

23 June 2022

**To: The Chair and Members of the County
Council Local Committee for Allerdale**

Agenda

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

A meeting of the County Council Local Committee for Allerdale will be held as follows:

Date: Friday 1 July 2022
Time: 10.00 am
Place: Annex Building, West Cumbria House

Simon Higgins
Assistant Director – Customer & Community Services

Please note that after the meeting there will be a briefing for members only on the topic of Child centred Policing.

Group Meetings:

Labour: 8.45 am
Conservative: 8.45 am

Enquiries and requests for supporting papers to: Daniel Hamilton
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This agenda is available on request in alternative formats

MEMBERSHIP

Labour (6)

Mr AL Barry (Vice-Chair)
Lord R Liddle
Mr KA Little
Mr T Lywood
Ms C McCarron-Holmes
Mrs C Tibble

Conservative (7)

Ms C Bell
Mr A Bowness
Miss D Garton
Mr MA Johnson
Mr A Kennon
Mr J Lister
Mr AJ Markley (Chair)

West Cumbria Independent (1)

Mrs M Rae

Independent (Non Aligned) (1)

Mr S Stoddart

ACCESS TO INFORMATION

Agenda and Reports

Copies of the agenda and Part I reports are available for members of the public to inspect prior to the meeting. Copies will also be available at the meeting.

The agenda and Part I reports are also available on the County Council's website – www.cumbria.gov.uk

Background Papers

Requests for the background papers to the Part I reports, excluding those papers that contain exempt information, can be made to Legal and Democratic Services at the address overleaf between the hours of 9.00 am and 4.30 pm, Monday to Friday.

A G E N D A

PART 1: ITEMS LIKELY TO BE CONSIDERED IN THE PRESENCE OF THE PRESS AND PUBLIC

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 DECLARATION OF INTERESTS

Members are invited to disclose any disclosable pecuniary interest they have in any item on the agenda which comprises:-

- 1 Details of any employment, office, trade, profession or vocation carried on for profit or gain.
- 2 Details of any payment or provision of any other financial benefit (other than from the authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. (This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
- 3 Details of any contract which is made between you (or a body in which you have a beneficial interest) and the authority
 - (a) Under which goods or services are to be provided or works are to be executed; and
 - (b) Which has not been fully discharged.
- 4 Details of any beneficial interest in land which is within the area of the authority.
- 5 Details of any licence (alone or jointly with others) to occupy land in the area of the authority for a month or longer.
- 6 Details of any tenancy where (to your knowledge)
 - (a) The landlord is the authority; and
 - (b) The tenant is a body in which you have a beneficial interest.
- 7 Details of any beneficial interest in securities of a body where
 - (a) That body (to your knowledge) has a place of business or land in the area of the authority; and

(b) Either –

- (i) The total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
- (ii) If that share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

In addition, you must also disclose other non-pecuniary interests set out in the Code of Conduct where these have not already been registered.

Note

A “disclosable pecuniary interest” is an interest of a councillor or their partner (which means spouse or civil partner, a person with whom they are living as husband or wife, or a person with whom they are living as if they are civil partners).

3 EXCLUSION OF PRESS AND PUBLIC

To consider whether the press and public should be excluded from the meeting during consideration of any item on the agenda.

4 PUBLIC PARTICIPATION

There were no petitions, questions or statements submitted at the time of publication.

5 MINUTES

To confirm the minutes of the last meeting held on 6 May 2022.

(Pages 7 - 16)

6 CHANGE OF AGE RANGE AT WIGTON INFANT SCHOOL

To consider a report from the Executive Director – People (Deputy Chief Executive).

(Pages 17 - 32)

7 WORKINGTON LEVELLING UP FUND

To consider a report from the Executive Director – Economy and Infrastructure.

(Pages 33 - 38)

8 ALLERDALE HIGHWAYS WORKING GROUP MINUTES

To note the minutes of the meeting of the Allerdale Highways Working Group and consider any recommendations.

(Pages 39 - 96)

9 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

To consider a report from the Executive Director – Economy and Infrastructure.

(Pages 97 - 120)

10 PROPOSED CHANGES TO SPEED LIMITS: HIGH HILL, KESWICK AND BRANTHWAITE ROAD, LILLYHALL

To consider a report from the Executive Director – Economy and Infrastructure.

(Pages 121 - 134)

11 U7003 THIRLMERE DAM – TRAFFIC REGULATION ORDER

To consider a report from the Executive Director – Economy and Infrastructure.

(Pages 135 - 154)

12 AREA MANAGER REPORT

To consider a report from the Executive Director – Corporate, Customer and Community Services.

(Pages 155 - 170)

13 INVESTMENT IN OUR COMMUNITIES

To consider a report from the Executive Director – Corporate, Customer and Community Services.

(Pages 171 - 182)

14 CHAMPION UPDATES

To receive updates from Allerdale's Local Committee Champions

15 VERBAL REPORTS FROM MEMBERS SERVING ON OUTSIDE BODIES

Members representing Allerdale Local Committee are invited to report back verbally on recent meetings they may have attended.

16 DATE & TIME OF NEXT MEETING

The next meeting will be held on 13 September 2022 in the Annex Building, West Cumbria House at 10am.

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Minutes of a Meeting of the County Council Local Committee for Allerdale held on Friday, 6 May 2022 at 2.00 pm at Annex Building, West Cumbria House

PRESENT:

Mr AJ Markley (Chair)

Ms C Bell
Mr A Bowness
Miss D Garton
Mr MA Johnson
Mr J Lister

Mr AL Barry (Vice-Chair)
Mrs M Rae
Mr S Stoddart
Mrs C Tibble

Also in Attendance:-

Ms V Ayre	-	Public Health Locality Manager (Allerdale)
Mr D Hamilton	-	Democratic Services Officer
Ms L Shaw	-	Area Manager - Allerdale/Copeland
Miss A Sykes	-	Local Area Network Manager
Mr L Thorburn	-	Area Planning Manager - Allerdale/Copeland
Mr G Frazer	-	Cumbria Youth Alliance
Mrs B Wolstenholme	-	Cumbria Youth Alliance
Mrs J Wilkinson	-	DWP
Ms R Atkinson	-	Library and Customer Manager (Allerdale)

PART 1 – ITEMS CONSIDERED IN THE PRESENCE OF THE PUBLIC AND PRESS

1 ELECTION OF CHAIR

In line with requirements of the Council's urgency provision, the Outgoing Chair asked that the Local Committee accept the Election of Chair and Vice Chair as items on the agenda. It was **AGREED** that these items be taken.

The Outgoing Chair thanked the members of the Committee for their hard work delivering for local residents in Allerdale.

It was **AGREED** that Mr AJ Markley be elected Chair for the ensuing year.

The Newly Elected Chair thanked Mr A Barry for his work as Chair over the previous year.

2 ELECTION OF VICE-CHAIR

It was **AGREED** that Mr A Barry be elected Vice-Chair for the ensuing year.

3 APOLOGIES FOR ABSENCE

Apologies were received from Mrs C McCarron-Holmes, Mr T Lywood and Lord Liddle.

4 DECLARATION OF INTERESTS

Mr A Barry declared an interest in relation to Item 9 – Area Manager’s Report as there was a decision regarding funding provision for the Citizen’s Advice Bureau of which he was a Board member.

5 EXCLUSION OF PRESS AND PUBLIC

RESOLVED that, the press and public be not excluded from the meeting during consideration of any items of business.

6 PUBLIC PARTICIPATION

There were no statement, questions or petitions presented on this occasion.

7 MINUTES

RESOLVED that, the minutes of the previous meeting of the Allerdale Local Committee held on 4 March 2022 be agreed as an accurate and complete record.

8 DWP YOUTH HUB & CYA YOUTH EMPLOYMENT WORKER

Members received a presentation from Cumbria Youth Alliance (CYA) and the Department of Work and Pensions (DWP) Youth Hub which highlighted the following areas:-

- **Mission** – Working with and for young people to enable them to reach their full potential.
- **Vision** – Cumbria Youth Alliance is the lead organisation for the development and quality assurance of youth provision where all young people in Cumbria can thrive to achieve a sustainable and positive future.
- **Strategic Priorities** –
 1. Championing social value for young people in Cumbria
 2. Building capacity of the young people’s sector in Cumbria
 3. Young people have the confidence and skills to make a successful transition to adulthood

4. Be the strategic voice of young people's services in Cumbria working in partnership with others
 5. Young people are active participants in the design, delivery and evaluation of their services
 6. Ensure all partners and CYA when applicable, deliver quality projects with measurable outcomes
 7. Have systems in place to enable, capture, disseminate, advocate and demonstrate positive impact to ensure sustainability and development for all partners in order to benefit young people in Cumbria.
- **Our Strands –**
 1. Youth Promise – Leaving Care Project, Positive Role Models, Duke of Edinburgh, Youth Futures
 2. Youth Ambition – First Steps to a Sustainable Future, Choices, DWP – Outreach, First Steps to Employment, Low Level Mental Health – Care Leavers
 3. Infrastructure – COMF, Dream scheme, Better Tomorrow's, Disability Volunteering
 - **Partnership Working and Collaboration**
 - **DWP Outreach -**
 1. Employability Skills
 2. Independent Living Skills
 3. Access to work experience placements and volunteering opportunities
 4. Access to consistent local one to one support and group activity sessions
 5. Online learning and activities
 6. Access to accredited and nationally recognised training / Qualifications
 7. Access to emotional resilience support
 8. Support with job search, application filling, CV Writing, Interview preparation and practice
 - **Job Centre Referral Process**

Members asked about the impact the scheme had and whether this was measurable. The Committee heard that CYA and the DWP were actively engaging with young people through Kickstart opportunities and targeted support to ensure they were able to prove themselves to employers. It was reported that 32 young people had been supported through the service directly into work.

The Chair and Vice-Chair commented on the importance of boosting the confidence of young people and ensuring that they feel valued. Members of the Committee **AGREED** to signpost young people to the scheme and provide support where they could.

Members considered a report from the Executive Director – Economy and Infrastructure which detailed the outcome of the meeting of the Highways Working Group (HWG) held on the 5th April 2022 and presents recommendations to the Local Committee for approval.

The Local Area Network Manager presented the minutes of the last meeting and provided an detailed account of the recommendations which had been brought before the Committee. Members heard that the first recommendation related to the proposed changes to Speed Limits in Allerdale and the second related to the proposed changes to Maryport and Surrounding Area Traffic Regulation Order. The recommendations were that Local Committee agree to proceed to statutory consultation and advertisement on all proposals with the exception of Proposal 9 – The Went, Dearham and Proposal 10 – A594 Marshes, Maryport.

With relation to Proposal 9, the proposal was to introduce a one-way system following historical concerns regarding the volume of traffic using The Went, particularly at either end of the school day. Members heard that five responses were received, all objecting to proposals, mainly citing access issues.

Proposal 10 was to introduce two sections of “No Waiting At Any Time” restrictions (double yellow lines) either side of a junction to a proposed future housing development in order to prevent obstructive parking and maintain visibility. Four responses were received, objecting to proposals and highlighting concerns in relation to loss of parking.

For these reasons officers recommended that Proposals 9 and 10 were not pursued at this point in time.

RESOLVED that,

- 1) That Local Committee notes the minutes of the meeting of the HWG held on the 5th April 2022 which are attached as Appendix 1 to this report.

That Local Committee endorse the recommendations of the HWG and agree the following: -

- 2) ALLERDALE SPEED LIMIT REVIEW

a) that having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the report to the HWG, that “The County of Cumbria (Various Roads in the Borough of Allerdale) (Consolidation and Provision of Speed Limits) Order 20>< (“the Order”) be brought into operation, as advertised.

- 3) MARYPORT TRAFFIC REGULATION ORDER REVIEW

a) that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate and vary The County of Cumbria (Various Roads, Maryport and Surrounding

Area) (Consolidation and Provision of Traffic Regulations) Order 2018, (as varied by the County of Cumbria (Various Roads, Maryport and Surrounding Area) (Consolidation and Provision of Traffic Regulations) (Order 2018) Variation (No.1) Order 2019), by proposing to introduce new restrictions as shown on the plans attached as Appendices 1, 2, 3, 4A, 5, 6, 7, 8, 11, 12, and 13 only (“the Order”) ONLY of the report.

b) that Local Committee agree that, subject to there being no unresolved objections at the end of the statutory consultation and advertisement of the changes referred to in paragraph 3.2.2 a) above, that the Order be brought into operation, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the report.

10 BUDGET ALLOCATION REPORT

Members considered a report from the Executive Director – Corporate, Customer and Community Services which set out the Communities Budget for Allerdale as agreed at full Council on 10 February 2022 and served the purpose of advising members of those budgets and recommend how these funds be allocated.

The Area Manager began by discussing School Crossing Patrols, explaining that the current allocated budget of £38,154, although the same as the previous year, was significantly less than the SLA although the level of vacancies would mitigate this. There were 11 school crossing patrol posts and 4 of these were currently vacant. If these posts remained unfilled or were disestablished, the true cost of the SLA would be less than the amount quoted above. The Local Member for Seaton asked that officer investigate whether it would be possible to reallocated funds from the School Crossing Patrol budget to Safer Routes to School.

Also highlighted was the Money Advice budget of £66,570 which will be distributed via the Invest in Our Communities report and remains the same as previous years.

Members heard that it was recommended that any unallocated money from the Community Projects funds at 31 October 2022 be added back into the original fund from which they were allocated. This was sooner than proposed in previous years due to the terminus of the County Council and the need to ensure funds were allocated in time.

RESOLVED that,

- 1) Members note the budgets allocated to Allerdale Local Committee for 2022-23 as set out in the report.
- 2) Members agree the full School Crossing Patrol Budget of £38,154 is allocated to fund the provision of school crossing patrols in the Allerdale area as per the Service Level Agreement – as seen in Appendix 2 of the report and to fund technical assessments to inform any disestablishment of posts.
- 3) Members agree the full Neighbourhood Support Budget of £116,857 is allocated to contribute to the funding of the Community Services Team for 2022-23.
- 4) Members agree to the allocation of the 0-19 budget of £78,456 as set out in paragraph 4.9 and spent in line with the local committee priorities.
- 5) Members agree to the use of the 11-19 Universal Provision budget of £32,908 to be agreed at future meetings of local committee.
- 6) Members note the continuance of the approval of monies from 0-19, 11-19 Universal Services and General Provision in excess of £5,000 to be made at meetings of local committee as per the Constitution as separate agenda items.
- 7) Members note the approval of monies from 0-19, 11-19 Universal Services and General Provision up to £5,000 to be made by the Area Manager in consultation with the Chair and Vice Chair of Local Committee as per the Constitution.
- 8) Members agree to continue with the approval of monies from the Community Projects funds (0-19 and General Provision) to be made by the Area Manager in consultation with the individual Local Members and the Chair / Vice Chair of Local Committee.
- 9) Members agree that any unallocated money from the Community Projects funds at 31 October 2022 be added back into the original fund from which they were allocated.

11 AREA MANAGER'S REPORT

Members considered a report from the Executive Director – Corporate, Customer and Community Services which provided members with an update on activity across Allerdale and any recent developments.

The Area Manager began by explaining that the feedback gathered from members had been used to develop the following as priorities for consideration to replace the existing ones

- Improving outcomes for Young People

- Encouraging individuals, households and communities to live well and thrive
- Supporting individuals, households and communities to engage, and to feel enabled and empowered

Initially a fourth priority had been included which referred to 'Improved accessibility to opportunities', but after further feedback from members the Area Manager now proposed that this priority, be merged with the previous three. It was **AGREED** that the fourth priority be incorporated as part of the previous priorities and removed from the list.

Members received an update from the library service on their Feed and Read programme whereby they were reminded that the service aimed to improve literary levels and provide food for children during school holidays. The service had now expanded the project into community settings . Members were very pleased by this news and provided feedback which included a request that food pantries acknowledge that some members of the community may not be in a position to cook food using gas or electric given the recent increase in energy bills and that food be provided to the community with this in mind.

Members heard that the Council had secured funding to offer vitamins to new Mums and babies on a universal offer from venues across Cumbria including libraries, children's centres, community centres and food hubs. Midwives and health visitors would offer vitamins at antenatal visits then parents would be signposted to any of the 50 venues afterwards to collect. Mums and families would then be encouraged and supported to apply for the Healthy Start pre-paid card if they haven't already done so. The Healthy Start Scheme provided eligible parents up to £8.50 per week for food and milk on a pre- paid card.

The Public Health Locality Manager explained that an event promoting Suicide Safer Communities had been held on 4 May delivered by the multi-agency partnership. The meeting was open to anyone in the Allerdale community who wished to be involved and included an introduction to suicide prevention and details from people who had already taken action in their local community. The event which had been held at Grasslot Welfare Sports & Social Club was free and well attended.

RESOLVED that,

- 1) members note the report
- 2) members agree to the revised priorities to replace those previously agreed for the year ahead

12 INVESTING IN OUR COMMUNITIES

Members considered a report from the Executive Director – Corporate, Customer and Community Services which presented grant applications in excess of £5,000 for

consideration and approval from the 2022-23 budget. The report also presents the outturn budget for 2021-22.

An overview of the applications made to the Local Committee's General Provision were provided to members:-

- Workington Heritage Group applied for funding to create a walkway from the roadside pavement across the green area in front of Jane Pit. Members heard that this application was originally intended to come from the Environment Fund but it was decided that it would be better suited to General Provision. The total cost of the project would be £70,000 and the organisation were applying to local committee for £10,000 of funding.
- The West Cumbria Domestic Violence Support had applied to local committee for £5,000 of General Provision funding to support delivery of their project aimed at reducing domestic abuse by working with perpetrators in Allerdale and Copeland.

Members were then given an overview of the applications made to the 0-19 Provision:-

- Oughterside and Allerby Parish Council applied for funding to upgrade Pond Green play park replacing some of the existing play equipment. The total cost of the project was £24,000 and the organisation were applying to local committee for £5,000 of 0-19 funding.
- The Oakleigh Trust, Right2Work programme focuses on supporting a young person's personal development and social skills, enabling them to have a voice, influence and place in their community and society. The total cost of the project was £44,352 and the organisation was applying to local committee for £11,088 of 0-19 funding towards the Allerdale part of the programme.

The Local Committee were then provided with an update on Environment Fund Allocations. The Area Manager explained that the 21-22 Outturn Budget Report showed a spend of £213,750 for the full year against the budget of £200,000 resulting in an overspend of £13,750. A discussion took place regarding the Environment Fund allocations, whereby the Area Manager explained that the approach was to RAG rate applications, allocate fairly and ensure a high impact.

RESOLVED that,

- 1) Members note the contents of the report.
- 2) Members agree to temporarily utilise the Environment Fund for 2022/23 to fund an overspend of £13,750 against the 2021/22 budget.

- 3) Members agree that an amount of £10,000 is allocated from General Provision to Workington Heritage Group towards the creation of a footpath in the Jane Pit area of Workington.
- 4) Members agree that an amount of £5,000 is allocated from General Provision to West Cumbria Domestic Violence Support towards a multi-agency domestic abuse perpetrator intervention.
- 5) Members agree that an amount of £5,000 is allocated from 0-19 Oughterside & Allerby Parish Council towards a revamped play area.
- 6) Members agree that an amount of £11,088 is allocated from the 0-19 budget to Oakleigh Trust towards their Rights2Work programme supporting young people into education, training and employment opportunities.
- 7) Members agree that an amount of £20,000 is allocated from the Environment Fund to Bowness Community Group towards reinstating fencing in the Banks area and capping the sea walls improving safety in the area.
- 8) Members agree that an amount of £5,000 is allocated from the Environment Fund to Cumbria Countryside Access Team to improve a footpath at Pigeon Well Lonning, Maryport.
- 9) Members agree that an amount of £90,000 is allocated from the Environment Fund to Cumbria Countryside Access Team to create a footpath from Bessemer Way to Shore Hill, Workington.
- 10) Members agree that an amount of £4,090 is allocated from the Environment Fund to Cumbria Countryside Access Team to improve the footpath and address flooding issues at Jubilee Walk, Aspatria
- 11) Members agree that an amount of £60,000 is allocated from the Environment Fund to Cumbria Countryside Access Team to improve a footpath from Beckstone School to the Harrington area.
- 12) Members agree that an amount of £500 is allocated from the Environment Fund to Cumbria Countryside Access Team to replace two trees that were felled due to disease

13 CHAMPION UPDATES

There were no Local Committee Champion Updates on this occasion.

14 VERBAL REPORTS FROM MEMBERS SERVING ON OUTSIDE BODIES

The Vice-Chair informed members that a new Senior Officer would shortly be in post at the Citizen's Advice Bureau.

15 DATE & TIME OF NEXT MEETING

The next meeting of the Local Committee was due to take place at West Cumbria House on 1 July 2022 at 10:00am.

The meeting ended at Time Not Specified

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 July 2022

From: Executive Director – People – John Readman

PROPOSED CHANGE OF AGE RANGE AT WIGTON INFANT SCHOOL

1.0 EXECUTIVE SUMMARY

1.1 *This report provides background on the current formal consultation being undertaken by the county council on the proposed change of age range at Wigton Infant School from 2 to 7 years to a new range of 3 to 7 years.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *This will be supportive of the Council Plan vision of ‘A Council that works with residents, businesses, communities and other organisations to deliver the best services possible within the available resources’, by allowing children the opportunity to access a broad, high quality education in a sustainable setting.*

2.2 *An Equality Impact Assessment (EIA) (attached as Appendix B) was completed prior to the consultation being undertaken. This is a dynamic document which will be updated during the consultation process as issues arise. The EIA is available on the county council website.*

3.0 RECOMMENDATION

3.1 *That the Local Committee notes the contents of the report and makes a response as members feel appropriate.*

3.2 *Note that the Cabinet will consider feedback from the consultation, including any response made by the Local Committee, before deciding on next steps.*

4.0 BACKGROUND

- 4.1 In September 2020 Wigton Infant School changed its age range to 2 to 7 years in order to allow it to take on the former Longthwaite Road Pre-School.
- 4.2 Following a review of the facility since that date, and a temporary change to concentrate on 3 year-olds, it is now proposed to permanently amend the age range of the school to 3 to 7 years of age.
- 4.3 There are other providers in the Wigton area that offer 2 year old places.
- 4.4 Wigton Infant School is a community school, and it is the responsibility of Cumbria County Council's Cabinet to make the decision on whether to publish notices following the consideration of responses received during the consultation process.
- 4.5 The consultation on the age range change started on 6 June 2022 and runs until 15 July 2022. Letters were sent out to consultees including parents, staff, governors, schools with abutting catchment areas and other Early Year providers. The consultation letter is attached as Appendix A.
- 4.6 Wigton Infant School is rated Requires Improvement by Ofsted.

5.0 OPTIONS

- 5.1 Members have the option to make a consultation response to the Cabinet if they so wish.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Free entitlement to Early Years provision for 2,3 and 4 year olds in both the private, voluntary and independent (PVI) sector and in primary schools is funded on the same basis through the Early Years National Funding Formula via the Dedicated Schools Grant (DSG). Additional income is also generated from fee paying parents.
- 6.2 If the proposed reduction in age range from 2 to 7 years to 3 to 7 years is implemented the removal of 2 year olds from the school will result in a corresponding reduction in Early Years DSG funding and parental fee income where relevant.

7.0 LEGAL IMPLICATIONS

- 7.1 As per part 2D 5.1.1 (d) (i) of the terms of reference for Local Committees, Members are able to note the content of this report and make a consultation response to Cabinet if they wish.
- 7.2 Section 6 of the Childcare Act 2006 places a duty on all English Local Authorities to ensure, so far as is reasonably practicable, the provision of childcare is sufficient to meet the requirements of parents in their area who require childcare in order to enable them to take up, or remain in, work or to

undertake education or training which could reasonably be expected to assist them to obtain work.

8.0 CONCLUSION

- 8.1 This paper provides background on the formal consultation that is being undertaken by the county council on the potential change of age range at Wigton Infant School. This change is aimed at providing a sustainable and well subscribed maintained nursery facility for children in the local area.
- 8.2 Any change to a school has the potential to impact on the quality of education on offer, and it is important that the Cabinet is able to take account of local views before deciding whether to proceed. Allerdale Local Committee is invited to take part in the consultation process, and its views will be considered by the Cabinet and the school governors before they decide on the next steps.

John Readman
Executive Director People
Date 2022

APPENDICES

Appendix A – Consultation Document
Appendix B – Equality Impact Assessment (EIA)

Electoral Division(s): Wigton

** Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/>	<input checked="" type="checkbox"/> No*	
Key Decision	<input checked="" type="checkbox"/> Yes*	<input type="checkbox"/>	
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/> No*	<input type="checkbox"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input checked="" type="checkbox"/> No*	
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input checked="" type="checkbox"/> No*	
Has an environmental or sustainability impact assessment been undertaken?	<input checked="" type="checkbox"/> Yes*	<input type="checkbox"/>	<input type="checkbox"/>
Has an equality impact assessment been undertaken?	<input checked="" type="checkbox"/> Yes*	<input type="checkbox"/>	<input type="checkbox"/>

N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Neil Irving
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Equality Impact Assessment – School Organisation Change

Consultation on the proposed change of age range at Wigton Infant School from 2 to 7 to 3 to 7.

Directorate	Children's Services
Functional Area	Schools and Learning
Assistant Director Responsible for EIA	Dan Barton
Functional Area of EIA or Proposal	School Organisation

Aims of the EIA

Purpose of the EIA	To identify risks associated with the potential change of age range at Wigton Infant School
Summary of findings	<p>Potential negative impacts identified.</p> <ul style="list-style-type: none"> • The reduction in ages catered for by the nursery could lead to staff redundancies. • Availability of nursery places for 2 year-olds in the Wigton area <p>This issue could be reduced in its impact through the actions proposed. Any other impacts identified during the consultation process will be addressed appropriately at a later stage and added to this assessment.</p>
Scope of the EIA: <ul style="list-style-type: none"> • One directorate • Cross directorate • Outsourced organisation 	<ul style="list-style-type: none"> • One Directorate – Children's Services • Wigton Infant School • Schools with abutting catchment areas • Other pre-school providers in the Wigton area • The local community

Phase 1: Gathering information

List examples of background information that you think are **relevant**. If carrying out an assessment of a proposal this section should include the data used to establish whether the proposal has an impact.

