Coniston Business Forum. At Coniston Boating Centre the plan is to have extra outside caterers on site under the control of The Bluebird Café who have the Food & Beverage concession for the site.

## Opportunities.

1. This event will be a great opportunity to highlight what the Coniston area of the Lake District has to offer as a visitor experience. In particular its unique historical connection with the World Water Speed Records. We already have the Campbell/Bluebird wing in the Ruskin Museum.
2. In order to maximise these opportunities, it will require pulling together and working with all the available agencies – Visit England (National Body), Cumbria Tourism (Regional Body), W&FC Coniston PC, Coniston TIC, Coniston Business Forum and the LDNPA. By working together, we should not only be able to promote the Water Speed Record connection, but also all the other attractions – Part of a World Heritage site; An area of outstanding natural beauty offering many outdoor activities and rural pastimes to encourage visitors to get outside and experience a healthy lifestyle

## Coniston Water Exemption Application Form

**7. How will you ensure the rights of the other lake users are protected? (Coniston Water has a public right of navigation which must be taken into account when planning any activity or event).**

The safety and protection of all lake users, spectators and competitors is something which is taken with the utmost seriousness and is always of paramount importance. We endeavour to respect the rights of all users and ensure they are given maximum consideration so as to enable them to pursue their enjoyment safely.

Whilst this event falls outside the peak season, which obviously means fewer users on the lake, we have in place systems and communications to ensure all precautions are taken for the safety and respect of everyone. Prior to the event commencing we will communicate with the local population and spectators to inform them of the event and our presence, we will do this by having a dedicated website ([www.bluebirdk7thefestival.co.uk](http://www.bluebirdk7thefestival.co.uk)) and social media presence for the event Facebook page Bluebird K7 – The Festival, by having posters and signs in the vicinity and by local and national press coverage.

On the water we will have a number of patrol boats - 2 crew boats at either end of the course, 1 support boat in the first km of the course, 1 rescue boat in the 2km of the course, 1 support boat and a medic in the 3<sup>rd</sup> km of the course, 1 rescue boat in the 4km of the course, and 1 support boat in the 5km of the course. There will also be a refuelling boat stationed at either end of the course, and 10 “floating” vessels, including canoes and kayaks stationed strategically around the course, (19 craft in total) all are equipped with radios to keep in communication with both officials and other safety boats and constantly look out for other craft to offer assistance should it be required and prevent the possibility of boats accidentally entering the course during a run. Swimmers will be identified by the patrol craft in the area, the running course will be a marked buoyed area, and the crafts will patrol the surrounding area to identify swimmers, paddle boarders or other lake users. We will supply swimmers with bright hats, so they are clearly seen in the water. They will constantly patrol the area and once it is deemed either K7 or K3 is due to run, the boats will use a loud hailer to notify the swimmers, paddle boarders and other lake users that a run is imminent and ask them to vacate the area.

The Gondola and the Lake Launch Company will be provided with radios to enable communication between safety boats and event officials, so they are aware when a run is either about to commence or is in progress or when they wish to divert across the lake to one of their jetties. This allows us to give Gondola and the Lake Launches preference on the water when requested.

The nearby outdoor activity centres undertake various water-based activities. We are conscious of their presence on the lake, and they will be kept informed of our activities. Radios will be used to communicate with activity centres, launches and Gondola to keep them informed of when a run is imminent, the launches and Gondola work to a timetable so this can be used when planning any runs with K7 or K3. Prior to the event commencing we will communicate with the local population and spectators to inform them of the event and our presence, we will do this by having a dedicated website ([www.bluebirdk7thefestival.co.uk](http://www.bluebirdk7thefestival.co.uk)) and social media presence for the event (Facebook page

## Coniston Water Exemption Application Form

Bluebird K7 – The Festival) and by having posters and signs in the vicinity and by local and national press coverage.

Together with our safety and communication systems we believe we have shown how we will respect and protect the rights all users for their pleasure and enjoyment of the lake.

**8. Please confirm you have public liability insurance for your event and include details of this.**

We will have event insurance which covers running, provided via Lockton Insurance Brokers  
The Coniston Institute & Ruskin Museum also takes out commercial combined all risks insurance through Lockton Insurance Brokers.

**9. Is there any other information you would like to provide in support of your application? (For example, you may wish to provide maps, photographs or letters of support).**

**We include with this application the following documents:**

- Map of the Course (Appendix 1)
- Risk assessment (Appendix 2)
- Marketing plan (Appendix 3)
- Traffic Management Plan (Appendix 4)
- Event Safety Management Plan (Appendix 5)
- Site Map for Onshore Activities(Appendix 6)
- K7 & K3 refuelling SOP (Appendix 7)
- Site Map for pedestrian access (Appendix 8)
- Site Map for viewing access around the Lake Shore (Appendix 9)
- Map of the Course with rescue and support craft in position (Appendix 10)

Name: [REDACTED]	
Signed [REDACTED]	Date: 26/08/2025

Send completed applications to [sara.spicer@lakedistrict.gov.uk](mailto:sara.spicer@lakedistrict.gov.uk) or by post to Sara Spicer, Lake District National Park Authority, Murley Moss, Oxenholme Road, Kendal, Cumbria LA9 7RL