Type of information	Findings
The School Organisation (Prescribed Alterations to Maintained Schools) Regulations 2013	http://www.legislation.gov.uk/ukxi/2013/3110/contents/made
Equality Needs Analysis 2016-17	http://www.cumbria.gov.uk/equalities/
Cumbria Observatory (Children's Centre Profiles)	Wigton Infant School is situated within the North Allerdale Sure Start Children's Centre footprint and some data reported in this EIA relates to this geographical area. Children's Centre Footprint profiles can be found at: https://www.cumbriaobservatory.org.uk/childrens-centre-footprint-profiles/
Education	Ofsted Inspection Report: Wigton Infant School Dated: February 2019 Grade: Requires Improvement https://reports.ofsted.gov.uk/provider/21/112126
Ethnicity	6.3% of all pupils are from a Black Minority Ethnic (BME) background (January 2022 School Census) and there are 89 languages spoken in Cumbria's schools. Carlisle has the largest proportion of pupils who speak English as an Additional Language (6.3%).
Special Educational Needs	Schools monitor pupils by category of Special Educational Need rather than disability. The population of children with different Special Educational Needs is monitored to help ensure we have the provision as well as the policies to meet these needs, thus improving equality of opportunity.
Gender	In line with national data there is an attainment gap between girls and boys at KS1 and KS2. In Cumbria in 2019, the gap between the performance of the boys and girls for reading, writing and maths combined at KS1 was 12.1 percentage points for those achieving the expected standard. For KS2 the gap was 10.6 percentage points for reading, writing and maths combined.

Social Care	The Children's Social Care service collects data on age, gender, ethnicity and disability. Issues arising from an analysis of the information include the proportion of BME and mixed race children seeking adoption compared to White British families and the supply of BME fosterers and adopters.
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Phase 2 Impacts

From the evidence above use this section to identify the risks and benefits according to the different characteristics protected by the Equality Act.

All/general: Any issue that cuts across a number of protected characteristics

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
Overall Deprivation (Index of Multiple Deprivation, measures deprivation across seven domains as follows: Income; Employment; Education, Skills and Training; Health and Disability; Crime; Barriers to Housing and Services; and Living Environment).	Index of Multiple Deprivation (IMD) is from 2019. A decile of 1 refers to the 10% most deprived communities in England, while a decile of 10 refers to the 10% least deprived communities in England.	In relation to overall levels of deprivation, the 2019 IMD classified the area where Wigton Infant School is located as sitting within decile 4 (within the 30-40% most deprived of communities in England). Based on the LSOA	Awareness of issues -action will be taken in accordance with Cumbria County Council (CCC) policies where appropriate.
Geographical Barriers to Services (Sub-Domain of the Index of Multiple Deprivation, which measures physical		In relation to geographical barriers to services, the 2019 IMD classified the area where Wigton Infant School is located as sitting within decile 10 (within the 10%	

proximity to essential services)		least deprived of communities in England).	
Impact on education of children	There will be no staffing or operational changes involved in the change of age range – the school has not had a 2 year old contingent since 2020/21.		No action required
Leadership and Management	There will be no operational changes.		No action required.
Transport	No change.		No action required.

Disability and health and wellbeing: All forms of disability recognised under the Disability Discrimination Act including sensory impairment, mental health, learning disabilities, mobility related conditions, conditions such as heart disease, diabetes, and asthma. This also covers any impact on health and well being

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
Children with special educational needs.	Funding for children with special needs follows the child.	On average 15.7% of children in school in Cumbria have SEN (January 2022 School Census). In the January 2022 School Census, 16.8% of children in Wigton Infant School were classed as having SEN.	No action required.
An educational attainment gap between those pupils with SEN and those without varies in Cumbria between level, subject and location.	In 2019, pupils in Cumbria with SEN EHCPs or statements achieving the expected standard in reading, writing and maths combined at KS1 (7.6%) was equivalent to the national (7.4%). For non-SEN pupils, the Cumbria figure was 72.3% compared to 73.3% in the whole country. For KS2, the proportion of pupils with EHCPs/statements achieving the	There is a significant gap between the performance of children with SEN and those without SEN. At KS1, those with any SEN achieved 15.2% in RWM combined in 2019 compared with 73.3% for non-SEN in the country as a whole. The gap between Cumbria SEN and national non-SEN is 58.1% compared with 54.8% in England. Those with SEN support (16.7%) fell over the year	No action required.

	<p>expected standard in reading, writing and maths combined was 11.9% in Cumbria in 2019, compared with 9.1% nationally. Non-SEN results are equivalent to the national (75.1% in Cumbria and 74.9% in England).</p>	<p>and are now below their national peers (20.6%).</p> <p>At KS2, those with any SEN achieved 24.2% in RWM combined, compared with 75.1% for non-SEN pupils. The gap between Cumbria SEN and national non-SEN is 51%, compared to a gap of 53% for the country as a whole. The percentage of those on SEN Support achieving the benchmark was also above the national (26.7% compared with 25.4% in the country as a whole), whilst those with an EHCP (11.9%) was above the national (9.1%).</p>	
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Gender, Transgender and Marital Status

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
Gender Attainment Gaps	<p>At KS1, the performance of the girls broadly stayed the same between 2018 and 2019 (69.5% in 2018 and 69.5% in 2019).</p> <p>At KS2, the performance of boys and girls between 2018 and 2019 improved in maths.</p>	<p>At KS1, the performance of boys in reading, writing and maths combined fell slightly between 2018 and 2019 (down from 58.4% to 57.6%).</p> <p>At KS1, the girls continued to outperform the boys in all subjects in 2019. The performance of the girls in 2019 was equivalent to the national in all subjects. However, for boys, the performance was below the national in all subjects. In reading, the gap between the</p>	No action required.

		<p>boys and the girls was 9.6 percentage points, for writing it was 15.2 points and for maths it was 2.9 points.</p> <p>At KS2, the performance of boys and girls between 2018 and 2019 fell in reading.</p>	
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Ethnicity: All ethnic groups including Asian, Black, East Asian and white minority ethnic groups, including Eastern Europeans and Gypsy and Travellers.

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
English as an Additional Language (EAL)	There are 89 different languages spoken in Cumbrian schools.	3.6% of children in schools in Cumbria are recorded as having an EAL (January 2022 School Census). Carlisle has highest proportion of pupils with EAL at 6.3%	No action required.

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Attainment for Disadvantaged Pupils

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
Educational attainment gaps	For KS2 in 2019, When the disadvantaged results for pupils in Cumbria are compared with the national non-disadvantaged, the gap between the disadvantaged pupils and the national non-disadvantaged pupils is wider than the national gap between the disadvantaged and non-disadvantaged pupils. This is the case for all subjects apart from	<p>For KS1 in 2019, the proportion of disadvantaged pupils achieving the expected standard in all subjects fell over the year.</p> <p>For writing and maths the falls were significantly in excess of the national falls.</p> <p>At KS1, disadvantaged pupils in Cumbria performed below</p>	No action required.

	<p>Reading, where the gap is 14.6 in Cumbria and 16.0 nationally.</p> <p>In Cumbria, results for disadvantaged pupils at Key Stage 2 in Reading, Writing and Maths combined increased between 2018 and 2019 – up from 47.5% to 48.9%. The rate of increase in Cumbria (+1.4 percentage points) was higher than the national increase (+0.6 points).</p> <p>At a subject level, improvement was greatest for maths (+1.9 points) and spelling, punctuation & grammar (+1.1 points). Although Reading results fell in Cumbria over the year (down 0.6 percentage points), this fall was much smaller than nationally (down 2.2 points).</p>	<p>disadvantaged pupils nationally in 2019 in all subjects. For reading (58.8%), the proportion of disadvantaged pupils achieving the expected standard remains below the national rate (61.9%). Writing is 49.4% for disadvantaged pupils in Cumbria compared with 54.7% nationally and maths is 55.8% compared with 62.2%.</p> <p>For KS2 in 2019, When the disadvantaged results for pupils in Cumbria are compared with the national non-disadvantaged, the gap between the disadvantaged pupils and the national non-disadvantaged pupils is wider than the national gap between the disadvantaged and non-disadvantaged pupils. This is the case for all subjects apart from reading. For Reading Writing & Maths combined the gap is 22.0 percentage points in Cumbria and 19.6 nationally; for Reading the gap is 14.6 in Cumbria and 16.0 nationally; for Writing 16.4 in Cumbria and 15.4 nationally; for Spelling, Punctuation & Grammar 16.7 in Cumbria and 15.3 nationally; and for maths 20.7 and 16.3</p>	
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Sexual Orientation: including heterosexual, gay, lesbian and bisexual people

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
None identified at this stage	None identified at this stage	None identified at this stage	None at this stage

Age: Where a person is at risk of unfair treatment because of their age group

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
None identified at this stage	None identified at this stage	None identified at this stage	No action required.

Religion/belief: all faiths including Christianity, Islam, Judaism, Hinduism, Buddhism, Sikhism and non religious beliefs such as Humanism

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
School religious belief	None identified at this stage	None identified at this stage	No action required.

Community Cohesion: This is where a decision or a change to services may risk creating tensions between community groups in a local area.

Issue	Positive Impact or benefits	Negative impact or risks	Action Required
Impact on other existing educational institutions locally and impact on the community.	The nursery is already in operation and is simply limiting its age range intake.	There are other providers in the Wigton area that offer 2 year old places – Wigton Infant have not had a 2 year old contingent since 2020/21.	None

Phase 3: Action Planning

Based on actions raised in the action required box above

Area for further	Actions proposed	Lead officer	When	Resource	Outcome
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action				implications	
Consultation process	Work to identify inequality issues Make as fair and as accessible as possible	Andy Smart	During planning stage	Possible expenditure for translation costs	Equality addressed within consultation process
Regular refresh of the EIA throughout the course of the consultation	EIA regularly updated	Neil Irving	Ongoing	None	EIA is accurate and up to date
Update EIA with new information and issues raised from consultation	Following consultation period this EIA will be refreshed to consider inequality issues raised.	Neil Irving	Ongoing	Identified from issues raised	CCC pays due regard to preventing discrimination, promotes equality of opportunity and fosters good relations.
Implementation					

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Documents appended to the Equality Impact Assessment

Quality Assurance and EIA completion

Date completed	May 2022
Lead officer	Andy Smart
Have staff been involved in developing the EIA?	
Have community organisations been involved?	
Date of next refresh	This EIA will be refreshed throughout the course of the school change

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Consultation on a change of age range at Wigton Infant School from 2 to 7, to 3 to 7 years of age.

In September 2020 Wigton Infant School took on what was formerly Longthwaite Road Pre-School, changing its age range in the process to allow it to accommodate children as young as 2 years.

Following a review of the facility since that date, and a temporary change to only accommodate 3 year olds and above in September 2021, it is now proposed that the change be made permanent, and that the age range of the school be amended to 3 to 7 years to reflect this.

It is not anticipated that the existing nursery operating hours would alter. The children would continue to attend in the way they do now and, should parents require a place for their 2 year old, there are other providers in the area that can offer places.

To make this change we must first consult on the proposals with those who may be affected and then consider any responses received, before deciding whether to go ahead with the next stage of the process.

This letter marks the start of a 6-week consultation period which will run from 6 June until 15 July 2022. Using the reply slip you can indicate your support, or otherwise, for the proposal. There is also a space if you wish to make any additional comments. Cumbria County Council's Cabinet will then consider the responses it has received and decide whether to publish formal notice of the proposal. If notice of the proposal is published a four-week representation period will start, providing another opportunity for comment. Within two months of the end of the representation period Cabinet must make a decision on the proposal. If the proposal is approved it is likely that the change would be implemented from 1 January 2023.

Using the reply slip overleaf, your response should be returned to:

School Organisation, Environment and Regulatory Services, Parkhouse Building, Kingmoor Business Park, Carlisle CA6 4SJ.



Consultation on a change of age range at Wigton Infant School to 3 to 7 years of age.

Please tick one box:

I **support** the proposal to change the age range at Wigton Infant School to 3 to 7

I **do not support** the proposal to change the age range at Wigton Infant School to 3 to 7

Additional comments

Please indicate your interest in this proposal by ticking one of the boxes

below. I am:

Parent of a pupil at Wigton Infant School

Staff/governor at Wigton Infant School

Name.....(Please print)

Postcode..... Date.....

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1st July 2022

From: Executive Director – Economy and Infrastructure

ALLERDALE BOROUGH COUNCIL LEVELLING UP FUND APPLICATION

1.0 EXECUTIVE SUMMARY

1.1 Round 2 of the Government Levelling Up Fund opened March 2022 with applications due by July 6th 2022.

1.2 Working closely with Cumbria County Council, Allerdale Borough Council is developing an application focused on highway improvements to improve access to key industrial sites to the north of Workington and to enhance pedestrian and cycle connectivity between Workington Town Centre and key cultural amenity spaces.

1.3 It is intended that these measures would support the planned growth of Workington and enhance access to the Port of Workington from the Strategic Road Network. Measures to improve pedestrian and cycle connectivity support the Council's ambition around the delivery of active and sustainable transport in the creation of attractive places and vibrant communities.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 The proposal under consideration supports the ambitions of Council Plan priorities.

2.2 The project intends to support economic activity and inclusive growth by optimising the gateways and active travel routes in the town centre to promote sustainable and inclusive economic growth.

2.3 The proposal will see investment in cycle and walking infrastructure to improve connectivity across Workington as aligned with the Local Cycling and Walking Improvement Plan (LCWIP).

3.0 RECOMMENDATION

3.1 To support, in principle, Allerdale Borough Council's proposed Levelling Up Fund application.

3.2 Upon receipt of the detailed proposals delegate the decision as to whether to sign a letter of support to the Executive Director Economy and Infrastructure in consultation with the Local Committee Chair. If support is agreed, the Local Committee Chair is then authorised to sign the letter of support.

4.0 BACKGROUND

4.1 In 2021 the Government announced the £4.8bn Levelling Up Fund (LUF) which was to be allocated over two competitive funding rounds. £1.7bn was allocated in Round 1 and Round 2 opened March 2022 with applications due by July 6th 2022.

4.2 LUF funding is for capital schemes encompassing transport, culture or regeneration. Proposals can seek up to £20m of investment.

4.3 While funding is to be allocated following a competitive process; across the UK places have been prioritised for funding by the Government following a qualitative assessment process with Barrow, Copeland and Allerdale all identified as "Category 1" priority locations.

4.4 Since April 2021, and with the close support of Cumbria County Council; Allerdale Borough Council has been developing a proposal which could be put forward for Levelling Up funding. A bid was submitted in June 2021 for consideration in Round 1. At this time, Allerdale was classified as a Category 2 area and unfortunately the bid was not successful. Feedback from the Department of Levelling Up, Housing and Communities (DLUHC) indicated a strong application, highlighting areas that could be improved.

4.5 With the reclassification of Allerdale as Category 1 and the feedback from DLUHC, the package of schemes submitted for Round 1 has been reviewed and amended to reflect feedback on the unsuccessful application with the intention to enable a successful submission to Round 2.

4.6 The application in development centres around three project elements:

- Ramsey Brow junction – junction widening to increase capacity to improve vehicular access from the strategic highway network into the Town, A596 and onward destinations (e.g. Port of Workington and other employment sites to the North).
- Hall Brow – highway realignment to improve movement of HGVs and enhance the townscape for local residents and pedestrians.
- Curwen Park – development of the walled garden as an attraction and enterprise hub within the park and highway/pedestrian improvements to enhance connectivity to and within the park.

- 4.7 The project will bring direct benefits, but will also support wider strategic aspirations; developing the role of the port and industry within the town, enhancing the movement of pedestrians within the town centre and to enhance the role of the park for residents. In this respect it supports the ambitions of the Workington Town Investment Plan, Local Cycling and Walking Infrastructure Plan and Port of Workington Masterplan.
- 4.8 While Allerdale Borough Council is the applicant, Cumbria County Council is supporting Allerdale Borough Council to develop design and cost plans for the highway improvements and will ensure Local Members remain briefed as proposals are developed.
- 4.9 Funding decisions on LUF are expected later this year. If the bid is successful, delivery of the scheme will fall to the new Cumberland Council. Financial risk associated with delivery will be with the new Council and in mitigation there will be allowances for cost risk, contingency and inflation within the cost plan.
- 4.10 In considering Allerdale Borough Council's application the constitution is clear that a role of the Local Committee is to "determine the Council's position in respect of any proposal or business plan submitted by any other body under the Town Fund, Levelling-Up Fund (other than a bid submitted by the Council under its power to submit a transport bid under the Levelling-Up Fund), Future High Street Fund or any other similar government programme that provides funding for local schemes which relates entirely to the Local Committee's area, as determined in writing by the Leader".

5.0 OPTIONS

- 5.1 Option 1: Support the proposed LUF application in principle
- 5.2 Option 2: Do not support the LUF application in principle; this would create a risk to the ultimate success of the application

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct budgetary implications for the Local Committee arising should Members approve the recommendations at paragraphs 3.1 and 3.2. (SEA 17/6/22)

7.0 LEGAL IMPLICATIONS

- 7.1 Recommendation 3.1 - As per section 5.1.2 of part 2 D of the constitution, the Local Committee is authorised to decide whether to support in principle the Levelling Up Fund bid.
- 7.2 Recommendation 3.2 - As per part 3A section 2 of the constitution, members can delegate authority to the Executive Director – Economy and Infrastructure. Members should note that as per Part 3A section 2.5 of the constitution - where a power is delegated to an officer "in consultation" with a

member or another officer, the law requires that the discretion of the officer is not fettered. This means that the decision must be taken by the officer alone, and must not be a joint decision with the member or other officer, or a decision by a member in consultation with the officer. SD 20/06/22

8.0 CONCLUSION

8.1 While the delivery of LUF scheme will follow a competitive process, the application being developed by Allerdale Borough Council, if delivered, would have the potential to deliver significant benefit for Workington and surrounding employment areas.

Angela Jones
Executive Director Economy and Infrastructure

1 July 2022

Please ensure that every part of this section where there is an asterisk* is completed in accordance with the instructions before sending the report to Democratic Services, following which please delete this sentence.

APPENDICES

No appendices

Electoral Division(s): St John's and Great Clifton *

* ***Please remove whichever option is not applicable***

Executive Decision	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No*
Key Decision	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No*

Has an equality impact assessment been undertaken?

	No*	
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

No previous relevant decisions

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Victoria Kelsall, Victoria.kelsall@cumbria.gov.uk, 07786111028

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COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 st July 2022

From: Executive Director – Economy & Infrastructure

ALLERDALE HIGHWAYS WORKING GROUP – 27TH MAY 2022

1.0 EXECUTIVE SUMMARY

1.1 *This report gives details of the outcome of the meeting of the Highways Working Group (HWG) held on 27th May 2022 and presents recommendations to the Local Committee for approval.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *The recommendations within this report relate to budgets and programmes that are delegated to this Local Committee for determination and delivery.*

2.2 *The policy position, links to corporate strategy and the budgetary implications are set out in the individual HWG reports previously circulated to Members.*

3.0 RECOMMENDATION

3.1 *That Local Committee notes the minutes of the meeting of the HWG held on the 27th May 2022 which are attached as Appendix 1 to this report.*

3.2 *That Local Committee endorse the recommendations of the HWG and agree the following: -*

3.2.1 PROHIBITION OF MOTOR VEHICLES: PROPOSED AMENDMENT TO COCKERMOUTH TRAFFIC REGULATION ORDER

a) that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate the provisions of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020, and propose to introduce a Prohibition of

Motor Vehicles (except for access), as shown on the plan attached as Appendix 1 of the report attached as Appendix 2 to this report (“the Order”)

b) that Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the Order referred to in paragraph 3.2.1 a) above, that the Order be brought into operation, as advertised, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of the report attached as Appendix 2 to this report.

3.2.2 KESWICK & SURROUNDING AREA TRAFFIC REGULATION ORDER REVIEW

a) having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the report, the Local Committee agrees that “The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 20><, (“the Order”) be brought into operation, as advertised, except for the following: -

- i) That in respect of Proposal 7, the extent of the “No Waiting at Any Time” on the south side of the carriageway on High Hill, Keswick, be reduced to allow for some on-street parking availability to remain where safe to do so, and introduced to the extent shown on the plan attached as Appendix 14.1 of the report attached as Appendix 3 to this report.**

4.0 BACKGROUND

4.1 The minutes of the HWG meeting held on 27th May 2022 are attached as Appendix 1 to this report, together with recommendations to Local Committee where appropriate. The recommendations from the HWG are summarised at paragraphs 3.1 to 3.2.2 inclusive.

4.2 The report presented to the HWG regarding the recommendation at paragraph 3.2.1 relating to the proposed restrictions at Torpenhow, is attached as Appendix 2 to this report.

4.3 The report presented to the HWG regarding the recommendation at paragraph 3.2.2 relating to the proposed changes to Keswick & Surrounding Area Traffic Regulation Order, is attached as Appendix 3 to this report.

5.0 OPTIONS

5.1 The options in respect of each of the recommendations are set out in the original reports to the HWG previously circulated and attached as Appendices 2 and 3.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Should members approve the recommendations at paragraph 3.2.1, there are no direct implementation costs for the Local Committee budgets. Costs arising from these works would be met from an allocation in the Bothel Strategic Improvement Project (Capital Works), which is funded by a £5million grant from Cumbria Local Enterprise Partnership and Highways core budget (Maintenance). There would, however, be a commitment to ongoing maintenance costs.
- 6.2 Should members approve the recommendations at paragraph 3.2.2, implementation costs in of £19,000 approx. will be required from the Local Committee Highways Capital budget, there will also be an ongoing maintenance commitment from the Local Committee Highways Revenue budget. (SEA 15/06/22)

7.0 LEGAL IMPLICATIONS

- 7.1 The legal implications in respect of the recommendations at paragraphs 3.2.1 and 3.2.2 are set out in the reports to HWG which are attached as Appendices 2 and 3 to this report. (KB – 15.6.2022)

8.0 CONCLUSION

- 8.1 The Local Committee is asked to agree the recommendations set out in paragraphs 3.1 to 3.2.2 inclusive.

Angela Jones
Executive Director – Economy & Infrastructure

July 2022

APPENDICES

Appendix 1 – Minutes of the Highways Working Group Meeting – 27th May 2022

Appendix 2 – Report re: Prohibition of Motor Vehicles: Proposed Amendment to Cockermouth Traffic Regulation Order

Appendix 3 – Report re: Keswick & Surrounding Area Traffic Regulation Order Review

Electoral Division(s): All Allerdale

** Please remove whichever option is not applicable*

Executive Decision

Yes*

Key Decision	<input type="text" value="No*"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="text" value="N/A*"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="text" value="No*"/>
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="text" value="N/A*"/>
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="text" value="No*"/>
Has an environmental or sustainability impact assessment been undertaken?	<input type="text" value="N/A*"/>
Has an equality impact assessment been undertaken?	<input type="text" value="N/A*"/>

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

[including Local Committees]

County Council Local Committee for Allerdale – Friday 4th May 2022 – 10am

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny

BACKGROUND PAPERS

No background papers

REPORT AUTHOR

Contact: Steph Davis-Johnston, Traffic Management Team Leader
steph.davis-johnston@cumbria.gov.uk

ALLERDALE HIGHWAYS WORKING GROUP

Minutes of a Meeting of the Allerdale Highways Working Group held on Friday, 27 May 2022 at 10.00 am at Microsoft Teams

PRESENT:

Mr AL Barry	Mr J Lister
Mr A Bowness	Mr T Lywood
Mr A Kennon	Mr AJ Markley (Chair)

Also in Attendance:-

Mrs S Davis-Johnston	-	Traffic Management Team Leader (Allerdale)
Miss A Sykes	-	Local Area Network Manager
Mr A Graham	-	Traffic Management Officer
Mr J Bushell	-	Project Lead
Ms S Pearson-Carr	-	Streetworks Manager
Mr D Hamilton	-	Democratic Services Officer

1 APOLOGIES FOR ABSENCE

Apologies were received from Mrs C McCarron-Holmes.

2 MINUTES OF THE PREVIOUS MEETING

RESOLVED that, members agree the minutes of the previous meeting of the Allerdale Local Committee as an accurate and complete record.

3 PERMIT SCHEME PRESENTATION

Members considered a presentation which provided an update on Streetworks and the Permit Scheme which covered the following areas:-

- Objectives of Streetworks and the Permit Scheme
- CCC Permit Scheme Review
- Number of Works on the Network
- Immediate Urgent and Emergency Works
- Permit and Variation Applications
- Average Duration and Total Days Worked
- Benefits of the Permit Scheme
- Managing Streetworks on the network
- Enforcement – Inspections

- Regarding Streetworks Issues

Members thanked the Streetworks Manager for the presentation and the Vice-Chair thanked the team for their work and for delivering a scheme which ensured that utility companies were aware of their responsibility to communities.

4 PROHIBITION OF MOTOR VEHICLES: PROPOSED AMENDMENT TO COCKERMOUTH TRAFFIC REGULATION ORDER

Members considered a report from the Executive Director – Economy & Infrastructure which detailed the improvements to the Greyhound Inn / Torpenhow junction. Members heard that as part of the scheme right hand turning lanes would be constructed into School Lane and Torpenhow Road. The road to Torpenhow would be realigned with a new section of road to form a staggered junction layout. The existing road to Torpenhow would be retained to create an area for safe active travel and allow for any necessary land access. The Council propose to introduce a Prohibition of Motor Vehicles (except for access) to the retained section of road, installing vehicle barriers at either end.

Informal consultation on the proposal began on 11 March 2022 and ended on 29 April 2022. 3 responses were received including responses from the Police and Bothel Parish Council; there were no objections raised.

Members heard that a Traffic Regulation Order (TRO) would be required in order to introduce the proposed Prohibition of Motor Vehicles (except for access) restriction.

A discussion took place regarding the details of the proposal whereby members were assured agricultural access was covered under the exemptions to the prohibition. The Project Lead also explained that access was proposed for both Torpenhow and Bothel ends of the highway with the Bothel end set back to accommodate a gate and bollards framing the access. Discussion then turned to safety and the flow of traffic. The Project Lead assured members that clear signage would be key to ensuring safety and that verge clearing would also provide a clear view of the access from a distance.

RESOLVED that,

- 1) the Working Group recommend that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate the provisions of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020, and propose to introduce a Prohibition of Motor Vehicles (except for access), as shown on the plan attached as Appendix 1 of the report (“the Order”).
- 2) the Working Group recommend that Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the Order referred to in

paragraph 3.1 above, that the Order be brought into operation, as advertised, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of the report.

5 KESWICK & SURROUNDING AREA TRAFFIC REGULATION ORDER REVIEW

Members considered a report from the Executive Director – Economy and Infrastructure which provided background on the proposals. Members heard that concerns had been raised by residents and Local Members regarding a variety of locations throughout Keswick and the surrounding area, after they had observed possible safety issues and disruption to local bus services.

Officers undertook site assessments, proposing solutions for alleviating issues where applicable. These proposals would require amendments to The County of Cumbria (Various Roads, Keswick) Order 2020. Due to the lengthy processes involved when amending a Traffic Regulation Order, this had presented an opportunity to the Committee to also address some other minor issues.

Informal consultation was carried out from 6 December 2021 to 3 January 2022 which included 15 proposals. Following the comments received from the initial consultation, Local Committee agreed that 5 of those proposals would be abandoned.

Formal statutory consultation and advertisement then took place between 22 April to 13 May 2022 which included 10 proposals. The Traffic Management Officer provided an overview of the proposals and took questions and comments from members.

With regards to Proposal 5, the Local Member discussed the need for officers to move quickly to issue permanent sign arrangements to replace the temporary “No Entry” signs currently in place at the junction of St John’s Street and Derwent Street.

RESOLVED that,

- 1) having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the report, the Working Group recommends that Local Committee agrees that “The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 2020, (“the Order”) be brought into operation, as advertised, except for the following: -
 - a) That in respect of Proposal 7, the extent of the “No Waiting At Any Time” on the south side of the carriageway on High Hill, Keswick, be reduced to allow for some on-street parking availability to remain where safe to do so, to the extent shown on the plan attached as Appendix 14.1 of the report.

6 VERBAL UPDATES

A verbal update was received from the Traffic Management Team Leader which provided an update on the use of emergency powers to introduce waiting and loading restrictions along the C2057 Portinscale to Grange to prevent parked cars causing obstruction to emergency service vehicles, bus services and others. Members heard that the existing restrictions were only temporary and proposals to make the restrictions permanent would go to consultation in the future dependent upon feedback received during the trial. A discussion took place regarding the feedback received from Parish Councils and the collaborative work which took place between the Traffic Team, Lake District National Park Authority and Stagecoach to identify the areas whereby it was necessary to introduce restrictions.

Members also heard that statutory consultation and advertisement was underway for a number of proposals, including;

- Prohibition of motor vehicles (except for access) at Thirlmere Dam, with corresponding No Right Turn and No U Turn restrictions;
- Extension of the existing 40mph speed limit on High Hill, Keswick;
- Extension of the existing 30mph speed limit on Branthwaite Road, Workington; and,
- No Waiting and No Loading / Unloading restrictions on High Hill, Keswick in connection with the cycle lanes.

The Local Area Network Manager then provided an update on jet patching across Allerdale. Members heard that due to good weather the team had been able to work continuously and work was now ongoing in the Thursby area. Following a conversation about potholes it was **AGREED** that a programme of inspections be provided to the Member for Thursby electoral division. The Local Area Network Manager suggested inviting the Highways Condition & Safety Inspection Team Leader to a forth coming Highways Working Group. It was also **AGREED** that an additional standing item be brought to future meetings which would allow members to express general concerns.

7 DATE AND TIME OF NEXT MEETING

The next meeting of the Allerdale Highways Working Group is due to take place on 6 October 2022.

The meeting ended at 10.30 am

ALLERDALE HIGHWAYS WORKING GROUP

Meeting date: 27th May 2022

From: Executive Director – Economy & Infrastructure

PROHIBITION OF MOTOR VEHICLES: PROPOSED AMENDMENT TO COCKERMOUTH TRAFFIC REGULATION ORDER

1.0 EXECUTIVE SUMMARY

- 1.1 *The purpose of this report is to provide Members of the Highways Working Group (“the Working Group”) with the background and detail of a proposed introduction of a prohibition of motor vehicles (except for access) restriction, by way of the amendment and consolidation of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020.*
- 1.2 *A plan showing the proposed restriction is attached as Appendix 1.*
- 1.3 *A copy of the Council’s Statement of Reasons for proposing to introduce the proposed restriction, is attached as Appendix 2.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The proposed traffic restriction is designed to create an area for safe active travel and allow access to adjacent land.*
- 2.2 *The restrictions which are proposed comply with Cumbria County Council’s forward plan of creating a safe and secure community, whilst providing a high-quality environment for all.*
- 2.3 *There are no Equality implications at this stage.*

3.0 RECOMMENDATION

- 3.1 *That the Working Group recommend that Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would consolidate the provisions of The County of Cumbria (Various Roads, Cockermouth and Surrounding Area) (Consolidation and Provision of Traffic Regulation) Order 2020,*

and propose to introduce a Prohibition of Motor Vehicles (except for access), as shown on the plan attached as Appendix 1 (“the Order”).

3.2 That the Working Group recommend that Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the Order referred to in paragraph 3.1 above, that the Order be brought into operation, as advertised, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to in paragraph 7.2 of this Report.

4.0 BACKGROUND

4.1 Cumbria County Council are making improvements to the Greyhound Inn/Torpenhow junction. As part of the scheme right hand turning lanes will be constructed into School Lane and Torpenhow Road. The road to Torpenhow will be realigned with a new section of road to form a staggered junction. The existing road to Torpenhow will be retained to create an area for safe active travel and allow for any necessary land access. The Council propose to introduce a Prohibition of Motor Vehicles (except for access) to the retained section of road, installing vehicle barriers at either end.

4.2 A Traffic Regulation Order (TRO) is therefore required to introduce the proposed Prohibition of Motor Vehicles (except for access) restriction.

Exemptions to the proposed restriction will apply to those vehicles:

- Being used for the conveyance of persons, animals, goods or burden to or from premises/land on or adjacent to that length of road;
- Being used in connection with the carrying out on, or in premises situated on or adjacent to that length of road of any of the following operations, namely:-
 - In the removal of obstructions to traffic
 - In the maintenance, improvement or reconstruction of roads
 - In the laying, erection, alteration or repair in, or in land adjacent to, that length of road of any sewer or of any main pipe of apparatus for the supply of water, gas, electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984,
 - In building, industrial or demolition operations;
- Being used for Fire Brigade, Police or Ambulance purposes;
- Being used in the service of a local authority or a water or sewerage undertaker which is being used in pursuance of statutory powers or duties
- Being used for or in connection with mechanical road cleansing or mechanical refuse collection;
- For the purposes of agriculture in connect with land adjacent to the said length of road

Details of the proposed location and restriction are as follows:

4.2.1 Proposal 1 – U2103, Torpenhow. To implement a Prohibition of Motor Vehicles (except for access) restriction to create an area for safe active

travel and allow for any necessary land access. A plan showing this proposal is attached as Appendix 1.
An alternative route will be available for vehicles via the new junction 100m north.

4.3 Informal consultation began on 11th March 2022 and ended on 29th April 2022. 3 responses were received including responses from the Police and Bothel Parish Council; no objections were raised.

4.4 A copy of the Statement of Reasons is attached as Appendix 2.

5.0 OPTIONS

5.1 Members may recommend that Local Committee agree the recommendations at paragraphs 3.1 and 3.2.

5.2 Members may recommend that Local Committee agree the recommendations at paragraphs 3.1 and 3.2 IN PART.

5.3 Members may recommend that Local Committee agree that the proposals are not progressed to statutory consultation and advertisement.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are no direct resource implications arising from the recommendations in paragraph 3.

6.2 Should the recommendations at paragraph 3 be agreed, there are no direct implementation costs for the Local Committee budgets. Costs arising from these works would be met from an allocation in the Bothel Strategic Improvement Project (Capital Works), which is funded by a £5million grant from Cumbria Local Enterprise Partnership and Highways core budget (Maintenance). There would, however, be a commitment to ongoing maintenance costs.

7.0 LEGAL IMPLICATIONS

7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") detailed below, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report for the reasons specified at sections 1(1) (c) and (d) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 2, namely: -

- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property

7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -

- (a) The desirability of securing and maintaining reasonable access to premises;
- (b) The effect on amenities of an area;
- (c) The national air quality strategy prepared under section 80 of the Environment Act 1995;
- (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) Any other matters appearing to the authority to be relevant.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (18.5.2022)

8.0 CONCLUSION

8.1 That Members of the Highways Working Group agree the recommendations at paragraphs 3.1 and 3.2 to protect the structural assets on the local network.

Angela Jones
Executive Director – Economy and Infrastructure

27th May 2022

APPENDICES

Appendix 1 - Location Plan detailing proposal for U2103 Torpenhow
Appendix 2 – Statement of Reasons

Electoral Division(s): Bothel and Wharrels

** Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/> Yes
Key Decision	<input type="checkbox"/> No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/> N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/> No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/> N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/> No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/> No*
Has an equality impact assessment been undertaken?	<input type="checkbox"/> No*

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers

RESPONSIBLE CABINET MEMBER

Cllr Keith Little

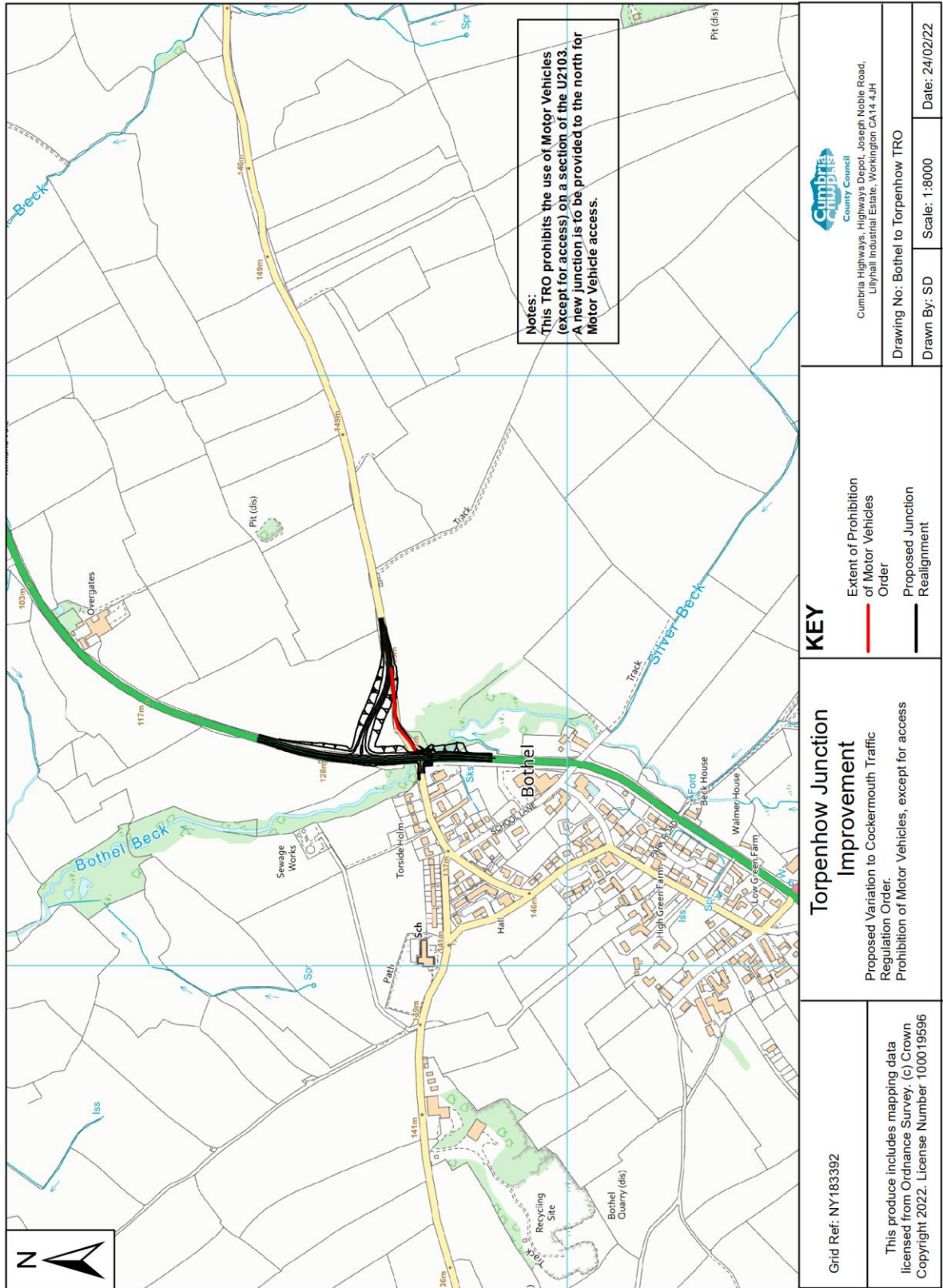
REPORT AUTHOR

Steph Davis-Johnston

Traffic Management Team Leader – West

steph.davis-johnston@cumbria.gov.uk

APPENDIX 1



Notes:
 This TRO prohibits the use of Motor Vehicles (except for access) on a section of the U2103.
 A new junction is to be provided to the north for Motor Vehicle access.

Cumbria County Council
 Cumbria Highways, Highways Dept, Joseph Noble Road,
 Lifford Industrial Estate, Workington CA14 4JH

Drawing No: Bothel to Torpenhow TRO
 Drawn By: SD
 Scale: 1:8000
 Date: 24/02/22

KEY

Extent of Prohibition of Motor Vehicles Order
 Proposed Junction Realignment

Torpenhow Junction Improvement

Proposed Variation to Cockerthorpe Traffic Regulation Order.
 Prohibition of Motor Vehicles, except for access

Grid Ref: NY183392

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APPENDIX 2

THE COUNTY OF CUMBRIA (VARIOUS ROADS, COCKERMOUTH AND SURROUNDING AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATION)

ORDER 20><

STATEMENT OF REASONS

Following a review of the structural capability of bridges and structures in the Cockermouth area, Cumbria County Council propose to make the above Order, for the following reasons specified in Section 1(1) Road Traffic Regulation Act 1984, namely to :-

Proposal 1 – U2103, Torpenhow. To implement a Prohibition of Motor Vehicles (except for access) restriction to create a safe active travel route.

- (c) *for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or*
- (d) *for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property*

ALLERDALE HIGHWAYS WORKING GROUP

Meeting date: 27th May 2022

From: Executive Director – Economy & Infrastructure

KESWICK & SURROUNDING AREA TRAFFIC REGULATION ORDER REVIEW

1.0 EXECUTIVE SUMMARY

- 1.1 *The purpose of this report is to provide Members of the Highways Working Group (“the Working Group”) with the background and details of proposed changes to The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 2020, following statutory consultation and advertisement of the Order referred to in paragraph 3.1 of this report.***
- 1.2 *A copy of the Notice, which summarised the proposed restrictions is attached as Appendix 1.***
- 1.3 *Plans showing the proposed changes are attached as Appendices 2, 4, 6, 8, 10, 12, 14, 14.1, 16, 18, and 20.***
- 1.4 *A summary of responses received to each proposal is attached as Appendices 3, 5, 7, 9, 11, 13, 15, 17, and 19.***
- 1.5 *A copy of the Council’s Statement of Reasons for proposing to introduce the Order, is attached as Appendix 21.***
- 1.6 *The report will enable Members of the Working Group to make a recommendation to Allerdale Local Committee in considering whether to approve the Order for implementation, taking into account letters of representation received during statutory consultation and advertisement.***

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1** *The proposed traffic restrictions are designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.*
- 2.2** *The restrictions which are proposed comply with Cumbria County Council's forward plan of creating a safe and secure community, whilst providing a high quality environment for all.*
- 2.3** *There are no Equality implications at this stage.*

3.0 RECOMMENDATION

- 3.1** *That having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this report, the Working Group recommends that Local Committee agrees that "The County of Cumbria (Various Roads, Keswick) (Consolidation and Provision of Traffic Regulations) Order 2020, ("the Order") be brought into operation, as advertised, except for the following: -*

- (a)** That in respect of Proposal 7, the extent of the "No Waiting At Any Time" on the south side of the carriageway on High Hill, Keswick, be reduced to allow for some on-street parking availability to remain where safe to do so, to the extent shown on the plan attached as Appendix 14.1.

4.0 BACKGROUND

- 4.1** Concerns have been raised by residents and Local Members regarding a variety of locations throughout Keswick and the surrounding area, after observing possible safety issues, disruption to local bus services and suggesting improvements to the operation of the highway network.
- 4.2** Officers undertook site assessments, proposing solutions for alleviating issues where applicable. These proposals require amendments to The County of Cumbria (Various Roads, Keswick) Order 2020. Due to the lengthy processes involved when amending a Traffic Regulation Order, this has presented an opportunity to also address some other minor issues.
- 4.3** Informal consultation was carried out from 6th December 2021 to 3rd January 2022 which included 15 proposals. Following the comments received from the initial consultation, Local Committee agreed that 5 of those proposals would be abandoned.
- 4.4** Formal statutory consultation and advertisement took place between 22nd April to 13th May 2022 which included 10 proposals. Details of each proposal and a summary of responses are shown as follows:

4.4.1 Proposal 1 – U2355 Braithwaite

To Introduce a No Waiting At Any Time restriction (double yellow lines) along a section of the U2355 which would extend from the existing double yellow lines at the junction to the School Keep Clear markings. On a number of occasions, vehicles have parked on this unrestricted section which has then prevented access to the local bus service, causing the service to be cancelled. A location plan detailing the extents of the proposal are shown in Appendix 2.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 3.

Officers recommend implementing this proposal **as advertised**.

4.4.2 Proposal 2 – C2058 Ella's Crag, Stair

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of the C2058 opposite the property known as Ella's Crag due to obstructive parking. Vehicles have been parking in the turning area, which obstructed access and egress from C2058 Newlands Pass to Stair and vice versa. The double yellow lines are currently in place under a Temporary Traffic Regulation Order due to safety concerns.

A location plan detailing the extents of the proposal are shown in Appendix 4.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 5.

Officers recommend implementing this proposal **as advertised**.

4.4.3 Proposal 3 – C2057 Grange

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of the C2057 in Grange village, due to obstructive parking and to supersede the existing seasonal waiting restrictions to No Waiting At Any Time. The double yellow lines relating to this proposal are currently supported by a Temporary Traffic Regulation Order.

A location plan detailing the extents of the proposal are shown in Appendix 6.

A total of 3 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 7.

Officers recommend implementing this proposal **as advertised**.

4.4.4 Proposal 4 – Station Road, Keswick

Introduction of a maximum 3 hour waiting limit on existing Disabled parking bays located on Station Road, which currently operate without a time limit.

A location plan detailing the extents of the proposal are shown in Appendix 8. No responses were received to this proposal.

Officers recommend implementing this proposal **as advertised**.

4.4.5 Proposal 5 – Station Street/St John's Street, Keswick

To introduce a "One Way" system travelling southbound along Station Street and St Johns Street. The "One Way" system is currently in place under a Temporary Traffic Regulation Order which was initially introduced as a measure to facilitate COVID restrictions. However, the Keswick Transport Improvement Study has recommended that this measure is introduced on a permanent basis to improve the safety of vulnerable road users.

A location plan detailing the extents of the proposal are shown in Appendix 10.

A total of 9 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 11.

Officers recommend implementing this proposal **as advertised**.

4.4.6 Proposal 6 – U2231 Castle Lane, Keswick

Introduction of a 6'6" width restriction along the U2231 Castle Lane, Keswick for its entire length due to the narrow carriageway width.

A location plan detailing the extents of the proposal are shown in Appendix 12.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 13.

Officers recommend implementing this proposal **as advertised**.

4.4.7 Proposal 7 – Vicarage Hill, Keswick

Introduction of No Waiting At Any Time restriction (double yellow lines) along a section of Vicarage Hill, Keswick on both sides of the carriageway from its junction with Crosthwaite Road extending in a westerly direction for approx. 50m. This proposal follows a request for measures to address vehicles being parked on the verge in close proximity to the junction and bend causing obstruction to visibility, which are alleged to have contributed to near misses with cars and cyclists. Reports have also been received of vehicles parking on the triangle during the summer months.

A location plan detailing the extents of the proposal are shown in Appendix 14.

A total of 4 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 15.

Due to comments received and in light of how this area is used by residents of Vicarage Hill, and by parents and staff relating to Keswick School, Officers have amended this proposal by reducing the extent of the proposed “No Waiting At Any Time” on the south side of the carriageway to allow for some on-street parking availability to remain where safe to do so.

Officers recommend implementing this proposal **in-part only**.

A location plan detailing the amended extents of the proposal are shown in Appendix 14.1.

4.4.8 Proposal 8 – Springs Road, Keswick

Introduction of No Waiting At Any Time restrictions (double yellow lines) along a section of Springs Road, Keswick in order to maintain access to a Flood Water Retention Basin which may require access by HGV's.

A location plan detailing the extents of the proposal are shown in Appendix 16.

A total of 2 responses were received to this proposal. A summary of the responses to this proposal is shown in Appendix 17.

Officers recommend implementing this proposal **as advertised**.

4.4.9 Proposal 9 – Brundholme Road, Keswick

Introduction of No Waiting At Any Time restrictions (double yellow lines) along a section of Brundholme Road, Keswick to prevent obstructive parking and improve access to properties.

A location plan detailing the extents of the proposal are shown in Appendix 18.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 19.

Officers recommend implementing this proposal **as advertised.**

4.4.10 Proposal 10 – Seatoller

To remove the existing seasonal “No Waiting” between 9am – 7pm Good Friday to 31 October restrictions and replace them with No Waiting At Any Time restrictions. This location is becoming increasingly obstructed between October and April and therefore Officers propose to rationalise the waiting restrictions for clarity.

A location plan detailing the extents of the proposal are shown in Appendix 20.

A total of 1 response was received to this proposal. A summary of the responses to this proposal is shown in Appendix 21.

Officers recommend implementing this proposal **as advertised.**

5.0 OPTIONS

- 5.1 The Working Group may recommend that Local Committee agree the recommendation at paragraph 3.1.
- 5.2 The Working Group may recommend that Local Committee agree the recommendation at paragraph 3.1 IN PART.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct budgetary implications arising from the recommendation in paragraph 3.1. However, should the Local Committee subsequently approve the implementation of the Order, implementation costs of £19,000 approx. will be required from the Local Committee Highways Capital budget.
- 6.2 Should the Local committee subsequently agree to implement the Order, there will be an ongoing maintenance commitment from the Local Committee Highways Revenue budget. (SEA 12/05/22)

7.0 LEGAL IMPLICATIONS

- 7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 (“the 1984 Act”) detailed below, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report. for the reasons specified in the Statements of Reason attached as Appendix 21, namely: -
- (a) for avoiding danger to persons or other traffic using the roads or any other roads or for preventing the likelihood of any such danger arising, or
 - (c) for facilitating the passage on the roads or any other roads of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (f) for preserving or improving the amenities of the area through which the roads run.
- 7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -
- (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on amenities of an area;
 - (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) any other matters appearing to the authority to be relevant.
- 7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the

Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (17.5.2022)

8 CONCLUSION

8.1 That the Order be brought into operation as per the recommendation in paragraph 3.1 of this report.

Angela Jones
Executive Director – Economy & Infrastructure

May 2022

APPENDICES

Appendix 1 – Statutory Notice
Appendix 2 – Proposal 1- Braithwaite - Location plan
Appendix 3 – Proposal 1 - Braithwaite – Summary of Responses
Appendix 4 – Proposal 2 – Stair – Location plan
Appendix 5 – Proposal 2 – Stair – Summary of Responses
Appendix 6 – Proposal 3 – C2057 Grange – Location plan
Appendix 7 – Proposal 3 – C2057 Grange – Summary of Responses
Appendix 8 – Proposal 4 – Station Road, Keswick – Location plan
Appendix 9 – Proposal 4 – Station Road, Keswick – Summary of Responses
Appendix 10 – Proposal 5 – St John’s Street, Keswick – Location plan
Appendix 11 – Proposal 5 St John’s Street, Keswick – Summary of Responses
Appendix 12 – Proposal 6 - Castle Lane, Keswick – Location plan
Appendix 13 – Proposal 6 - Castle Lane, Keswick – Summary of Responses
Appendix 14 – Proposal 7 – Vicarage Hill, Keswick – Location plan

Appendix 14.1 – Proposal 7 -Vicarage Hill, Amended extents as per the Recommendation

Appendix 15 – Proposal 7 – Vicarage Hill, Keswick – Summary of Responses

Appendix 16 – Proposal 8 – Springs Road, Keswick – Location plan

Appendix 17 – Proposal 8 – Springs Road, Keswick – Summary of Responses

Appendix 18 – Proposal 9 – Brundholme Road – Location plan

Appendix 19 – Proposal 9 – Brundholme Road – Summary of Responses

Appendix 20 – Proposal 10 – Seatoller – Location plan

Appendix 21 – Proposal 10 – Seatoller – Summary of Responses

Appendix 22 – Statement of Reasons

Electoral Division(s): Keswick
Bothel and Wharrels

** Please remove whichever option is not applicable*

Executive Decision	<input type="checkbox"/> Yes*
Key Decision	<input type="checkbox"/> No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/> N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/> No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/> N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/> No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/> N/A*
Has an equality impact assessment been undertaken?	<input type="checkbox"/> N/A*

N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

County Council Local Committee for Allerdale – Friday, 4th March 2022, 10am

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not Considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Andrew Graham – Andrew.graham@cumbria.gov.uk

Appendix 1

THE COUNTY OF CUMBRIA (VARIOUS ROADS, KESWICK AND SURROUNDING AREA) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 2020

1. The Cumbria County Council hereby give notice that it proposes to make the above Order under Sections 1, 2, 19, 32, 35, 35A, 38, 45, 46, 47, 49, 51, 53, 64 and 84 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to: -
 - (a) Consolidate the provisions of The County of Cumbria (Various Roads, Keswick and Surrounding Area) (Consolidation of Traffic Regulations) Order 2020 and the following proposed restrictions, into one concise Order;
 - (b) Introduce the following proposals:-
 - (i) To replace the “Parking for Disabled Persons Vehicles Only, At All Times” restriction on Station Road, Keswick, with a “Parking for Disabled Persons Vehicles Only, Waiting Limited to 3 Hours, No Return within 3 hours” restriction;
 - (ii) Extend the “No Waiting At Any Time” restrictions on the following: -
 - i) U2355 (south-east side), Braithwaite - by 55m; and
 - ii) Brundholme Road, Keswick (south east side) – by 35m;
 - (iii) Introduce “No Waiting At Any Time” restrictions on the following: -
 - i) Brundholme Road, Keswick (west side);
 - ii) C2058 Braithwaite to Buttermere road (junction to Stair) (west side);
 - iii) Springs Road, Keswick (both sides); and
 - iv) Vicarage Hill, Keswick (north and south sides);
 - (iv) Replace the “No Waiting between Good Friday and October inclusive” restriction on the C2057 Portinscale – Grange in Borrowdale Road (north and south sides), with “No Waiting At Any Time” restrictions;
 - (v) Replace the “No Waiting between 9.00 am and 7.00 pm, Good Friday to 31st October inclusive” restriction on the Keswick – Rosthwaite – Buttermere (B5289) Road (both sides) (Seatoller), with “No Waiting At Any Time” restrictions;
 - (vi) Introduce a “One-Way Traffic” restriction on Station Road/St John’s Street Keswick, from the junction with Penrith Road to the junction with Derwent Street; and

- (vii) Introduce a “6’6” Width Restriction” on the U2231 Castle Lane, Keswick.

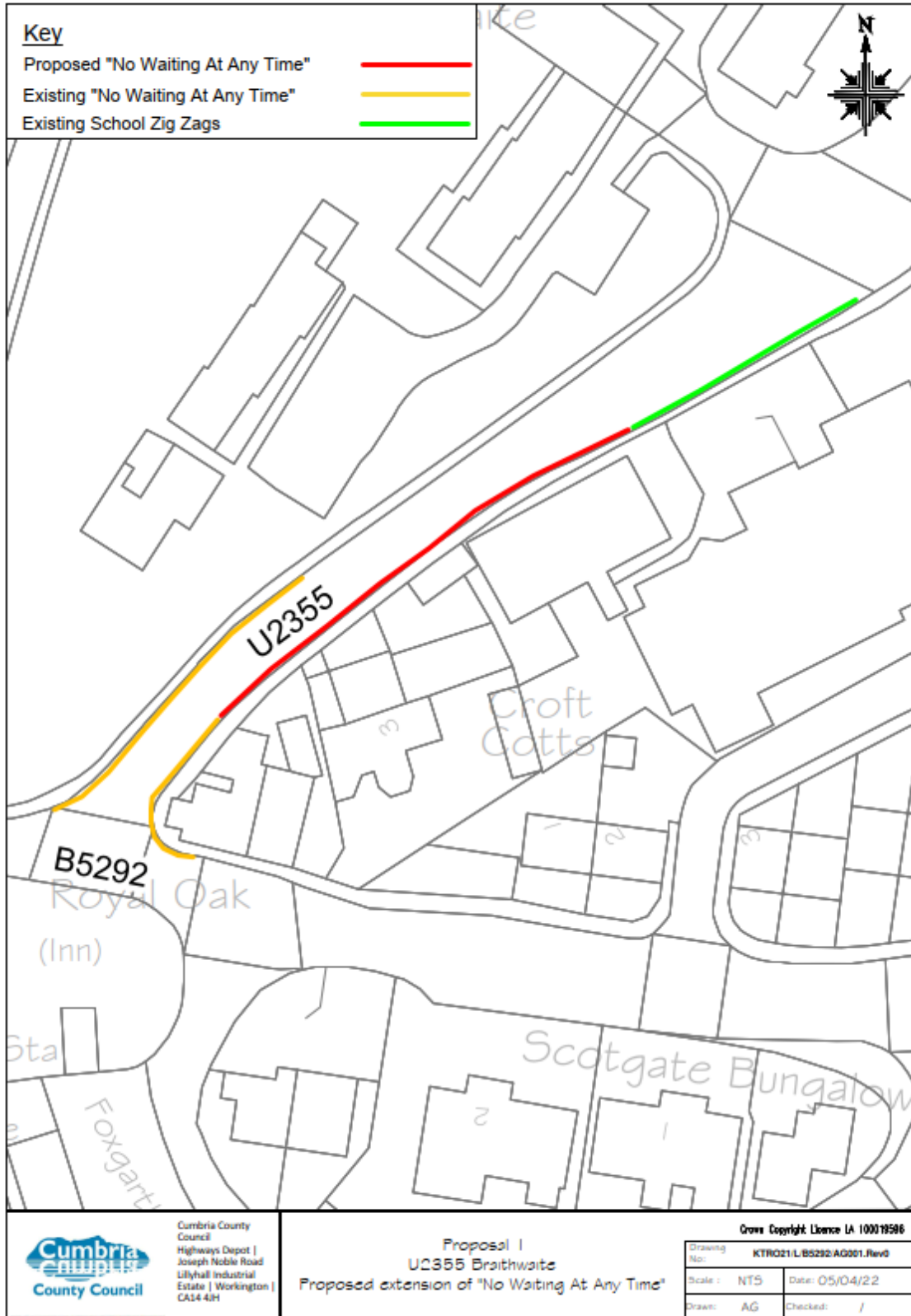
PLEASE REFER TO THE DOCUMENTS ON DEPOSIT FOR FULL DETAILS.

3. Full details of the proposed Order, together with plans showing the lengths of road concerned, and a statement of the Council's reasons for making the Order, may be viewed on the Council's website using the following link: - <https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>; on deposit at Keswick Library, Heads Lane, Keswick, CA12 5HD, and may otherwise be obtained by emailing kim.baxter@cumbria.gov.uk. as can a copy of the Order to be consolidated and revoked.
4. If you wish to object or to make representations in relation to the proposed Order you should write to the undersigned, or email kim.baxter@cumbria.gov.uk, not later than 13 May 2022, marking your correspondence with reference KB/4.4.1085/15.001790

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle, CA1 1RD

Dated 22 April 2022

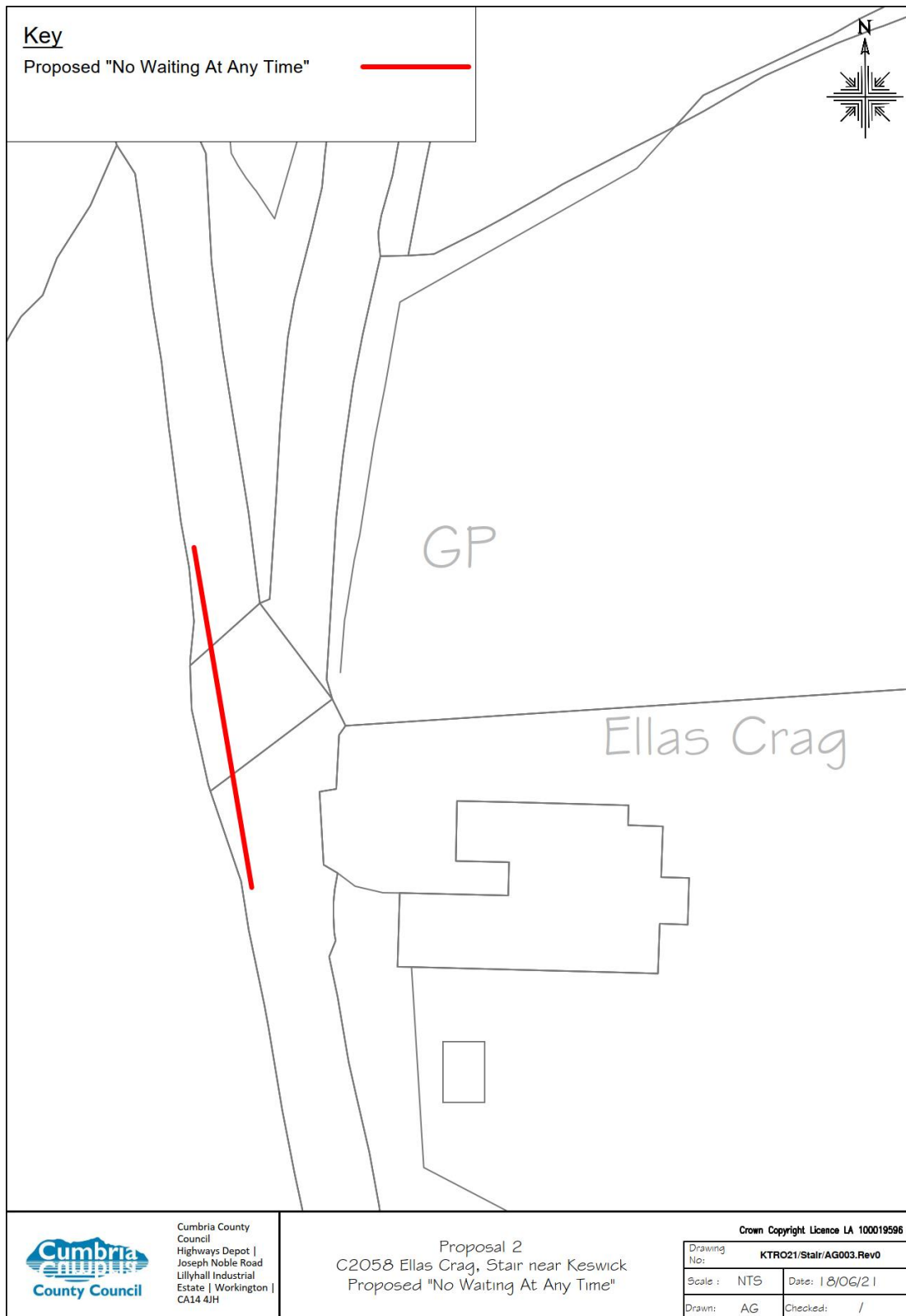
Appendix 2



Appendix 3

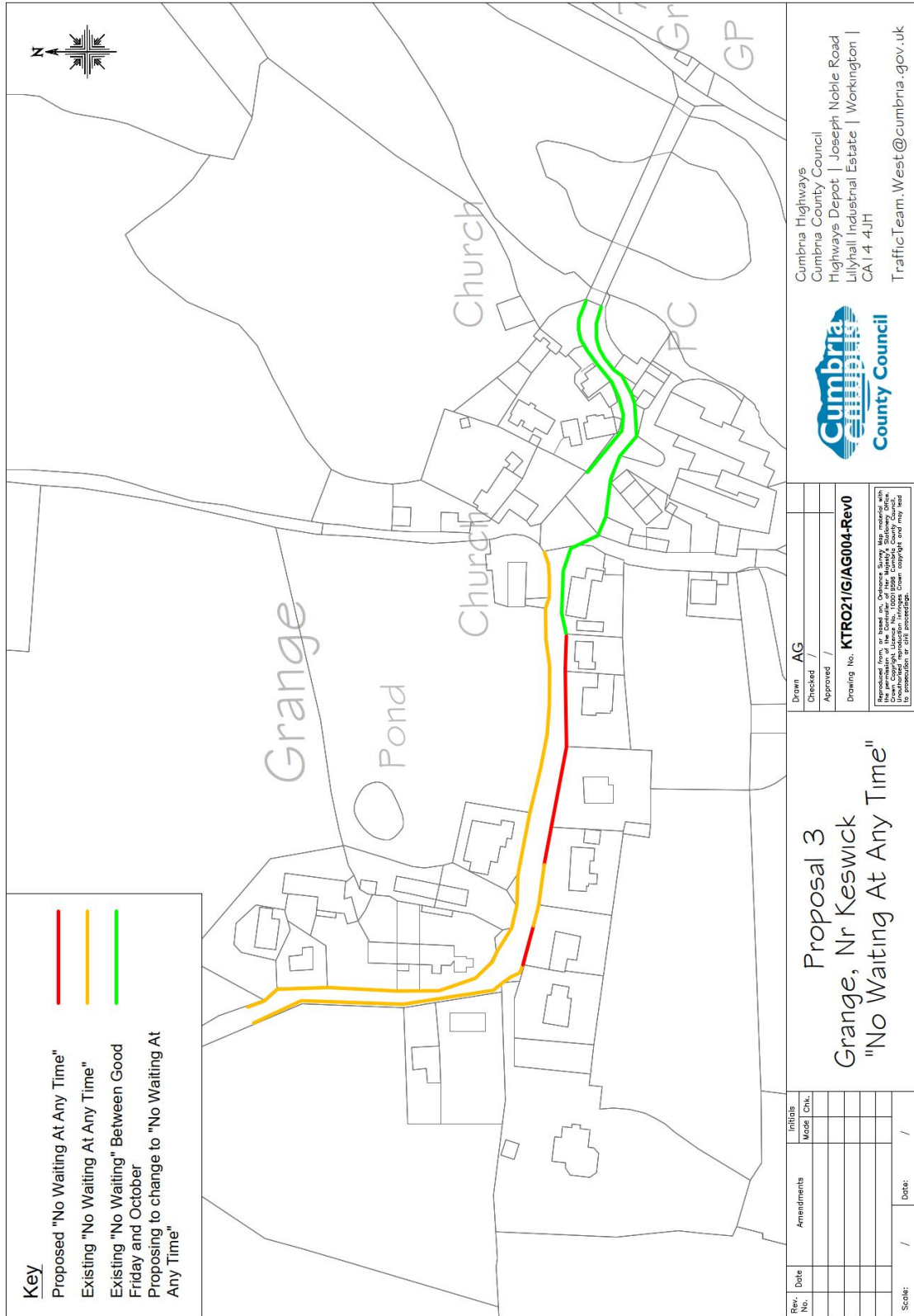
Proposal 1 – U2355 Braithwaite		
Response Number	Summary of Response	Objection?
1	<p>Objects to Double yellow lines over driveway.</p> <p>Feels that there are alternatives.</p> <p>A solution to the existing intermittent issues would be to put double yellow lines from the corner of Croft / Cosy Cottage down to the school.</p> <p>An alternative would be to extend the double yellow lines 10-15m down the HPB side of the road so if people were to park just over the double yellow lines and not moved on it does not cause obstruction</p>	Objects
Officer Recommendation	<p><i>Whilst it is not usual practice to introduce double yellow lines across a private access, the carriageway is frequently obstructed due to vehicles parking along this section of road which in turn obstructs the bus service. This is the only bus service that runs regularly through the village and is relied upon by many members of the community. Obstruction caused to a bus service could equally prevent emergency services from attending an urgent situation.</i></p> <p><i>Therefore, Officers recommend that the proposal is introduced as advertised.</i></p>	

Appendix 4



Appendix 5

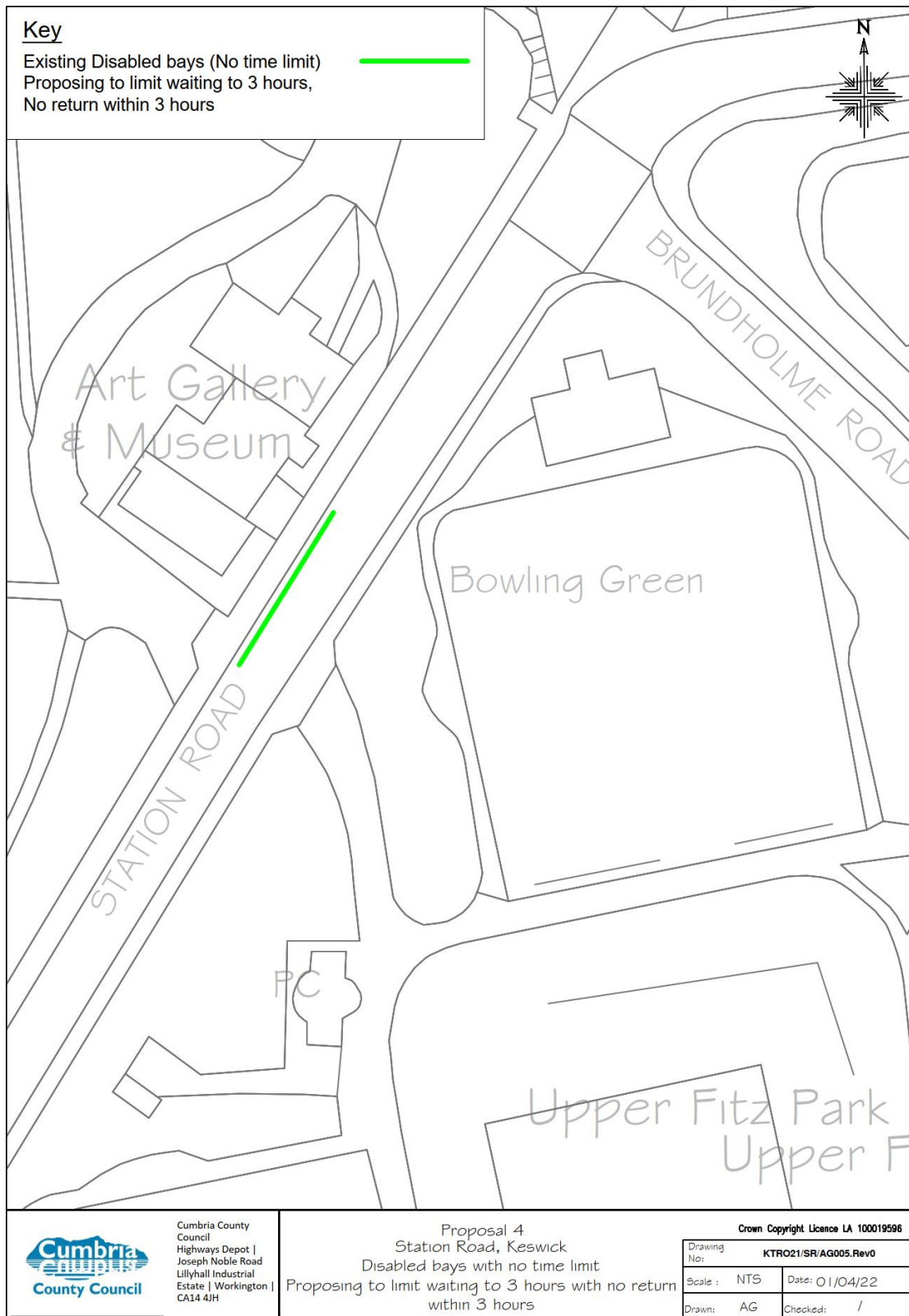
Proposal 2 – C2058 Stair		
Response Number	Summary of Response	Objection?
1	Happy with proposals which will aid access for mountain rescues. Rescue teams encounter difficulties between Grange and Keswick during the summer months, in particular at the bus stop area opposite Great Wood National Trust car Park due to inconsiderate parking.	Support
Officer Recommendation	<i>Officers recommend that this proposal is introduced as advertised.</i>	



Appendix 7

Proposal 3 – C2057 Grange		
Response Number	Summary of Response	Objection?
1	In Full agreement with the proposal	Support
2	In full support of the proposal	Support
3	Happy with proposals which will aid access for mountain rescues. Rescue teams encounter difficulties between Grange and Keswick during the summer months, in particular at the bus stop area opposite Great Woof National Trust car park due to inconsiderate parking.	Support/Comments
Officer Recommendation	<i>Officers recommend that this proposal is introduced as advertised.</i>	

Appendix 8



Appendix 9

Proposal 4 – Station Road, Keswick		
Response Number	Summary of Response	Objection?
No Responses received	No Responses received	No Responses received
Officer Recommendation	<i>Officers recommend that this proposal is introduced as advertised.</i>	

Appendix10



Appendix 11

Proposal 5 – Station Street/St John’s Street, Keswick		
Response Number	Summary of Response	Objection?
1	<p>In support based on safety grounds, but has 2 issues.</p> <p>1) Marked Loading bay is now obstructing the exit to Banks Court Carpark... not being allowed to turn right out of Banks Court Carpark (where I own a parking space) means that If a vehicle is parked legally in the marked loading bay on Station Street opposite the Carpark entrance/exit, (near Costa Coffee) it now obstructs Refuse Lorries and Dray Lorries (LGVs) (that attend Banks Court several mornings per week) that are trying to exit Banks Court Carpark, who then in turn (as they cannot exit) cause an obstruction, making me late for work on several occasions. This is due to the Loading Bay markings overlapping the exit (see image below) - this is only a problem when turning left to join the One-Way system.</p> <p>2) Also it would be much appreciated if the poor quality rutted & pot-holed road surfaces on the alternative routes via Church St & Manor Brow could be corrected.</p>	Support
2	<p>Fully supports the proposal and feels that the One-way system has made it safer for pedestrians and has improved footfall to business.</p> <p>At the same time, I also appreciate that there is from time to time something of a bottleneck at the junction with Derwent Street, by the cinema. This is in part because Derwent Street is quite narrow, and you are poorly unsighted until you get to the junction with the cinema, both left and right. Those travelling either up or down St John’s Street then act as mediators to facilitate easy flow of traffic, it never lasts long, rarely happens, and it's never normally an issue, and is always very easily resolved.</p> <p>I can promise you that this Derwent St / St John’s St junction is nothing compared to the pinch point and the blind 100-degree left-hand bend where Station Street becomes St John’s St, was never built with the volume of traffic specifically HGVs in mind.</p>	Support

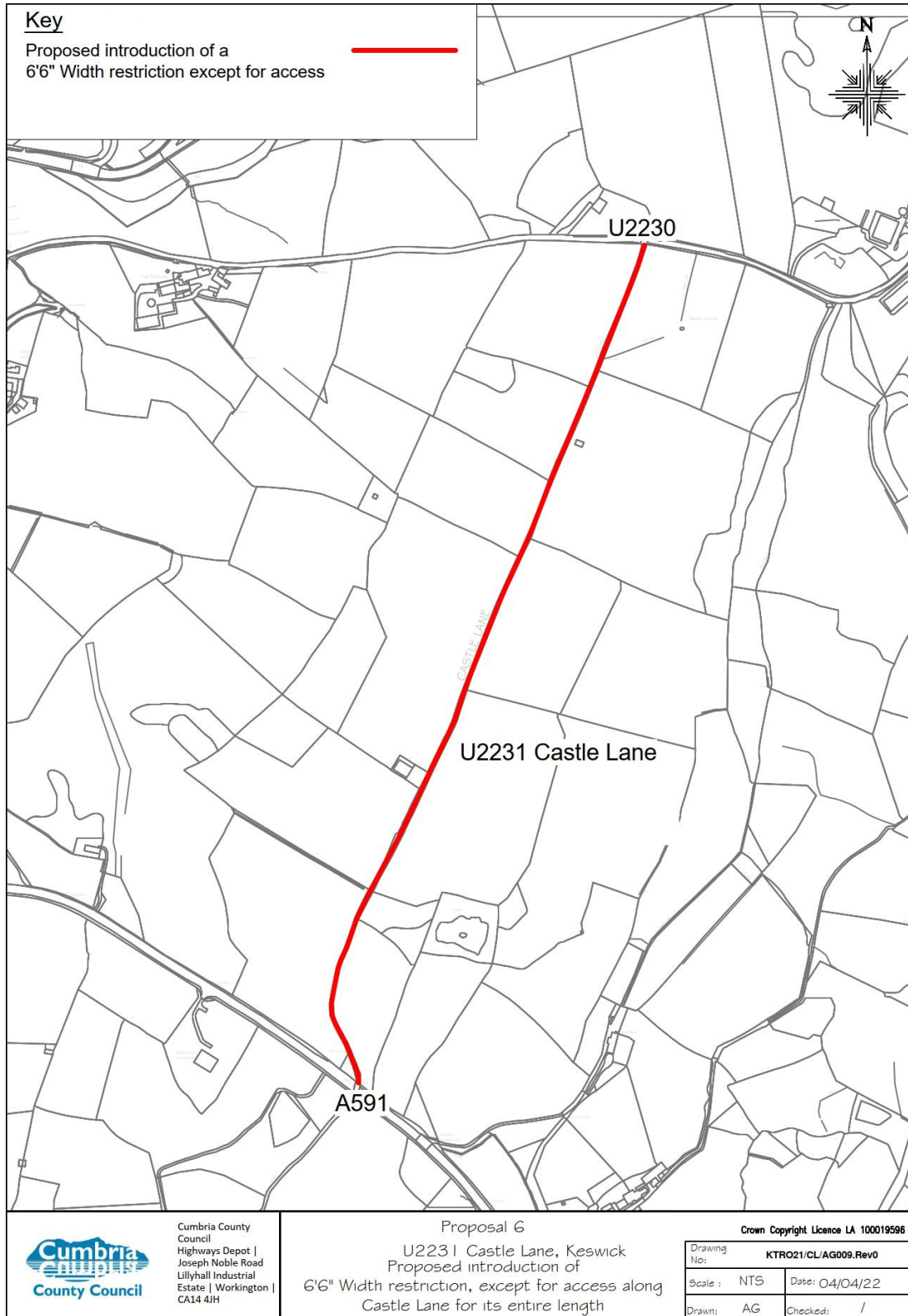
3	It is quite ridiculous to have Southey Street and St Johns as one way in the same direction. One of them should have return flow.	Objects
4	<p>Feels that the One-Way has had a negative impact on the traffic flow. Lived and worked on St John's Street for 23 years, and people seemed to be naturally more cautious when it was 2-way.</p> <ol style="list-style-type: none"> 1. There has been an increase in traffic going down Derwent St, which is a narrow street with narrow pavements. At times there is gridlock. 2. Vehicles use Derwent St as a cut through & come round the corners at speed, putting pedestrians & other car users in danger. 3. Large wagons have trouble getting round the tight corners into or out of Derwent St & road signs & buildings have been knocked. 4. Vehicles come up St Johns St at speed, even though there is a 20mph speed limit. Drivers aren't expecting anything coming the other way, so aren't driving with the same caution that they did when it was two-way. 5. Pedestrians walk down the middle of the road and cars on St Johns St are coming up behind them, putting them at risk. 6. Cyclists completely ignore the no entry signs on St Johns St, as do some vehicles. It is only a matter of time before somebody gets knocked off their bike. 7. St Johns St and Southey St run in the same direction which makes it more difficult for people at this end of town get to the other side of town in a vehicle. By altering the direction of traffic on Station St/St Johns St, but keeping Southey St the same as it is now, would make for better flow. 	Objects
	The number of vehicles that now travel down a very unsuitable Derwent Street (as they can't continue along St Johns St) to join very heavy traffic coming out of Borrowdale in summer won't have improved traffic flow in this area.	

<p>5</p>	<p>A major problem that occurs is HGVs getting stuck turning into Derwent St which happens regularly, you only have to look at the damage caused to the signs for evidence. This does nothing for traffic flow as cars back up waiting for the HGVs to make the turning.</p> <p>I have witnessed a couple of minor collisions on St John's Street which I have e-mailed about in the past. The area they occurred (opposite the junction of Derwent St) I have never witnessed a collision before.</p> <p>I still can't get an answer from anybody as to why St John's St and Station St can't be one way in the opposite direction. You would only need to lose a very small number of parking spaces on Southey St to achieve this, surely cars shouldn't be parked on both sides of Southey Street anyway as it makes the road at these points so narrow that I'm not sure a fire engine would get through.</p> <p>From a safety point of view there are regularly vehicles and cyclists ignoring the numerous no entry signs which is dangerous for other road users and pedestrians not expecting to see a vehicle or cyclist coming the wrong way.</p> <p>I also don't understand how a camera can be installed to monitor traffic flow for the traffic study but then not used to monitor if the temporary one way system has been a success?</p> <p>I genuinely can't understand why sending cars down Derwent St, through the congested backstreets or (and this is least likely to happen because locals know how to get round town and tourists using sat nav/Google maps etc will not be sent this way because the distance is further) up Manor Brow is the best solution for Station St/St John's St.</p>	<p>Objects</p>
<p>6</p>	<p>I'd like to add my support to removing the one-way system put in place as a temporary measure on St. John's Street. I find it a huge inconvenience (I live on St John's Street) but also:</p>	<p>Objects</p>

	<p>- I have already seen a few near misses with speeding cars round the blind bend.</p> <p>-the knock-on additional traffic around the area known locally as the back streets is just dangerous.</p> <p>-Derwent Street is not able to take the extra traffic and regularly causes queuing traffic.</p> <p>Personally, I would prefer a one-way system that went the opposite way - from speaking to others this is the preferred option from almost all the people I've met.</p>	
7	Would like some Keep Clear markings on Penrith Road as sometimes Emergency service vehicles get hampered by queuing traffic	Comments
8	Derwent street is wide at the top and then goes into a narrow road. There has always been a problem with traffic entering Derwent Street from the St John Street end and driving to the narrow part or driving straight down and causing a jam as there is no room for 2 large cars to pass. My suggestion would be to put a give way line and a triangle on Derwent Street about 20 metres from the top (just like the narrow road as you enter Cockermouth from the Embleton side).	Comments
9	The one-way system has made Derwent Street much busier and shifted the safety issues from St John's Street onto Derwent Street. Feels that it has created a problem by instigating a one-way system which was supposed to cure a problem that in reality never existed.	Comments
Officer Recommendation	<p><i>Keswick Transport Improvement Study highlighted the need to introduce traffic restrictions and calming measures on St John's Street due to the high number of conflicts between traffic and non-motor users (largely pedestrians). Suggestions of altering direction of travel, etc, have been considered at feasibility stages of design and are not recommended for reasons of safety.</i></p> <p><i>Improved signage of the restrictions are to be installed should the measures become permanent, along with improved advanced signage to prevent large vehicles trying to access St</i></p>	

	<p><i>Johns Street from the Chestnut Hill direction. Concerns of speeding continue to be monitored and Council officers are working with CRASH partners to address issues.</i></p> <p><i>Officers recommend that this proposal is introduced as advertised.</i></p>
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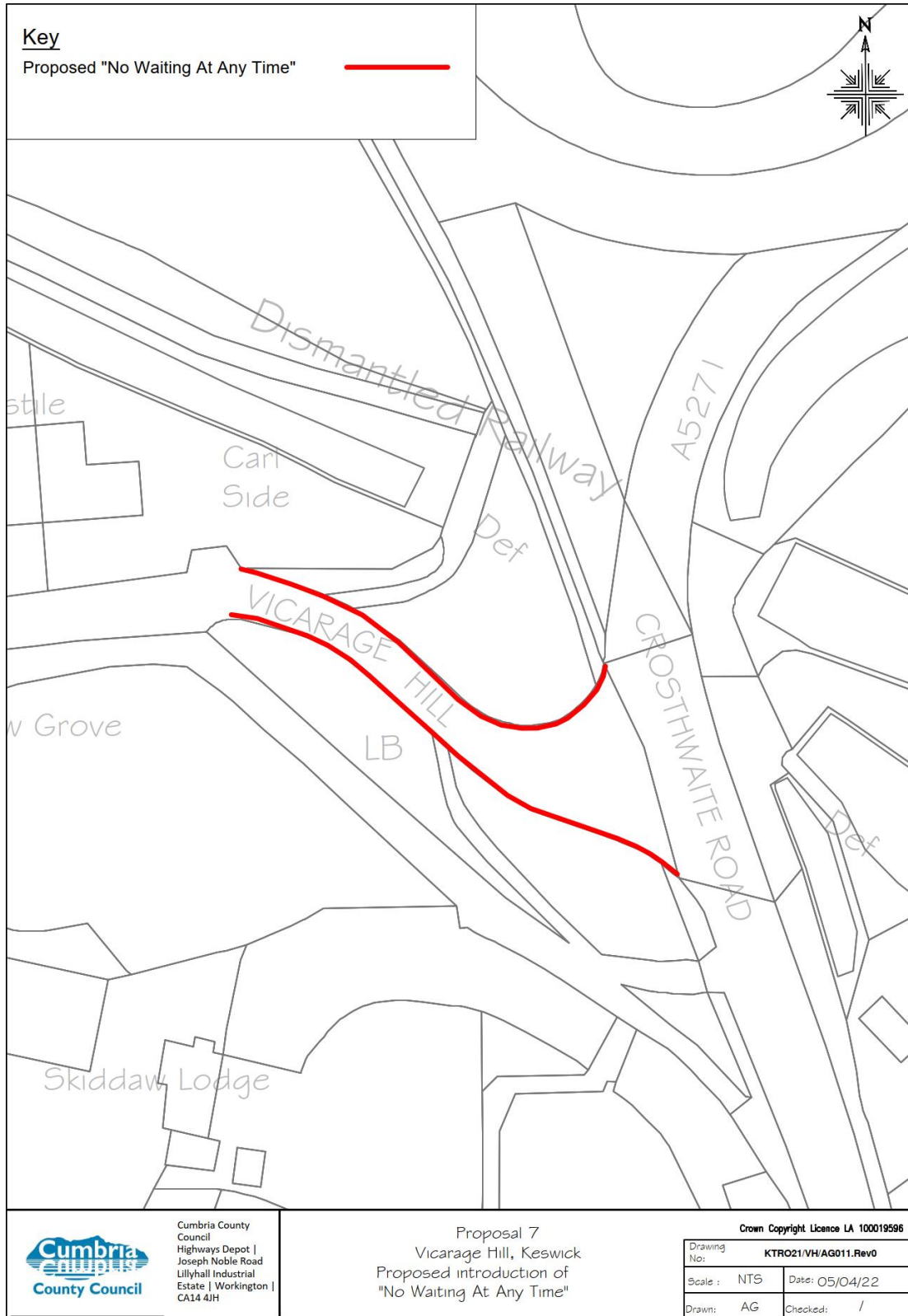
Appendix 12



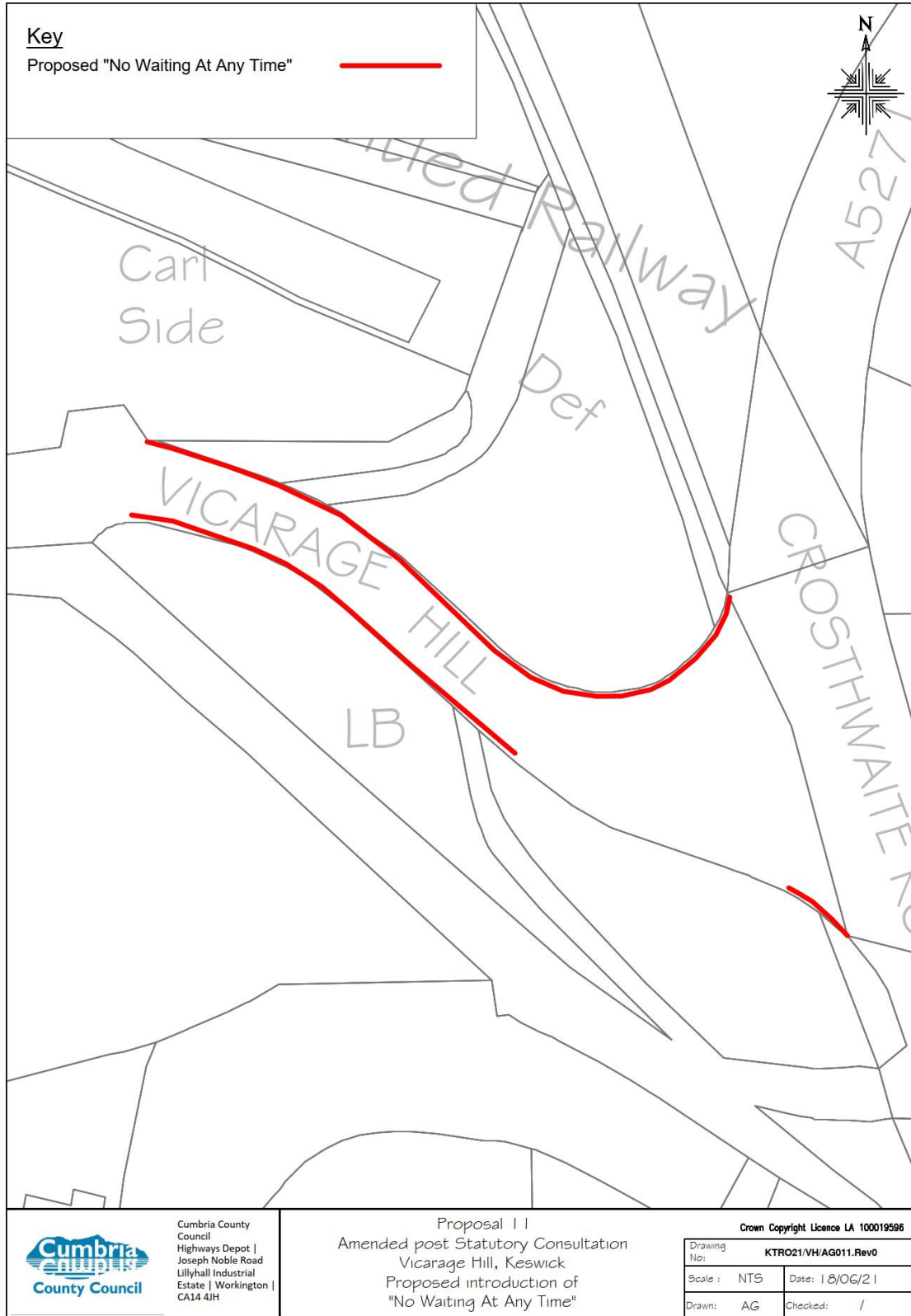
Appendix 13

Proposal 6 – Castle Lane, Keswick		
Response Number	Summary of Response	Objection?
1	In full support of the proposal	Support
Officer Recommendation	<i>Officers recommend that this proposal is introduced as advertised.</i>	

Appendix 14



Appendix 14.1

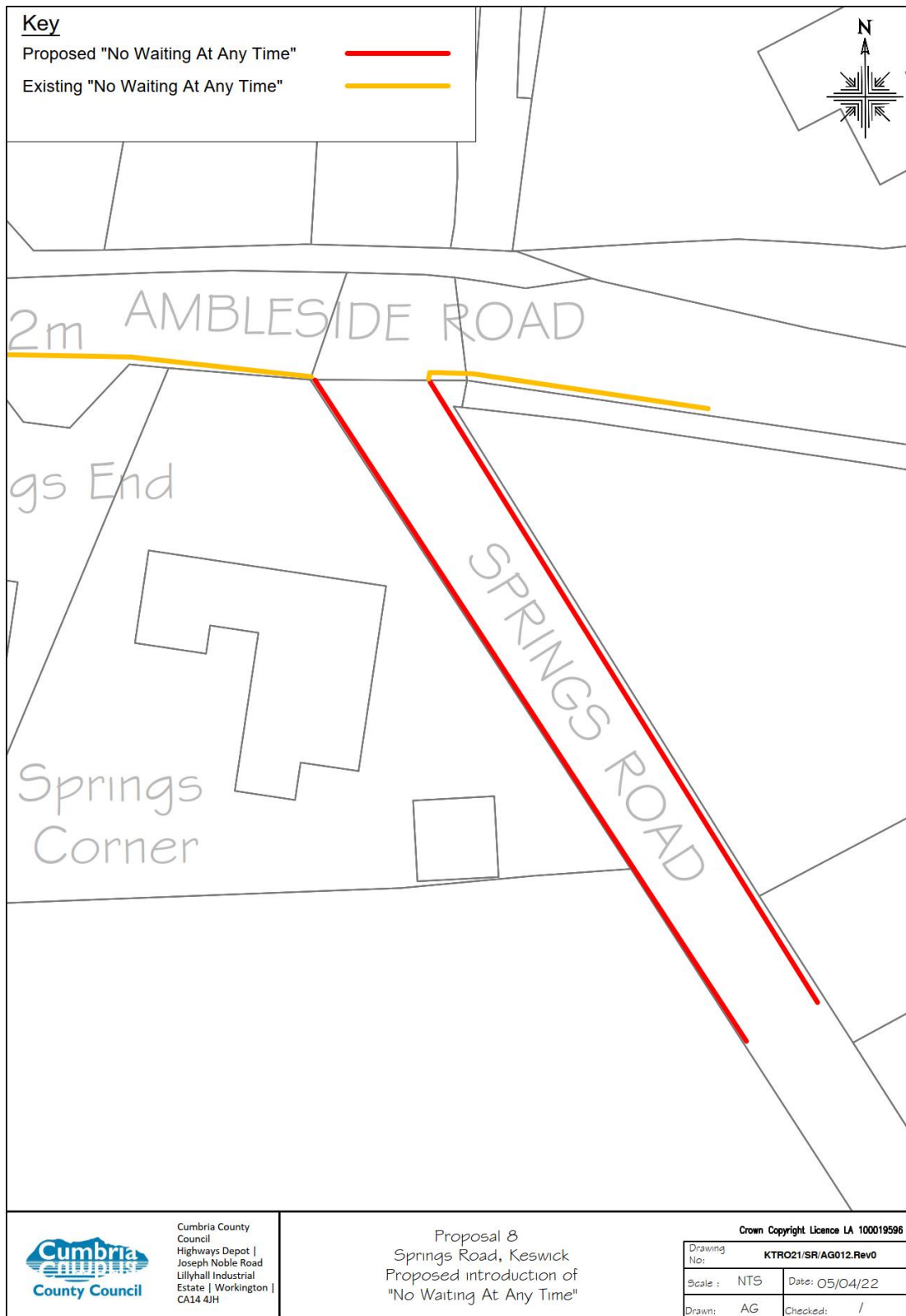


Appendix 15

Proposal 7 – Vicarage Hill, Keswick		
Response Number	Summary of Response	Objection?
1	Supports the proposal, as has witnessed obstructive parking in this location. Has a concern that this might encourage vehicles to park in a passing place further up Vicarage Hill	Support/Comments
2	In support of the proposal but concerned that there is a lack of safe drop off and pick up points for pupils of Keswick School and worry that it may lead to pupils having to cross the busy A66 to find an alternative collection point.	Support/Comments
3	<p>I am a resident of Vicarage Hill, and I am not happy with the proposal for the introduction of 'No Waiting At Any Time' at the location shown in the plans that were sent to me. There are often works on vicarage hill which have meant the road has restricted access which has made parking at our house difficult. Having a place at the bottom of the hill to park for a few hours is necessary and convenient at such times.</p> <p>Also, the hill can become very icy in the winter and again for ease of getting to work sometimes it has been difficult to access our drive and we have left the car at the bottom of the hill.</p> <p>I cannot see why there needs to be restrictions in this area generally as I think it is helpful for local residents to have a place to park near their home for many reasons and would not like to see this being restricted.</p> <p>I am aware that it can become very busy at school times and maybe a separate resolution needs to be thought about in relation to parents dropping children off, however I think restricting parking in this area will not be helpful for local residents and I would certainly not support this</p>	Objects

	proposal.	
4	<p>This area is used by residents/guests/visitors/trades people/Parents of school children at pick up and drop off times/tourists and Walkers, and particularly by residents through the winter months when Vicarage hill is unpassable as doesn't get gritted. Suggested amendments: Limit the restriction/'no waiting at any time' to:</p> <ol style="list-style-type: none"> 1. one side of the road (presumably the section bordering 'Carlside's' garden) 2. a very small section on the other side where the footpath intersects Vicarage Hill, where parked cars effectively block the path, adversely affecting pram/buggy/wheelchair users. 	Comments
Officer Recommendation	<p><i>The aim of this proposal was to address the issue of obstructive parking close to the blind bend, vehicles parking on the Grassed verge and vehicles obstructing the footways which join Vicarage Hill carriageway.</i></p> <p><i>After reviewing the comments received to this proposal and in light of the way this area is used, we have reduced the extents of the No Waiting At Any Time, to facilitate some on-street parking where it is safe to do so.</i></p> <p><i>Officers recommend that this proposal is introduced <u>in-Part only</u>.</i></p>	

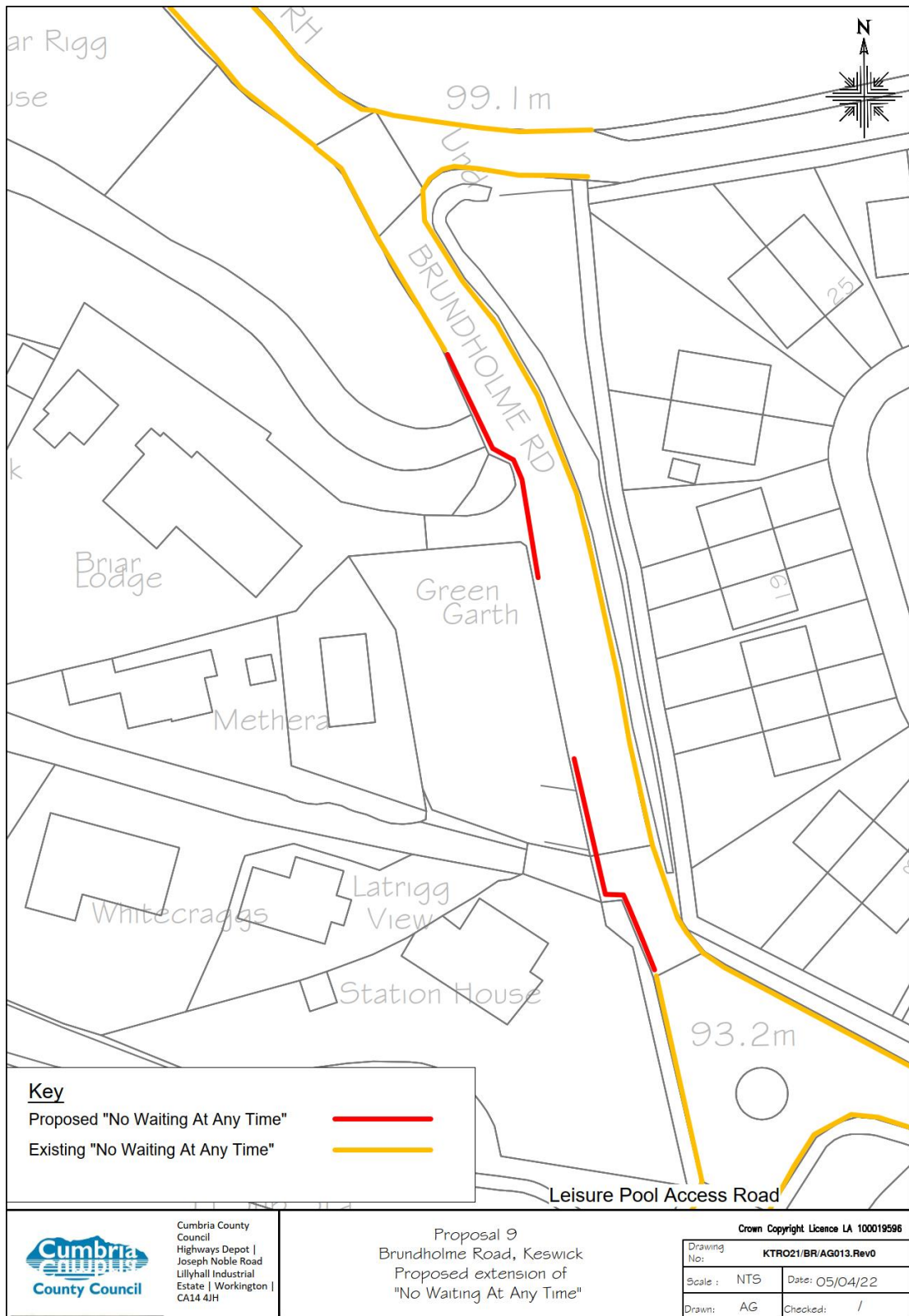
Appendix 16



Appendix 17

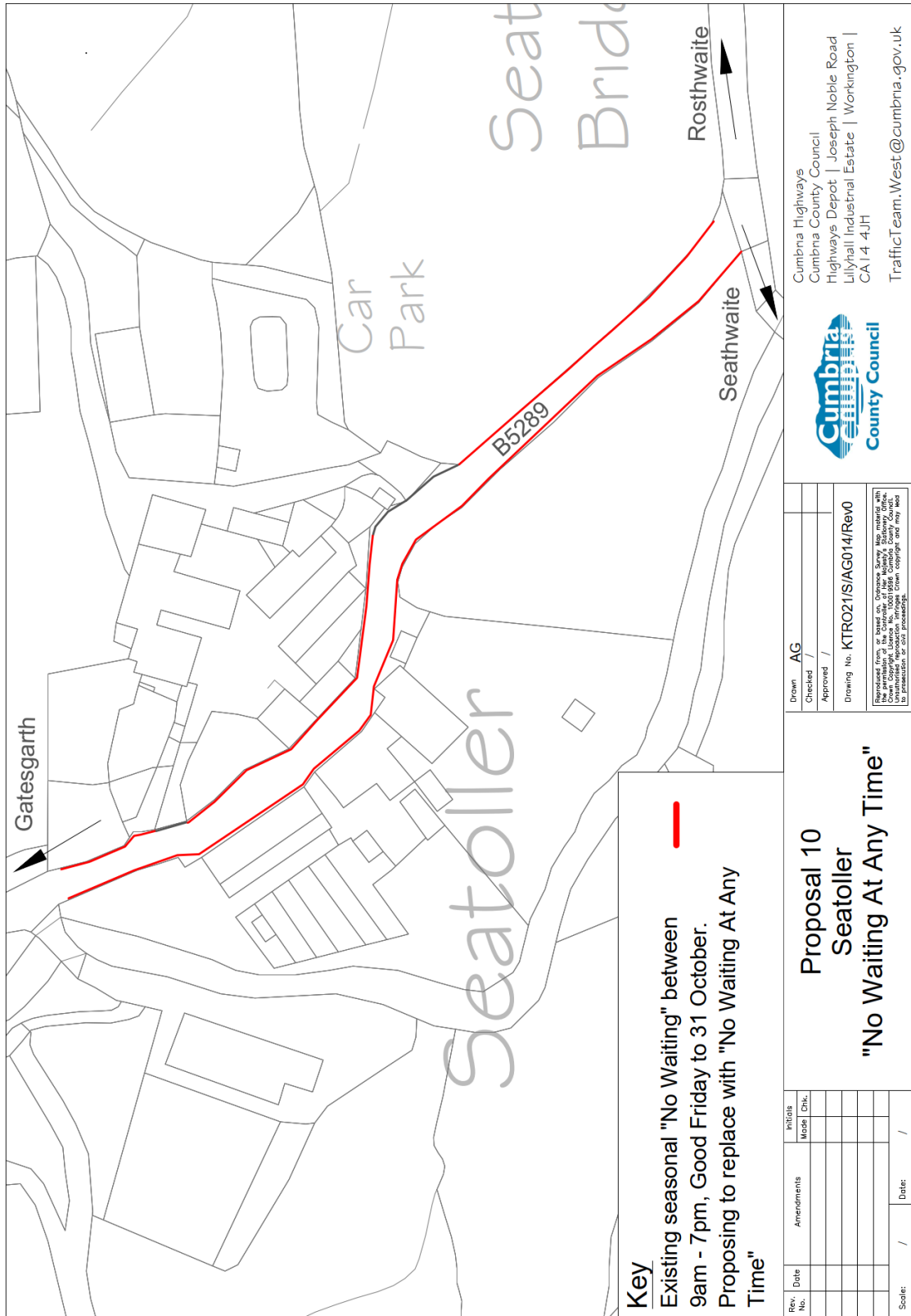
Proposal 8 – Springs Road, Keswick		
Response Number	Summary of Response	Objection?
1	In full support of the proposal	Support
2	Proposal doesn't address the parking issues. Feels that these double yellow lines will only push parking further up the road. Would like to see the Back Streets community parking scheme extended to include the FULL length of Springs Road.	Comments
Officer Recommendation	<p><i>The aim of this proposal was to prevent vehicles from parking and obstructing access to a flood basin, which HGV's may need access to in the event of a flood. The extents of the proposal provide the length necessary to do this.</i></p> <p><i>Officers recommend that this proposal is introduced as Advertised.</i></p>	

Appendix 18



Appendix 19

Proposal 9 – Brundholme Road, Keswick		
Response Number	Summary of Response	Objection?
1	Supports the proposal as it will improve access and visibility to driveway to property, however, would like the double yellow lines to continue the full length of the property as the garden path has steps which lead directly onto the carriageway, which is often obstructed by parked vehicles.	Support/Comments
Officer Recommendation	<p><i>We feel that this proposal will help improve access/egress to the properties along this section of Brundholme Road, whilst still maintaining some on-street parking where the carriageway width would safely allow.</i></p> <p><i>Officers recommend that this proposal is introduced as Advertised.</i></p>	



Appendix 21

Proposal 10 – Seatoller		
Response Number	Summary of Response	Objection?
1	<p>1. This is a very narrow stretch of road and, throughout the year, traffic going through the village constantly needs to wait or manoeuvre to pass traffic coming in the other direction.</p> <p>2. The road widens for a 20 metre stretch opposite New Cottages. This is a passing place which permits some leeway for traffic. Vehicle's parking in that space removes that possibility and necessarily creates a problem. Vehicles often go onto the pavement at that point.</p> <p>3. There are safety concerns for pedestrians and indeed for the crocodiles of young children who use the pavement on their way to their ghyll scrambling experience further up the hause. Cyclists also come down the hill at some speed at this point - parked cars are a hazard.</p> <p>4. Traffic has, in my opinion, increased in the seven years that I have lived here. This includes both light traffic but also larger vehicles: there are a significant number of motorhomes, the 77+77A buses, lorries delivering supplies to the slate mine, lorries carrying loads of aggregate from the mine and a few large coaches of mine visitors. The mine is a valuable asset for tourism and employment, but we should ensure that all such traffic is able to pass safely through the village.</p> <p>4. This is no longer just an issue simply for the summer months. I trust the council will make a decision as soon as possible and implement it before the summer holidays.</p> <p>The whole route of the B5289 from Keswick all the way to Lorton needs addressing and not merely in terms of parking restrictions. However, I believe that Proposal 10 is a step in the right direction and unconditionally support it.</p>	Support

Officer Recommendation	<i>Officers recommend that this proposal is introduced as Advertised.</i>	

Appendix 22

THE COUNTY OF CUMBRIA (VARIOUS ROADS, KESWICK) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20><

STATEMENT OF REASONS

Following a review of the present traffic restrictions in and around Keswick, Cumbria County Council proposes to make the above Order, to enhance the commercial viability of the town, creating a pleasant, safe place to visit and live, whilst developing improved access to various areas for those that require it. The changes have taken into account comments from correspondence and public consultations, and will address the requirements of businesses, safety issues for pedestrians, loading and delivery requirements, access for the disabled, access for residents and other related concerns.

With specific reference to S1(1) of the Road Traffic Regulation Act 1984, each of the proposals may be substantiated by the following reasons:

Proposal 1 – U2355 Braithwaite – to introduce a section of No Waiting at any Time restriction. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

Proposal 2 – C2058 Stair – to introduce a section of No Waiting at any Time restriction. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

Proposal 3 – C2057 Grange – to replace the existing “No waiting” between Good Friday and October on the C2057 Portinscale – Grange in Borrowdale Road (north and south sides), with “No Waiting At Any Time” restrictions, and to introduce a section of No Waiting at any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

Proposal 4 – Station Road, Keswick – To introduce a time restriction to existing Disabled Only parking places which are not currently time restricted, with Maximum stay of 3 hours, no return within 3 hours –

(f) for preserving or improving the amenities of the area through which the road runs

Proposal 5 – Station Street/St John’s Street, Keswick – to introduce a One Way System-

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

Proposal 6 – Castle Lane, Keswick - to introduce a 6’6” width restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the road or to any building on or near the road, or

(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,

Proposal 7 – Vicarage Hill, Keswick – to introduce a section of No Waiting at Any Time restriction - (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

Proposal 8 – Springs Road, Keswick – to introduce a section of No Waiting at Any Time restriction –

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Proposal 9 – Brundholme Road, Keswick – to introduce a section of No Waiting at Any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

Proposal 10 – Seatoller – to remove the existing seasonal No Waiting restriction between 9am – 7pm, Good Friday to 31 October, and change to No Waiting at Any Time restriction –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 st July 2022

From: Angela Jones, Executive Director, Economy and Infrastructure

WORKINGTON LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

1.0 EXECUTIVE SUMMARY

1.1 *The purpose of this report is to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Workington.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *By preparing an LCWIP for Workington and working to achieve the delivery of the findings, the Council will be meeting the following Council Plan priorities:*

- ***To safeguard children, and ensure that Cumbria is a great place to be a child and grow up***
- ***To enable communities to live safely and shape services locally***
- ***To promote health and wellbeing, and tackle poverty***
- ***To protect and enhance Cumbria's world class environment***
- ***To provide safe and well-maintained roads and an effective transport network***
- ***To promote sustainable economic growth, and create jobs***
- ***To support older and vulnerable people to live independent and healthy lives***

3.0 RECOMMENDATION

3.1 It is recommended that Members approve the LCWIP for Workington as attached at Appendix 1.

3.2 It is recommended that Members delegate authority to the Executive Director – Economy and Infrastructure in consultation with the Chair and Vice Chair of the Local Committee to make any necessary minor amendments to the Workington LCWIP prior to its publication.

4.0 BACKGROUND

- 4.1 The Cumbria Transport Infrastructure Plan (2022 – 2037) sets out the strategy for Active Travel in Cumbria and the development of LCWIPs are a key part of this. The Council has committed to the development of a series of LCWIPs. The methodology for LCWIPs has been developed by the Department for Transport (DfT) as part of the national Cycling and Walking Investment Plan. DfT funding for local cycling and walking schemes will be dependent upon the schemes inclusion in a LCWIP, with infrastructure to be designed in line with the DfT Cycle Infrastructure Design guide issued in July 2020.
- 4.2 The LCWIP for Workington, outlines the network of key cycling and walking routes in the district. The focus of the Workington LCWIP is the improvement of routes used for everyday shorter journeys, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way.
- 4.3 Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the Workington LCWIP focuses on the routes where the most benefits can be realised. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the number of people cycling and walking.
- 4.4 The Workington LCWIP is a not a funded plan however, having an LCWIP in place will put the Council and successor local authority in the best possible position to secure future funding for the delivery of improvements.
- 4.5 Public consultation on the draft LCWIP proposals was undertaken in July and August 2021. During this consultation the draft priority network for cycling was presented. Feedback was sought on the existing barriers to cycling and walking and what improvements could be made to encourage more everyday short journeys to be undertaken by active travel. The consultation received a total of 51 questionnaire responses. Through the consultation it was established that 94% of respondents welcomed more money being spent on cycling and walking in Workington and 71% felt the proposals in the Workington LCWIP would encourage them to cycle or walk more often.
- 4.6 A follow up public consultation was undertaken in February 2022, presenting the updated priority cycling and walking networks reflecting the feedback received in the first consultation. 52 responses were received, showing the same strong desire for future investment in cycling and walking infrastructure.
- 4.7 The Workington Local Cycling and Walking Infrastructure Plan (2022 – 2037) is included in Appendix 1.

5.0 OPTIONS

- 5.1 That Members approve the Workington Local Cycling and Walking Infrastructure Plan.
- 5.2 That Members approve the Workington Local Cycling and Walking Infrastructure Plan with recommended changes.
- 5.3 That Members do not approve the Workington Local Cycling and Walking Infrastructure Plan.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct resource implications arising from the recommendations in this report.
- 6.2 Should the Council be successful in obtaining funding for the LCWIP from the DfT, there may be future maintenance requirements that would have to be met from the local committee. (SEA 10/06/2022)

7.0 LEGAL IMPLICATIONS

- 7.1 The Local Committee is authorised to accept the recommendation to approve the Workington Local Cycling and Walking Infrastructure Plan ('LCWIP'). As per part 3A section 2 of the constitution, Members can delegate authority to the Executive Director – Economy and Infrastructure to make any necessary minor amendments to the Workington LCWIP prior to its publication. Members should note that as per Part 3A section 2.5 of the constitution - where a power is delegated to an officer "in consultation" with a member or another officer, the law requires that the discretion of the officer is not fettered. This means that the decision must be taken by the officer alone, and must not be a joint decision with the member or other officer, or a decision by a member in consultation with the officer. SD 10/06/22

8.0 CONCLUSION

- 8.1 The Workington LCWIP provides a prioritised investment plan for cycling and walking in the Workington area over the next 15 years.
- 8.2 The LCWIP considers the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.
- 8.3 The LCWIP is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

16th June 2022

APPENDICES

Appendix 1: Workington Local Cycling and Walking Infrastructure Plan (2022 - 2037)

Electoral Division(s): All in Workington

Executive Decision

	No
--	----

Key Decision

	No
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If a Key Decision, is the proposal published in the current Forward Plan?

		N/A
--	--	-----

Is the decision exempt from call-in on grounds of urgency?

	No
--	----

If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

		N/A
--	--	-----

Has this matter been considered by Overview and Scrutiny?
If so, give details below.

	No
--	----

Has an environmental or sustainability impact assessment been undertaken?

		N/A
--	--	-----

Has an equality impact assessment been undertaken?

		N/A
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

The County Council Committee for Allerdale approved a recommendation for £15,830 to allow the urgent development of a Workington LCWIP on 15th September 2020.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Nicola Parker, Senior Programme Manager Cycling and Walking
Email: nicola.parker@cumbria.gov.uk

June 2022

**Workington
Local Cycling and
Walking
Infrastructure Plan
(LCWIP)
2022 - 2037**



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Why is an LCWIP important for Workington?	
2. Existing Context	Page 6-9
National policy context	
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Foreword

I am pleased to introduce Cumbria County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Workington, which outlines the proposed network of key cycling and walking routes in the district. The plan will work in conjunction with our wider infrastructure plans, including the Cumbria Transport Infrastructure Plan to support transport and connectivity, which will help Cumbria to become one of the best-connected rural geographies in the UK, whilst also incorporating the growth of Cumbria and responding to climate change.

The LCWIP identifies cycling and walking improvements at a local community level and is designed to facilitate a long-term approach to developing cycling and walking networks. Encouraging people to adopt a more active lifestyle will benefit their health, but collectively this will have a positive impact on net zero carbon emissions.

This document gives a summary of the county council's goals and objectives, while sharing more specific information about the communities that we have consulted with in Workington.

I'd like to thank all the residents, businesses, and visitors for their support and feedback on engagement and consultations to date.



Cllr Keith Little
Cumbria County Council Cabinet Member for Highways and Transport

It is a real privilege to live in a part of the country with such a strong sense of community, heritage, and stunning scenery right on our doorstep, especially in Allerdale. Our aim is to encourage more people to take up walking and cycling within Workington, to improve connectivity between communities, boost *health and wellbeing*, and tackle climate change.

Through the delivery of the LCWIP we want cycling and walking to become the preferred way to travel for shorter journeys. Good infrastructure is key to achieving this and the LCWIP will ensure the right conditions are put in place to encourage people to cycle and walk more often.

A more coherent, direct, and safe network of routes will allow residents and visitors to explore the fantastic cultural and historic assets we have on our doorstep, as well as the stunning scenery. Additionally, we should not underestimate the role active travel will play in supporting the recovery of the economy. Through better connections and travel options, people will have access to education, training, and employment opportunities, which will contribute to a healthy, more reliable workforce.

I'm delighted with the progress that has been made through Allerdale Local Committee and I would also like to acknowledge the efforts of all who have taken the time to share their views and opinions.



Cllr Alan Barry
Cumbria County Council Chair of Allerdale Local Committee

Vision and aim

What is a Local Cycling and Walking Infrastructure Plan?

A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a document that identifies and prioritises cycling and walking improvements at a local level. It sets out an approach for developing prioritised routes over the period of the Plan (2022-2037), with the aim of **encouraging more people to make journeys on foot or by bike.**

The focus of the LCWIP is the improvement of routes used for **everyday shorter journeys**, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way. Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the LCWIP aims to prioritise future investment where the most benefits can be realised. The LCWIP is not a funded plan. However, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.

The LCWIP has been developed using principles set out in the Government's first Cycling and Walking Investment Strategy, 2017. This Strategy sets out the ambition "**to make walking and cycling the natural choices for shorter journeys or as part of a longer journey**". Government guidance outlining a recommended approach for developing LCWIPs has also been followed.

The LCWIP is based on data and evidence of existing and future potential need and demand. It has also been guided throughout by effective engagement with partners, stakeholders and the public.

The LCWIP covers Workington, with a focus on the urban centre but including links to surrounding communities such as Flimby, Seaton, Bridgefoot and Distington.

The LCWIP provides:

- Plans showing the most important routes for development
- Priorities and timescales for development
- A detailed evidence base to support future delivery funding bids
- A basis for securing government funding or developer contributions


Why is an LCWIP important for Workington?

Creating attractive places to live and work

Allerdale District employs approximately 40,700 people, which accounts for 19% of all employment in Cumbria. A significant proportion of Allerdale’s employment is concentrated in the LCWIP study area and primarily within Workington itself. The coastal town is a major retail centre for west Cumbria, with Washington Square the main shopping area in the town centre,. Manufacturing also forms a significant part of the economy with paperboard and precision engineering firms employing local people.

Investment in the streets where people live or work can create more attractive and desirable places. Improvements to the street scape can encourage more people to walking and interact with their surroundings, promoting journeys on foot, generating a greater sense of pride in their town and increasing wellbeing.

Responding to the climate crisis



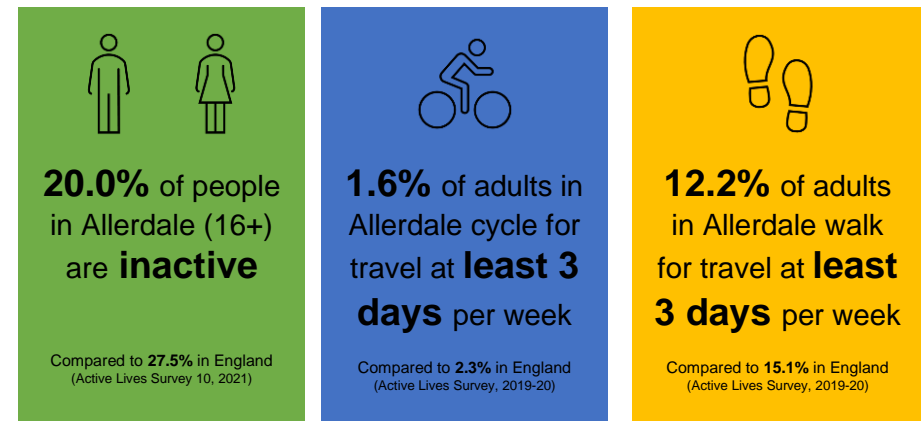
Transport accounts for **27%** of the UKs greenhouse gas emissions – **61%** of this is from cars and taxis

(DfT Transport Statistics for Great Britain 2021)

Cumbria has set itself an ambitious challenge to be the first carbon-neutral county in the UK by 2037 (Cumbria Zero Carbon Partnership, 2021). De-carbonising transport is key to achieving this goal. Cycling and walking has a much lower carbon footprint compared to other forms of transport and undertaking more journeys on foot or by bike will help to tackle climate change. The LCWIP for Workington focusses on everyday short journeys such as those to work, school and the shops, where there is the greatest potential for change.


Supporting health, wellbeing and access for all

Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways of enabling adults and children to meet the recommended levels of physical activity. The LCWIP for Workington has an important role to play in promoting behavioural change. By setting out well planned networks that connect people to the places they want to go and focussing on inclusive design that ensures access for all, the LCWIP presents a real opportunity for behavioural change that will last for generations to come.



The health cost of inactivity to Allerdale is **£1,700,000** every year
(Sport England Local Sport Profiles)

Improving accessibility and social inclusion



25% of households in Workington are **without access** to a car or van

Compared to 26% in England and Wales (Census 2011)

Households who struggle to access employment and education opportunities, key services and facilities due to transport poverty can suffer from social exclusion. Cycling and walking are generally affordable modes of transport, accessible to most people. Enabling people to walk or cycle to the places they want to travel to can facilitate social inclusion. The LCWIP for Workington aims to connect people to jobs, education and each other, which is especially important when other modes of transport are not available.

Improving the tourism offer

Workington is a historic market and industrial town at the mouth of the River Derwent. Its location on the west coast makes the town well placed for access to the western Lake District and coastal landscapes, with fantastic leisure cycling and walking opportunities. Workington is one of two potential starting points for the 'Sea to Sea' (C2C) cycle route, one of the UK's most popular challenge routes, ending in either Tynemouth or Sunderland on the east coast. The Hadrian's Cycleway, a 174 mile route from Ravenglass to South Shields in Tyne and Wear, also runs through the town.

Workington is a tourist destination in its own right, with a number of heritage and cultural attractions such as the Helena Thompson Museum. The Workington LCWIP aims to join many of these attractions together, facilitating walking and cycling trips across the town and wider connections to communities along the coast.



Existing Context

National policy context

Gear Change: A bold vision for cycling and walking (DfT, 2020) ^[1]

Sets out the governments vision for the delivery of far higher quality cycling infrastructure. Accompanied by Local Transport Note 1/20 with new ambitious cycle design standards.

Cycling and Walking Investment Strategy (DfT, 2017) ^[2]

Aims to make active modes of transport the natural choice by 2040. Sets out the need for LCWIP to inform locally targeted investments.

Future of Mobility: Urban Strategy (DfT, 2019) ^[3]

Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys’.

Clean Air Strategy (DEFRA, 2019) ^[4]

A change to more sustainable modes of transport is key to delivering a reduction in emissions.

Decarbonising Transport: A Better, Greener Britain (DfT, 2021) ^[5]

Sets out the government’s commitments and actions needed to decarbonise the UK’s transport system.

Key Local Policy documents include:

- Cumbria Transport Infrastructure Plan, 2022-2037 ^[8]
- Cumbria Local Industrial Strategy, 2019 ^[10]
- Cumbria Cycling Strategy, 2017-2022 ^[11]
- Allerdale Local Plan, 2011-2029 ^[9]
- Economic Recovery Plan, 2020 ^[12]
- Destination Borderlands and the Borderlands Growth Deal, 2021-2031 ^[13]
- Cumbria Rural and Visitor Economy Growth Plan, 2017 ^[14]

National and local policy has guided and shaped the development of the Workington LCWIP. The Plan supports key environmental, health, social, economic and sustainable mobility goals to better connect **people** and **places**.

UK Net Zero Target (2020) ^[6]

National target to bring all greenhouse gas emissions to net zero by 2050

Inclusive Transport Strategy (DfT, 2019) ^[7]

A need for inclusive infrastructure with streetscapes designed to meet the needs of all travellers.

Local policy context

There are strong levels of support for cycling and walking in existing local policy.

The **Cumbria Transport Infrastructure Plan (CTIP)**^[8] recognises the role that active travel schemes can play in improving health, access to education, employment and services and supporting the local economy. The CTIP places active travel centrally in the aim to develop a ‘Clean and Healthy Cumbria’.

The **Allerdale Local Plan, 2011-2029**^[9] cites cycling and walking as key mechanisms to achieve the goals outlined in several policies including:

- Policy S16 – Town Centre and Retail
- Policy S21 – Developer Contributions
- Policy S22 – Transport Principles
- Policy S24 – Green Infrastructure

The Allerdale Local Plan also sets out a number of housing and employment growth areas in the borough which need to be considered when developing the active travel network. The main locations for housing within the Workington LCWIP area are at Stainburn Road (130 dwellings), Main Road, Harrington (115 dwellings) Whitecroft (300 dwellings), the former Southfield School (65 dwellings) and land off Seaton Road, Seaton (150 dwellings). Employment land is allocated at Oldside, Jubilee Road, Branthwaite Road, the Glasson Industrial Estate and at Lillyhall.

The Allerdale Infrastructure Delivery Plan, 2018 identifies sustainable transport schemes required to support the delivery of the Allerdale Local Plan and has been informed by the **Allerdale Transport Improvements Study, 2018**.

The Allerdale Climate Change Action Plan, 2021 provides a blueprint for accelerating climate action and a green recovery at a local level. The plan includes the ambition to decarbonise transport through a reduction in traffic and a shift to more sustainable modes.

Transport and placemaking schemes

Workington is benefiting from significant investment across several transport and placemaking schemes. These schemes aim to improve the districts offer as an attractive place to live, work, study, visit and invest. They also feature improvements to connectivity by sustainable and active modes of travel. Schemes include:

Workington Town Deal

- In 2021 Workington secured £23m from the Government's Town Fund.
- The award follows submission of a Town Investment Plan (TIP) to Government which outlines proposals to support economic growth,

through improvements in transport, connectivity, skills and culture. The TIP sets out a long-term strategy for change, driving sustainable growth in the town through urban regeneration and improvements to local transport networks, complement existing regional and national routes.

- Projects included as part of the TIP focus on providing high quality public realm, urban connectivity, and green infrastructure across the town centre. Detailed proposals are still in development but are likely to include improved crossings on key routes, better connections to heritage areas and to the retail centre and upgrades to encourage more pedestrian and cyclist movements along the Hadrian's Cycleway (NCN72) on Central Way.

Levelling Up Fund (LUF)

- Allerdale Borough Council are currently preparing a bid to the Government's Levelling Up Fund.
- The bid includes elements of cycling and walking which align closely to proposals in the LCWIP.
- Funding for delivery is subject to the bid being successful.

How do people currently make local journeys?

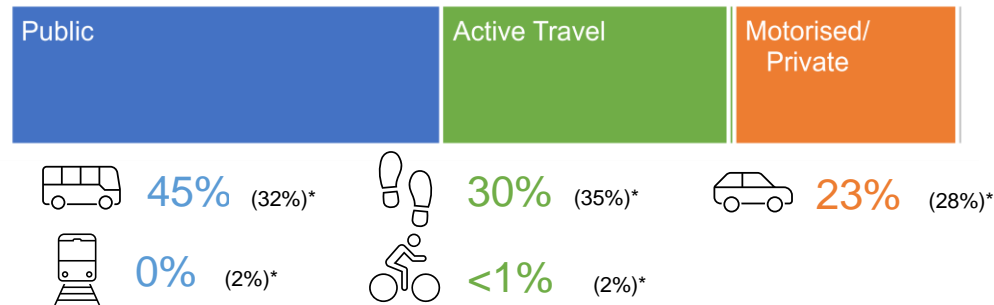
National **travel to work** data from 2011^[15] shows high levels of containment with 66% of residents within the Workington LCWIP area also working within Allerdale. 26% commute to Copeland Borough primarily for employment in Whitehaven or at Sellafield. Only 8% of residents travel outside of Allerdale and Copeland for work.

Despite short commuting distances there is a high level of car dependency with around **73%** of trips using this mode of travel. Only **2%** of journeys to work were found to be made by cycling and **19%** by walking.

Travel to school ^[16] data indicates **30%** of children in Allerdale walk to school, whilst **<1%** cycle. Private motorised transport as a means of getting to school accounted for **23%** of journeys.

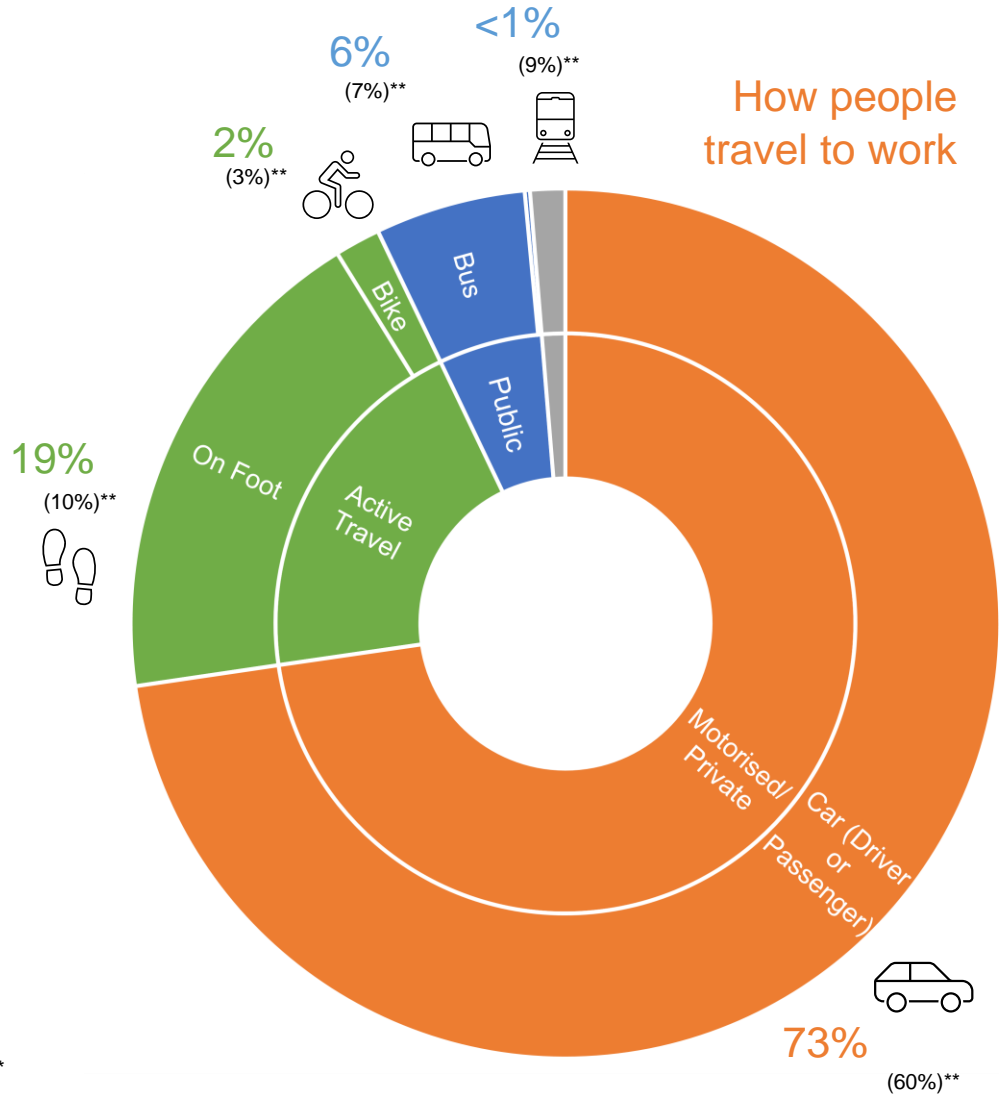
The most popular cycle routes ^[17] for both school and travel to work journeys are typically linear connections providing access to Workington from the north and south. Links from and Seaton (Calva Brow, Workington Road and Seaton Road) in the north and Salterbeck in the south are key as they converge on the town centre and/or are located within proximity to larger educational establishments.

How children travel to school



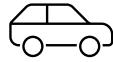
Based on Allerdale Borough average v * County average. Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Allerdale Borough pre-COVID. Statistics are based on 2089 respondents countywide and 325 respondents for schools in Allerdale Borough.

How people travel to work



Based on averages within LSOA relevant to the Workington LCWIP area v ** England average. Data taken from 2001 Census. Method of Travel to Work.

Potential for more walking and cycling



73%
of **journeys to work** are made by private motorised transport in the Workington LCWIP area

however..

40%
of **journeys to work** are **<5km^[18]**



21%
of **journeys to work** are **<2km^[18]**

but did you know...

Distances of **5km** can be covered in **20 minutes** by **bike**



Distances of **2km** can be covered in **25 minutes** on **foot**



71% of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.

Levels of cycling and walking in Workington increased during the COVID-19 lockdown in Spring/Summer 2020. This was in part because roads were less busy and quieter, offering more desirable conditions for cycling and walking. The reduction in traffic emissions also led to improvements in air quality. As people returned back to places of work and to school, levels of cycling and walking reduced. This demonstrates that the potential for cycling and walking exists if the right conditions are put in place. Improvements to active travel infrastructure will form part of this.

Despite high levels of car dependency across the Workington LCWIP area, a high proportion of everyday journeys to work, school or the shops are within a distance which is easily achievable either on bike or on foot.

An initial round of public consultation on the Workington LCWIP undertaken in July/August 2021, asked for feedback on what would encourage people to change to cycling and walking for short journeys. Findings were consistent with national data whereby, a large proportion (73%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops, to/from leisure activities and transporting children or other people were the main reasons given.

Cycling and walking infrastructure

Developing the LCWIP

The LCWIP for Workington has been developed in accordance with government guidance and has followed a six stage process.

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies and delivery plans.



Engagement and public consultation

Public consultation and stakeholder engagement have played a key part in the development of the Workington LCWIP with an initial public consultation undertaken in July/August 2021 and a follow up in February 2022. In addition, regular workshops have been undertaken with key stakeholders throughout.

The initial public consultation focused on gaining an understanding of:

- Current travel behaviour – cycling and walking journeys and why these are undertaken;
- Public opinion on the current active travel provision in Workington;
- Any barriers on active travel routes that may prevent cycling and walking;
- What would encourage modal shift to cycling or walking for short journeys; and,
- Feedback on the emerging priority cycling network.

A total of **51 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Workington LCWIP. This consultation focused on:

- Gauging the level of support for the draft prioritised cycling and walking network plans;
- Whether the network and interventions proposed would encourage the respondent to use active modes more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A total of **52 responses** were received for this consultation.

The results of the consultation exercise demonstrate a **desire for future investment** in cycling and walking infrastructure. Responses emphasised the importance of providing **safe, segregated routes** that provide **direct connections** to the places people want to get to. The need to provide routes that were **separate from other modes of travel** was a common theme in the responses and was identified as a key measure for encouraging more cycling and walking. The creation of more **direct** cycling and walking routes, and **more road crossings** were also supported, along with **lower speed limits** and **better wayfinding/signage**.

The main perceived barriers to cycling and walking were:

- Busy roads
- Quality of routes
- Feeling unsafe
- Junctions that are difficult to cross

The draft priority cycling and walking networks presented received a **high level of support** and the majority of respondents felt that the proposals would encourage them to cycle or walk more often.

“Getting out on a safe and well-maintained pathway has been a Godsend during the pandemic. I don’t go far, it’s lovely to see and enjoy the lovely nature on my doorstep. There is so much wildlife to see and enjoy, it’s so uplifting and great for mental health.”

- a local resident, open ended question response,
July/August 2021

Existing cycling and walking routes

26% felt the existing cycling routes **do not** connect to the places they want to go

16% felt the existing walking routes **do not** connect to the places they want to go

Cycling and walking barriers and opportunities

53% identified “**busy roads**” as top 3 reason for why it is difficult to cycle

36% identified “**feeling unsafe**” as top 3 reason for why it is difficult to walk

63% identified “**cycle routes separated from other modes of travel**” as a top 3 reason for encouraging them to cycle more

60% identified “**better maintained pavements/footways**” as a top 3 reason for encouraging them to walk more

“I think cycle routes would be good round all areas, keep kids active and safe and off the streets.”

- A local resident, open ended question response, February 2022

“Better signage and publicised routes starting in Central Workington [*would encourage me to walk more*]. I don't own a car so walking places needs to be from where buses drop me off and easy to get to with clear signage.”

- A local resident, open ended question response, February 2022

Support for proposals

83% said they would support cycling and walking improvements even when this could mean less space for other road traffic

94% welcomed more money being spent on cycling and walking in Workington

79% strongly agreed or agreed with the routes prioritised in the draft Workington LCWIP cycling network

82% strongly agreed or agreed with the improvements identified in the draft Workington LCWIP walking network

71% felt the proposals in the Workington LCWIP would encourage them to cycle or walk more often



See Workington LCWIP Technical Report Appendix C for copies of the Consultation Reports

Cycling infrastructure improvements

On-Highway Fully Segregated Cycleways



Segregated cycleways offering separation from pedestrians and motor vehicles.

Photo shows a stepped cycle track.

On-Highway Lightly Segregated Cycleways



Light segregation providing a protected space.

Photo shows light segregation using 'wands'.

Off-Road Cycleways



Greenways providing rural connections. Shared use paths where pedestrian number are low.

Photo shows a greenway with segregated facilities.

Upgrades to Existing Facilities



Removal of through-traffic to create Low Traffic Neighbourhoods. Slowing traffic i.e. 20mph zones.

Photo shows a Low Traffic Neighbourhood.

Road Crossings and Junctions



Strong visual priority for cyclists and walkers on side junctions. Crossings and junctions offering separation and improved safety.

Photo shows a 'CYCLOPS' junction.

Secure Cycle Parking



Short stay and long stay solutions that are secure and positioned at strategic locations.

Photo shows a secure cycle hub.

The Workington LCWIP broadly identifies the types of improvements that could be implemented. All improvements are subject to funding and further development.

Walking infrastructure improvements

Public Realm



Enhancing the look and feel of an area through, planting, paving, seating, and street art.

Photo shows public realm improvements.

Blended Footways



Continuing footways across junctions to enforce pedestrian priority.

Photo shows a blended footway.

Maintenance

Short term maintenance to bring a route up to standard or planning for longer term maintenance.

Increased Surveillance

Improving sightlines, additional access points or installing CCTV.

Footway Widening

Proving adequate footway widths.

Speed Reduction

Through physical traffic calming measures, enforcement cameras or public realm.

Dropped Kerbs and Tactile Paving

Improving access for pedestrians with limited mobility or sight impairments.

Reduced Kerb Radii

Limiting the speed of motor vehicles at junctions to allow pedestrians to cross more safely

Road Crossings



Widening refuges, improving timings, signals and markings.

Photo shows an improved signalised junction.

Wayfinding



Providing simple directional signage, larger maps or interactive screens

Photo shows information and wayfinding signage.

Cycling network

The Priority Cycling Network reflects the importance of connectivity across the city to increase active travel and reduce car journeys. Key aspects of the network include:

- Connections to the town centre and railway station;
- Links to education sites including Workington Academy and Lakes College West Cumbria;
- Links to surrounding villages including Seaton, High Harrington, Stainburn, Great Clifton and Flimby
- Access to allocated housing and employment sites; and,
- Incorporation of the Hadrian's Cycleway (NCN72) and Sea-to-Sea Cycleway (NCN71), providing leisure-based route options.

Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the numbers of people cycling and walking.



See Workington LCWIP Technical Report Appendix A for a copy of the Cycling Network Map

The network incorporates new cycling routes and improvements to existing routes, alongside existing provision to provide a coherent, direct, safe, comfortable, and attractive cycle network for Workington.

Workington LCWIP Cycling Network



Workington LCWIP Walking Network

The walking network map shows Primary and Secondary routes to Workington Town Centre Core Walking Zone. Throughout the lifespan of the LCWIP a more complete walking network will be established by identifying routes and improvements for other Core Walking Zones.

Walking network

As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary and secondary routes linking into those Core Walking Zones.

- **Core Walking Zones** are areas with the highest potential for footfall such as town centres and employment sites.
- **Primary routes** are those routes that are generally the most direct and have the highest usage.
- **Secondary routes** are alternative routes that are generally less direct but quieter

The LCWIP identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Workington Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and further detail is provided in the LCWIP Technical Report.

Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.



See Workington LCWIP Technical Report Appendix A for a copy of the Walking Network Map

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KEY

Current Allocated Housing Site	Green Space	Railway Station	River
Current Allocated Employment Site		Schools / Colleges	Railway Line

WR1 Hall Brow / Workington Road / Seaton Road	WR5 Central Way Cycle Track
WR2 Ramsey Brow / Stainburn Road	WR6 Jane Street / Oxford Street / Station Road
WR3 Washington Street / Guard Street / High Street	CWZ1 Core Walking Zone (c. 400m)
WR4 Washington Road / Harrington Road / Mossbay	

Prioritisation

In developing the LCWIP, government guidance setting out a recommended approach to prioritising networks of walking and cycling routes, has been followed. The guidance recommends that priority should be given to areas which have the **greatest potential for increasing cycling and walking trips** and offer the **greatest value for money**.

The delivery of all improvements identified in the Workington LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

The cycling routes have been prioritised as shown on the adjacent plan. The routes have then been categorised according to the targeted timescale for delivery:

- **Funded:** These will be delivered in line with the timescales of the funding source
- **Priority 1:** Delivery within 5 years (2026/27), subject to funding
- **Priority 2:** Delivery within 8 years (by 2029/30), subject to funding
- **Priority 3:** Delivery 8 years plus (post 2029/30), subject to funding.

See Workington LCWIP Technical Report Appendix B for a copy of the Prioritised Cycling Network Plan



PRIORITISATION		
Priority	Target Years (Subject to Funding)	Target Timescale (Subject to Funding)
Funded	Green	2026 / 2027
Priority Group 1	Blue	Within 5 Years
Priority Group 2	Orange	2029 / 2030
Priority Group 3	Red	8+ Years
		Post 2029 / 2030

KEY

- Current Allocated Housing Site
- Current Allocated Employment Sites
- Green Space
- Railway Station
- Schools / Colleges
- Railway Line
- River
- NCN 7 National Cycle Network
- Existing cycle route (no improvement planned)
- Longer term improvement linked to route 12
- Long term aspirations

Conclusion and next steps

The Workington LCWIP provides a prioritised investment plan for cycling and walking in Workington over the next 15 years.

The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The LCWIP for Workington is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

The document will be used to assist in securing funding for the delivery of the identified improvements.

Further information

For further information please refer to our webpage for accompanying reports:

www.cumbria.gov.uk/cyclingandwalking

- Workington LCWIP Technical Report
 - Appendix A – Cycling Network Plan and Walking Network Plan
 - Appendix B – Cycling Prioritised Network Plan
 - Appendix C – Supporting Information
- Consultation Reports

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COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1st July 2022

From: Executive Director – Economy & Infrastructure

SPEED LIMIT ORDER - B5289 HIGH HILL, KESWICK AND C2054 BRANTHWAITE ROAD, LILLYHALL

1.0 EXECUTIVE SUMMARY

- 1.1 *The purpose of this report is to provide the Local Committee with the background and details of proposed changes to the speed limit at B5289 High Hill, Keswick and C2054 Branthwaite Road, Lillyhall; following statutory consultation and advertisement of the Order referred to in paragraph 3.1 of this report.*
- 1.2 *A copy of the Notice, which summarised the proposed restrictions is attached as Appendix 1.*
- 1.3 *Plans showing the proposed changes are attached as Appendices 2 and 3.*
- 1.4 *A copy of the Council's Statement of Reasons for proposing to introduce the Order is attached as Appendix 4.*
- 1.5 *The report will enable the Local Committee to consider whether to approve the Order for implementation, taking into account letters of representation received during statutory consultation and advertisement.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The proposed traffic restrictions are designed to improve traffic flow and traffic management within the areas assessed, whilst also providing a safe and effective transport network.*
- 2.2 *The restrictions which are proposed comply with Cumbria County Council's forward plan of creating a safe and secure community, whilst providing a high quality environment for all.*
- 2.3 *There are no Equality implications at this stage.*

3.0 RECOMMENDATION

- 3.1 *That having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this report, the Local Committee agrees that “The County of Cumbria (B5289 High Hill, Keswick) (40mph Speed Limit) and (C2054 Branthwaite Road, Lillyhall) (30mph Speed Limit) Order 20><”, (“the Order”) be brought into operation, as advertised.*

4.0 BACKGROUND

- 4.1 A Temporary Traffic Regulation Order (TTRO) is currently in operation for a 40mph speed limit at B5289 High Hill, Keswick and is due to expire in August 2022; therefore a statutory consultation and advertisement has been undertaken to allow the Local Committee to consider the continuation of this arrangement on a permanent basis.
- 4.2 The temporary 40mph limit had been implemented in conjunction with the introduction of cycle lanes along B5289 High Hill, in order to moderate traffic speeds to promote the use of these cycle lanes, whilst also moderating speeds as traffic leaves the A66 and approaches Keswick.
- 4.3 The proposed 30mph limit at C2054 Branthwaite Road, Lillyhall is intended to moderate vehicle speeds on the approach to Lillyhall Industrial Estate as traffic leaves the A595, whilst approaching a newly constructed roundabout and accesses to new and existing sections of the industrial estate.
- 4.4 One response was received in relation to proposals at B5289 High Hill, from the Lake District National Park Authority in support of proposals. A drawing detailing the proposed changes is attached as Appendix 2.
- 4.5 There were no responses received in relation to proposals at C2054 Branthwaite Road. A drawing detailing the proposed changes is attached as Appendix 3.

5.0 OPTIONS

- 5.1 The Local Committee agree the recommendation at paragraph 3.1.
- 5.2 The Local Committee agree the recommendation at paragraph 3.1 IN PART.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Should Members agree the recommendation at paragraph 3.1, implementation costs of £6k for B5289 High Hill, Keswick will be funded by the Local Committee Minor Road Safety Improvements budget (APM).
- 6.2 Should Members agree the recommendation at paragraph 3.1, implementation costs for C2054 Branthwaite Road, Lillyhall will be funded by a private developer via a S278 Agreement.
- 6.3 Should Members agree the recommendation at paragraph 3.1, there will be an ongoing maintenance commitment from the Local Committee for both proposals. (SEA 17/6/22)

7.0 LEGAL IMPLICATIONS

- 7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 (“the 1984 Act”) detailed below, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report for the reasons specified at sections 1(1) (a) and (c) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 7, namely: -
 - (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- 7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are: -
 - a) The desirability of securing and maintaining reasonable access to premises;
 - b) The effect on amenities of an area;
 - c) The national air quality strategy prepared under section 80 of the Environment Act 1995;
 - d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and,
 - e) Any other matters appearing to the authority to be relevant.
- 7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers

REPORT AUTHOR

Philip Groom
Traffic Management Officer
philip.groom@cumbria.gov.uk

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CUMBRIA COUNTY COUNCIL

THE COUNTY OF CUMBRIA (B5289 HIGH HILL, KESWICK) (40 MPH SPEED LIMIT) AND (BRANTHWAITE ROAD, LILLYHALL) (30 MPH SPEED LIMIT) ORDER
20><

1. The Cumbria County Council hereby give notice that it proposes to make the above Order under Section 84 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to: -
 - (a) Introduce a 40 mph speed limit along that section of the B5289 High Hill, Keswick, from its junction with the A66, extending in an easterly direction to a point approximately 90m west of its junction with the U2880 Church Lane; and
 - (b) Reduce the existing 50 mph speed limit to a 30 mph speed limit on C2054 from its junction with the A595 to a point 300m south-east (grid ref: 302612 / 525352).

(Note: - Emergency service vehicles and Special Forces vehicles will be exempt from the speed limits.)

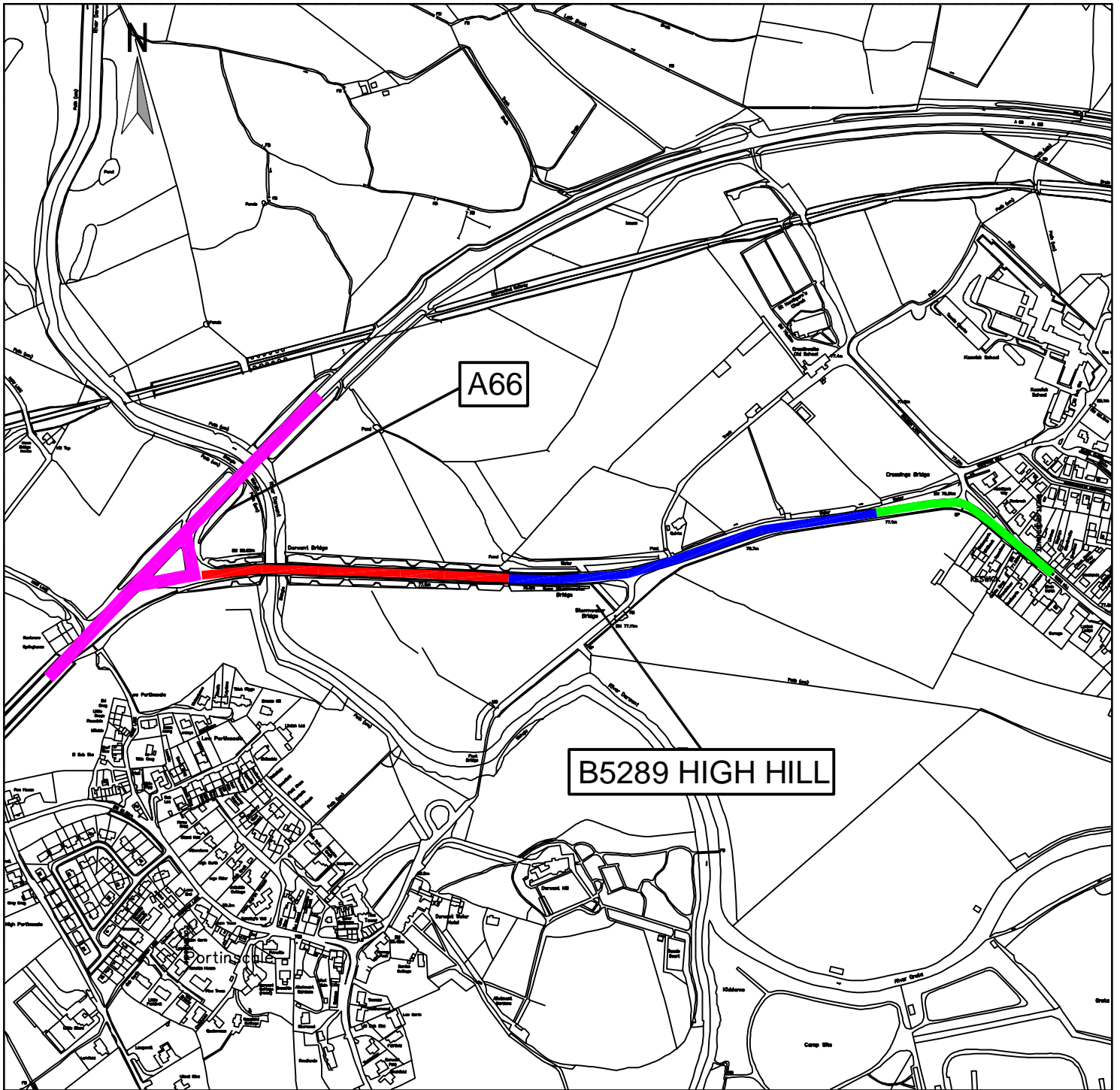
PLEASE REFER TO THE DOCUMENTS ON DEPOSIT AND ON THE WEBSITE FOR FULL DETAILS.

3. Full details of the proposed Order, together with a plan showing the lengths of road concerned, and a statement of the Council's reasons for proposing to make the Order, may be viewed on the Council's website using the following link: -
<https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>, on deposit at: - Keswick Library, Heads Lane, Keswick, CA12 5HD; and Workington Library, 8A Oxford St, Workington CA14 2NA, and may otherwise be obtained by emailing kim.baxter@cumbria.gov.uk.
4. If you wish to object or to make representations in relation to the proposed Order you should write to the undersigned, or email kim.baxter@cumbria.gov.uk, not later than 2 June 2022, marking your correspondence with reference KB/4.4.1086/15.001596

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle, CA1 1RD

Dated 12 May 2022

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KEY

- Existing National Speed Limit
- Existing 30mph Limit
- Existing 40mph limit
- Existing TEMPORARY 40mph limit to be made permanent



Parkhouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SJ, Tel. 01228 673030

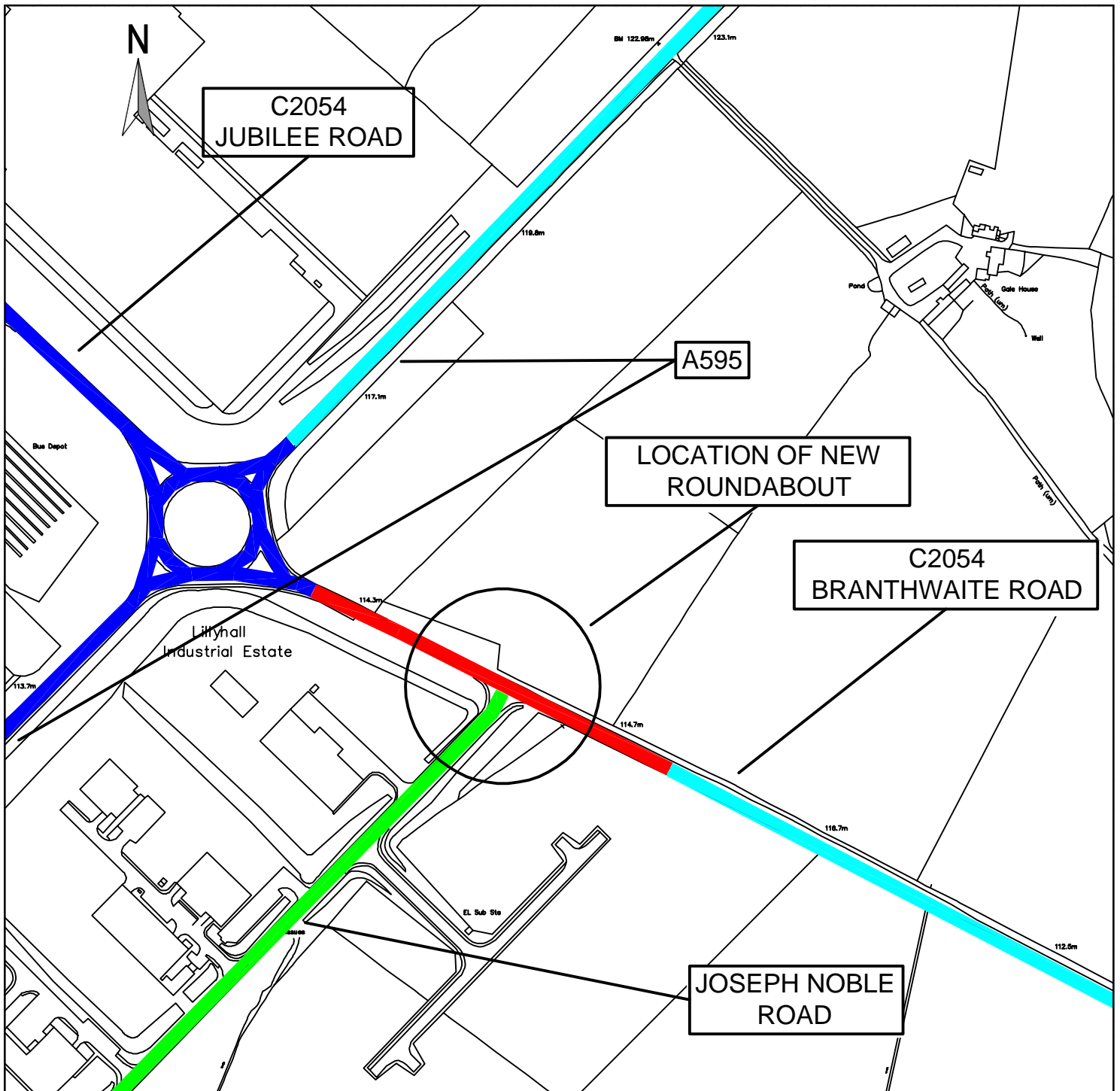
**B5289 High Hill Keswick
40mph Speed Limit**

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Drawing No. HHKSL//PNG001.Rev0

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KEY

- █ Existing National Speed Limit
- █ Existing 30mph Limit
- █ Existing 50mph limit
- █ Proposed 30mph limit to replace 50mph limit



Parkhouse Building, Kingmoor Business Park
CARLISLE, Cumbria, CA6 4SJ, Tel. 01228 673030

C2054 Branthwaite Road
Lillyhall
30mph Speed Limit

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THE COUNTY OF CUMBRIA (B5289 HIGH HILL, KESWICK) (40 MPH SPEED LIMIT) AND (BRANTHWAITE ROAD, LILLYHALL) (30 MPH SPEED LIMIT) ORDER
20><

STATEMENT OF REASONS

Cumbria County Council propose to make the above Order, for the following reasons specified in Section 1(1) Road Traffic Regulation Act 1984, namely to:

Proposal 1 – Introduce a 40 mph speed limit along that section of the B5289 High Hill, Keswick, from its junction with the A66, extending in an easterly direction for approximately 420m; in order to moderate vehicle speeds on the approach to Keswick as traffic leaves the A66

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Proposal 2 – Reduce the existing 50 mph speed limit to a 30 mph speed limit on C2054 from a point 80 metres south-east of its junction with Joseph Noble Road to its junction with the A595; in order to moderate moderate vehicle speeds on the approach to Lillyhall Industrial Estate as traffic leaves the A595, whilst approaching a newly constructed roundabout and accesses to new and existing sections of the industrial estate

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

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COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 st July 2022

From: Executive Director – Economy & Infrastructure

TRAFFIC REGULATION ORDER – B5289 HIGH HILL, KESWICK, A591 & U7003 THIRLMERE

1.0 EXECUTIVE SUMMARY

- 1.1 *The purpose of this report is to provide the Local Committee with the background and details of a proposed Traffic Regulation Order, following statutory consultation and advertisement of the Order referred to in paragraph 3.1 of this report.*
- 1.2 *A copy of the Notice, which summarised the proposed restrictions is attached as Appendix 1.*
- 1.3 *Plans showing the proposed changes are attached as Appendices 2, 3, 4 and 5.*
- 1.4 *A summary of responses received to each proposal is attached as Appendix 6.*
- 1.5 *A copy of the Council's Statement of Reasons for proposing to introduce the Order is attached as Appendix 7.*
- 1.6 *The report will enable the Local Committee to consider whether to approve the Order for implementation, taking into account letters of representation received during statutory consultation and advertisement.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The proposed traffic restrictions are designed to improve traffic management within the areas assessed, whilst also providing a safe and effective transport network.*

2.2 ***The restrictions which are proposed comply with County Council's forward plan of creating a safe and secure community, whilst providing a high quality environment for all.***

2.3 ***There are no Equality implications at this stage.***

3.0 RECOMMENDATION

3.1 ***That having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this report, the Local Committee agrees that "The County of Cumbria (B5289 High Hill, Keswick) (Prohibition and Restriction of Waiting at any time and Prohibition of Loading/Unloading, at any time) and (U7003 Thirlmere) (Prohibition of Motor Vehicles (except for access) and No Right Turn) and (A591 No U-Turn) Order 20><", ("the Order") be brought into operation, as advertised, EXCEPT that the following exemptions be added to the "Prohibition of Motor Vehicles (except for access)" restriction on the U7003 at Thirlmere: -***

(e) Class 3 invalid carriage

4.0 BACKGROUND

4.1 Temporary Traffic Regulation Orders (TTRO) are currently in place for two separate cycling schemes; B5289 High Hill, Keswick and U7003 Thirlmere (dam road). The respective TTRO's are due to expire in August 2022, and therefore the statutory consultation and advertisement has been undertaken to allow the Local Committee to consider the continuation of these arrangements.

4.2 Mandatory Cycle Lanes - B5289 High Hill, Keswick

Cycle lanes on both sides of the carriageway along a section of the B5289 High Hill, Keswick were introduced in 2020. This cycle provision is well used by cyclists. The lanes assist in narrowing the carriageway width, which in turn psychologically impacts drivers behaviour.

The proposed No Waiting at any time (double yellow lines) and Prohibition of Loading/Unloading along this section ensures that the cycle lanes remain free from obstruction by parked vehicles. Whilst driving in a mandatory cycle lane can be enforced by the Police, a parked vehicle cannot and therefore relies upon the Council's Parking Services team to enforce such waiting/loading restrictions. A drawing detailing the proposal is attached as Appendix 2.

One representation was received regarding this proposal; a summary can be found at Appendix 6. ***Officers recommend implementing this proposal as advertised.***

4.3 Various Restrictions – A591 and U7003, Thirlmere

Supporting walls along the dam structure at Thirlmere have narrowed the carriageway in such a way that prevents two-way traffic. Officers have considered various design options to maintain traffic flow, however the majority are unfeasible due to the narrow carriageway width, length of the road over the dam structure and / or practicalities of enforcement.

An Active Travel scheme has therefore been designed to promote active travel modes and enable a pleasant, traffic-free environment over the dam structure.

The proposed restrictions relating to this project are as follows:

- Prohibition of Motor Vehicles (except for access) along the U7003, Thirlmere (dam road), detailed in Appendix 3
- Prohibition of Right Turn (No Right Turn) from the U7003 onto the A591, detailed in Appendix 4
- Prohibition of U-Turn (No U-Turns) on a section of the A591, detailed in Appendix 5

One response was received regarding this proposal; a summary can be found at Appendix 6. ***Officers recommend implementing this proposal as advertised.***

5.0 OPTIONS

5.1 The Local Committee agree the recommendation at paragraph 3.1.

5.2 The Local Committee agree the recommendation at paragraph 3.1 IN PART.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 Should Members agree to the recommendation at paragraph 3.1, implementation costs for those restrictions relating to Thirlmere will be funded by United Utilities through a S278 Agreement.

6.2 Should Members agree to the recommendation at paragraph 3.1, implementation costs of approximately £3k for the B5289 proposal would need to be funded by the Local Committee Keswick TRO budget.

6.3 Should Members agree to the recommendation at paragraph 3.1, there would be an ongoing commitment for maintenance costs from the Local Committee revenue budget for all proposals. (SEA 17/6/22)

7.0 LEGAL IMPLICATIONS

7.1 The County Council, as Traffic Authority, must take into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984

("the 1984 Act") detailed below, in considering whether it is expedient to agree to the implementation of the Order detailed in this Report for the reasons specified at sections 1(1) (a), (c) and (f) of the 1984 Act, as set out further in the attached Statement of Reasons which is attached as Appendix 7, namely :-

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

(f) for preserving or improving the amenities of the area through which the road runs.

7.2 Under Section 122(2), the matters which must be taken into account in exercising that duty are:-

(a) The desirability of securing and maintaining reasonable access to premises;

(b) The effect on amenities of an area;

(c) The national air quality strategy prepared under section 80 of the Environment Act 1995;

(d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(e) Any other matters appearing to the authority to be relevant.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 g) of the Constitution, approve the making of traffic regulation orders in accordance with powers under Parts I, II and IV of the Road Traffic Regulation act 1984, **except** for the making of Traffic Regulation Orders which involve the introduction for on-street residents permits, which are delegated to the Executive Director – Economy and Infrastructure subject to a decision of the appropriate member body to introduce such charges. (KB - 15.6.2022)

8.0 CONCLUSION

8.1 That the Order be brought into operation as per the recommendation in paragraph 3.1 of this report.

Angela Jones
Executive Director – Economy & Infrastructure

July 2022

APPENDICES

Appendix 1 – Statutory Notice

Appendix 2 – Proposal 1 – B5289 High Hill, Keswick

Appendix 3 – Proposal 2 – Prohibition of Motor Vehicles – U7003 (dam road)

Appendix 4 – Proposal 3 – No Right Turn – U7003 (western road)

Appendix 5 – Proposal 4 – No U Turn – A591

Appendix 6 – Summary of Representations

Appendix 7 – Statement of Reasons

Electoral Division(s): Keswick

** Please remove whichever option is not applicable*

Executive Decision	<input type="text" value="Yes*"/>
Key Decision	<input type="text" value="No*"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="text" value="N/A*"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="text" value="No*"/>
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="text" value="N/A*"/>
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="text" value="No*"/>
Has an environmental or sustainability impact assessment been undertaken?	<input type="text" value="N/A*"/>
Has an equality impact assessment been undertaken?	<input type="text" value="N/A*"/>

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Steph Davis-Johnston, Traffic Management Team Leader
Steph.davis-johnston@cumbria.gov.uk

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CUMBRIA COUNTY COUNCIL

THE COUNTY OF CUMBRIA (B5289 HIGH HILL, KESWICK) (PROHIBITION AND RESTRICTION OF WAITING AT ANY TIME AND PROHIBITION OF LOADING/UNLOADING, AT ANY TIME) AND (U7003 THIRLMERE) (PROHIBITION OF MOTOR VEHICLES (EXCEPT FOR ACCESS) AND NO RIGHT- TURN) AND (A591 NO U-TURN) ORDER 20><

1. Cumbria County Council hereby give notice that it proposes to make the above Order under Sections 1, 2 and Schedule 9 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to: -
 - (a) Prohibit any vehicle from waiting and from loading/unloading, at any time (including blue badge holders), along both sides of the B5289 High Hill, Keswick, from its junction with the A66, extending in an easterly direction for approx. 600m;
 - (b) Prohibit any motor vehicle from proceeding along the U7003 at Thirlmere (Dam road), from a point approximately 550m south-west of its junction with the A591 at Bridge End Farm, to a point approx. 63m east of its junction with “Raven Crag” car park southern fork;
 - (c) Prohibit any vehicle from making a right-turn (south-easterly) from the northern junction end of the U7003 at Thirlmere (western road), onto the A591; and
 - (d) Prohibit any vehicle from making a U-turn on the A591 between a point approx. 85m north-northwest of Smailthwaite Bridge, and a point approx. 363m east of its eastern junction with the U2922 Rough How Bridge road.

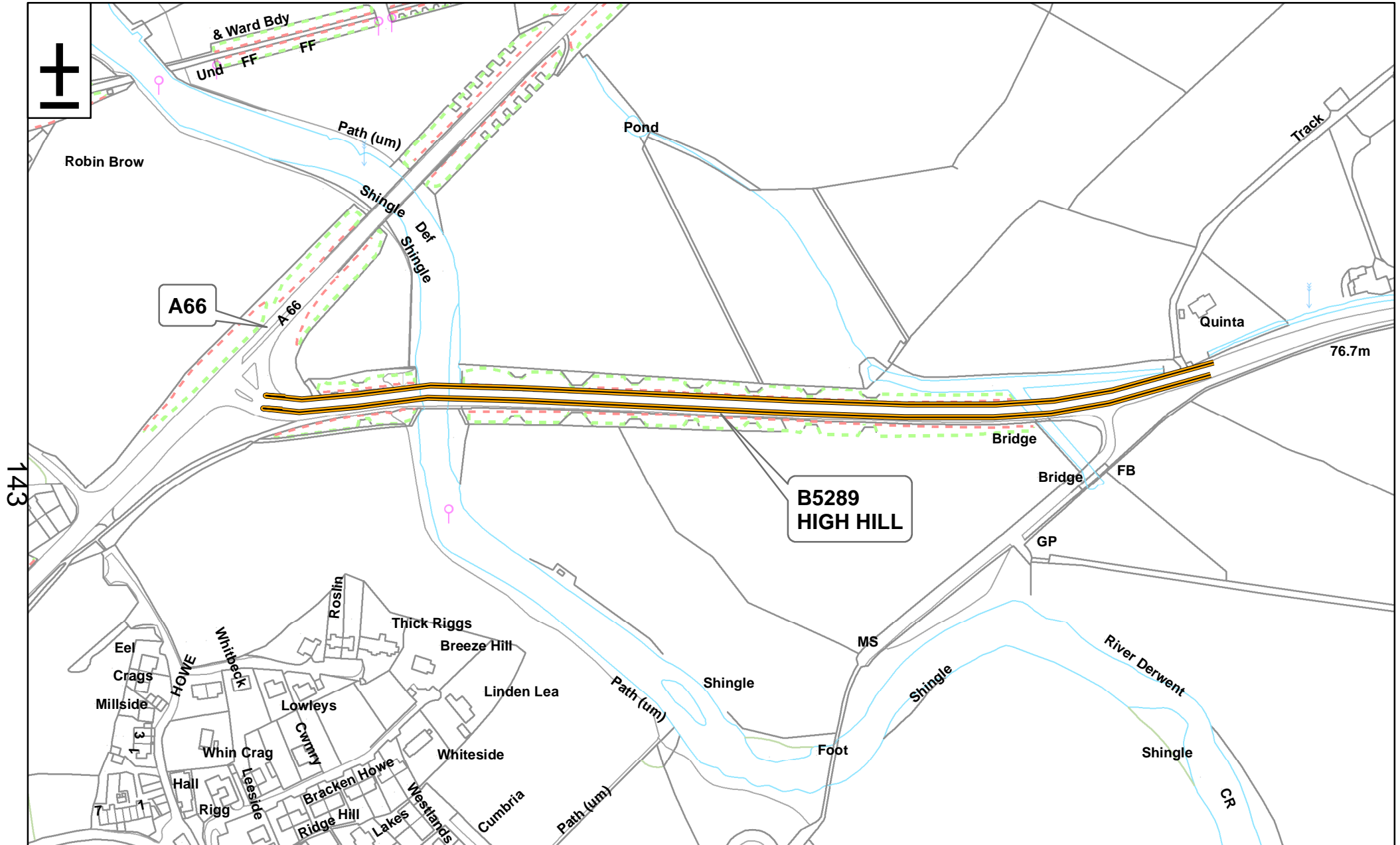
PLEASE REFER TO THE DOCUMENTS ON DEPOSIT AND ON THE WEBSITE FOR FULL DETAILS AND EXEMPTIONS (WHERE APPLICABLE).

3. Full details of the proposed Order, together with a plan showing the lengths of road concerned, and a statement of the Council's reasons for proposing to make the Order, may be viewed on the Council's website using the following link: -
<https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>, on deposit at: - Keswick Library, Heads Lane, Keswick, CA12 5HD; and may otherwise be obtained by emailing kim.baxter@cumbria.gov.uk.
4. If you wish to object or to make representations in relation to the proposed Order you should write to the undersigned, or email kim.baxter@cumbria.gov.uk, not later than 3 June 2022, marking your correspondence with reference KB/4.4.1087/15.001797.

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle, CA1 1RD

Dated 13 May 2022

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**Proposal 1
High Hill, Keswick**
Introduction of restrictions to support the proper use of the mandatory cycle lanes (with-flow)

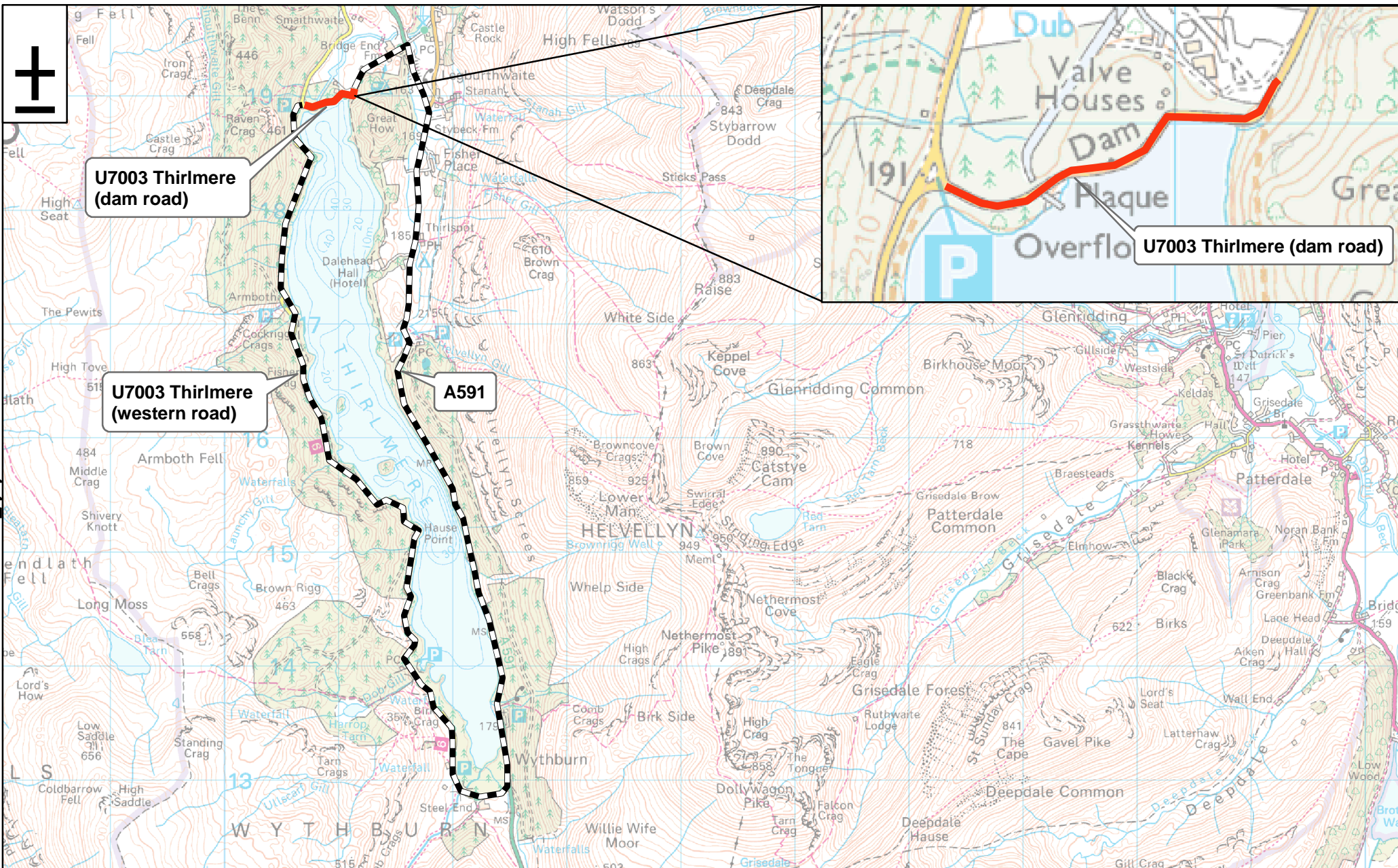
KEY
No Waiting at any Time and No Loading at any Time

Cumbria County Council
Cumbria Highways
Cumbria County Council
Joseph Noble Road
Lillyhall
Workington
CA14 4JH

Drawing No: G110/20/A315/PTR0

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U7003 Thirlmere (dam road)

U7003 Thirlmere (western road)

A591

U7003 Thirlmere (dam road)

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**Proposal 2
U7003 Thirlmere (dam road)**

KEY
Proposed Prohibition of Motor Vehicles (Except for Access)

Alternative vehicle route



Cumbria Highways
Cumbria County Council
Joseph Noble Road
Lillyhall
Workington
CA14 4JH

Drawing No: G110/20/A315/PTR0

Drawn By: SDJ

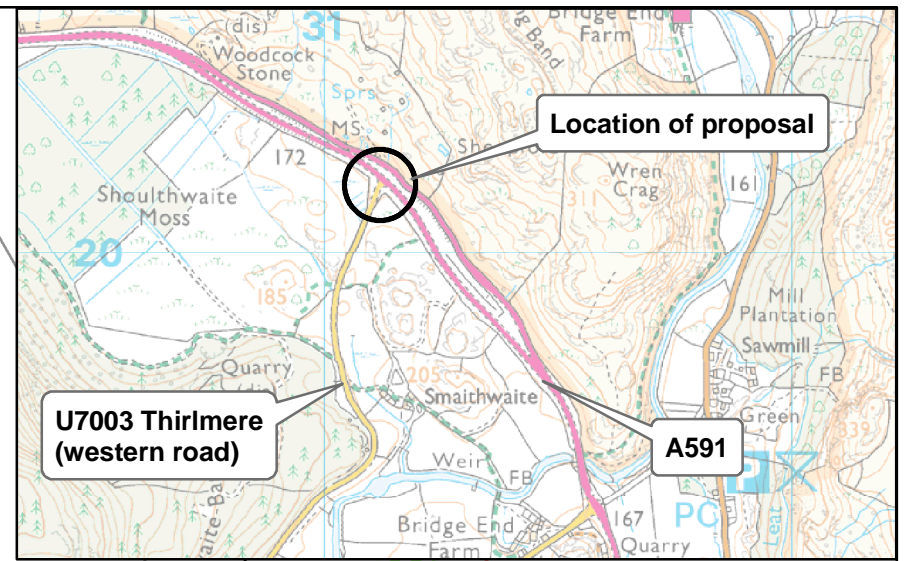
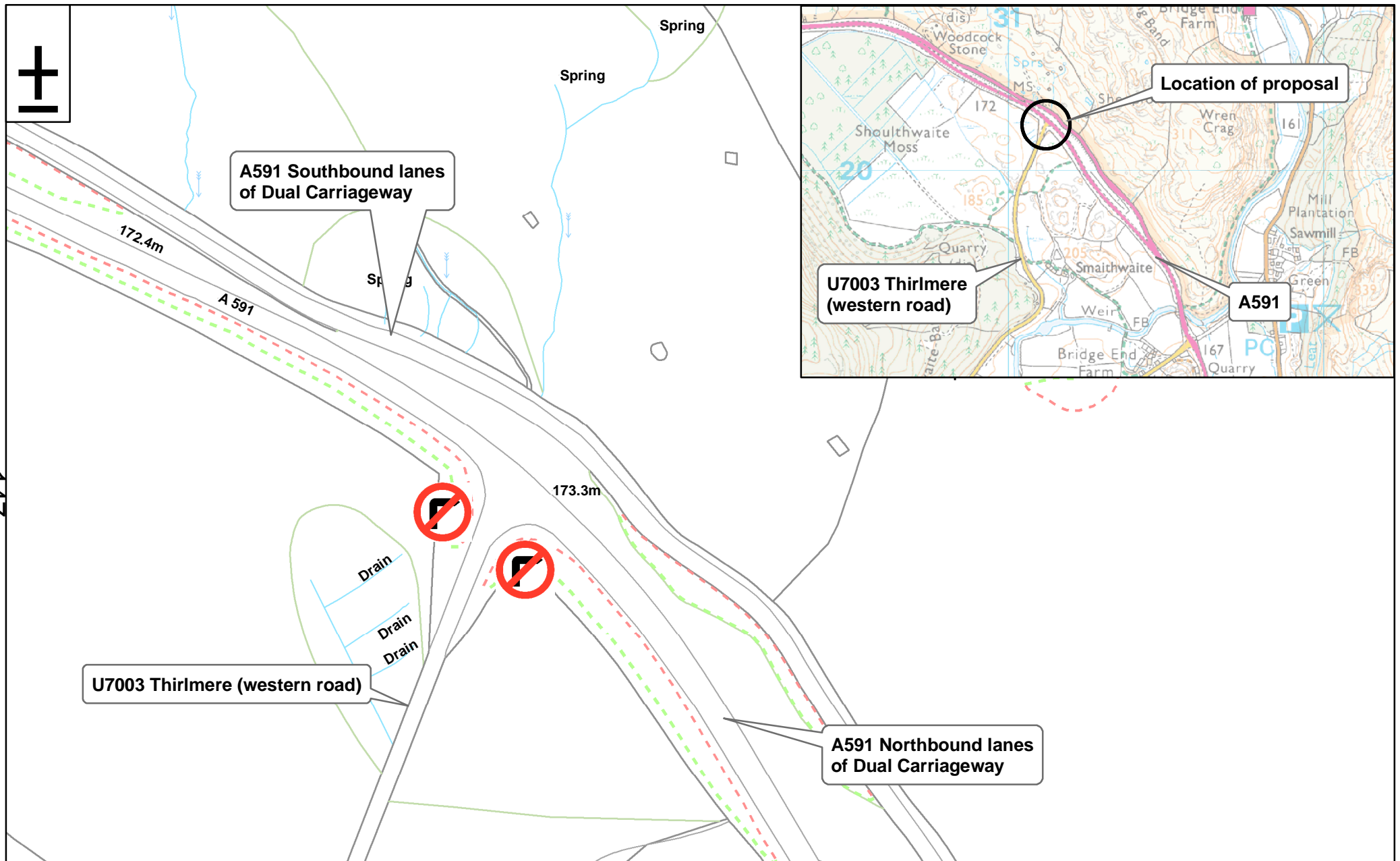
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Date: 03/05/2022

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Proposal 3
U7003 Thirlmere (western road) junction with the A591 (northbound section of dual carriageway)

Proposed introduction of No Right Turn for All Traffic from U7003 onto A591



Cumbria Highways
 Cumbria County Council
 Joseph Noble Road
 Lillyhall
 Workington
 CA14 4JH

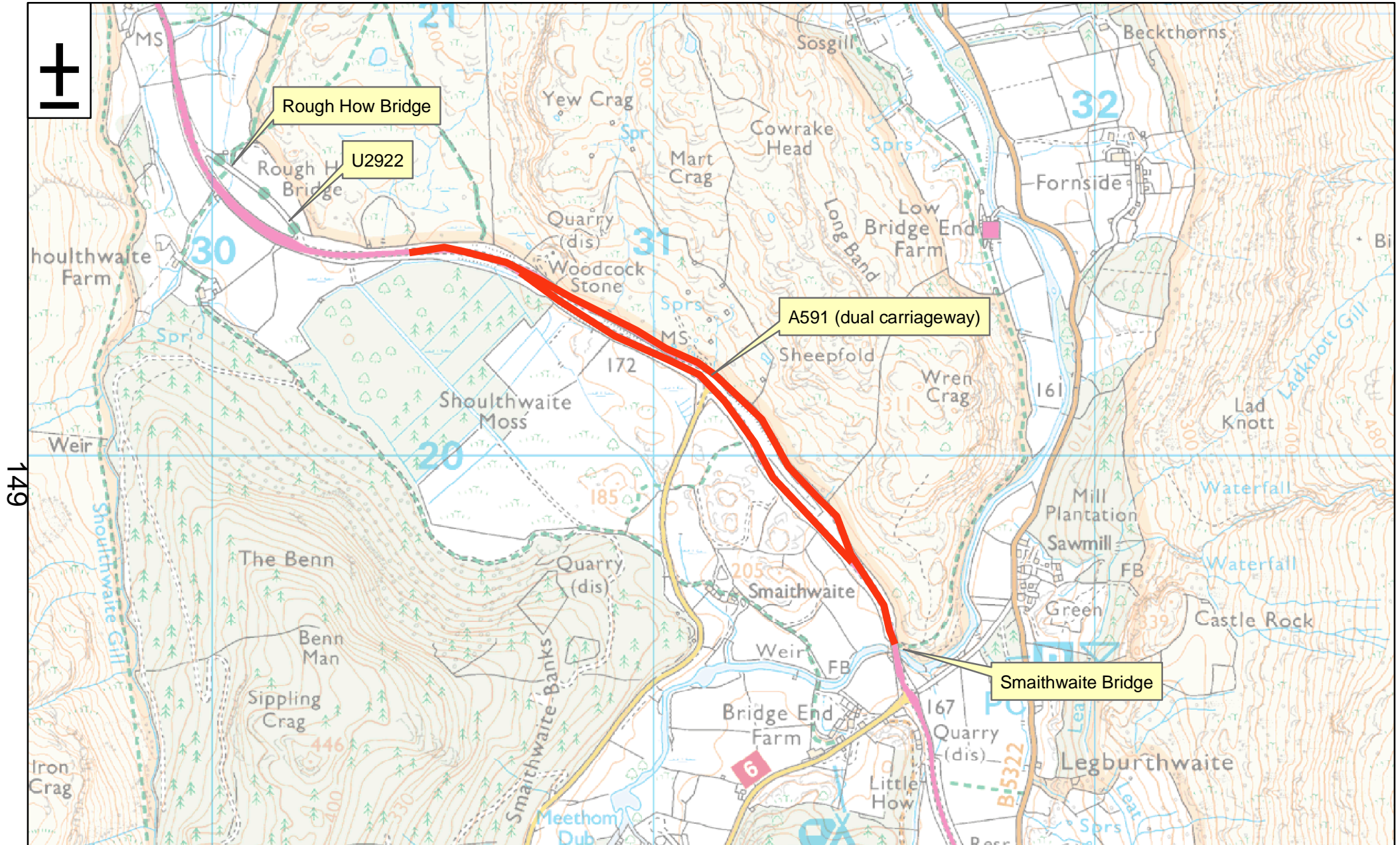
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Date: 03/05/2022

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**Proposal 4
A591**
**Proposed introduction of
Prohibition of U Turn**

KEY
**Proposed length of
Prohibition
of U Turn** ———



Cumbria Highways
Cumbria County Council
Joseph Noble Road
Lillyhall
Workington
CA14 4JH

Drawing No: G110/20/A315/PTR0

Drawn By: SDJ

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Date: 03/05/2022

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Summary of Representations

Proposal 1 – B5289 High Hill, Keswick

Summary of Response	In Favour / Objection
<p><i>Generally happy with the proposed parking restrictions in the cycle lanes, though it is very unusual for people to park along this road – though does happen occasionally and is clearly dangerous for cyclists. Query relating to the exact length of the restrictions. Raised concerns relating to speeding vehicles in the 40mph section of High Hill and requested improvement measures.</i></p>	<p>In Favour</p>

Officers response: Query relating to the exact length of the restrictions answered. Officers have investigated community concerns of speeding on High Hill, Keswick recently as part of the CRASH group. Investigations found good compliance with the posted speed limit. **Officers recommend to progress the proposal as advertised.**

Proposal 2, 3 & 4 – A591 & U7003 Thirlmere

Summary of Response	In Favour / Objection
<p><i>The Parish Council have concerns about limiting the right turns as in the event of emergencies when the A591 is shut the western road is the only route through the valley, so to prevent right turns on/off the dual carriage way would trap residents in the event of the A591 being shut. Can you confirm if this 'no right turn' would be subject to an exemption in the event of a road closure?</i></p> <p><i>Additionally, the Parish Council object to the proposal to close the dam to traffic entirely they feel that this is a loss of a significant visitor attraction, and the loss of heritage in that this is the only dam in the Lake District that can be driven over. If it is no longer possible to open the dam to two way traffic after the reinforcement works that United Utilities did on the dam wall alongside the road, then it should be opened to one way traffic</i></p> <p><i>The Parish Council also note concerns regarding the potential impact on emissions that these proposals would have, if the only way to access the Western Road from the north (Keswick end) is to drive all the way to northern end (West Head) end of the reservoir this is an</i></p>	

extra 8 miles of emissions for every visit, this must surely be against any Climate Change/mitigation policies that CCC have.

Finally the Parish Council have serious concerns that if this proposal is implemented that it would be likely to encourage people to perform a U-Turn at the northern end of the dual carriageway when coming from the Southern direction (Keswick end) to allow them to access Shoulthwaite road, this is a significant hazard and is likely to cause accidents.

Officers response: With regards the query regarding the No Right Turn proposal – The junction here exits onto the northbound section of the dual carriageway. The No Right Turn restriction is proposed to support the existing one-way of the dual carriageway and prevent drivers from mistakenly travelling the wrong direction on this section of high speed road.

If the A591 is closed at a point between the southern junction with the U7003 and the northern dual carriageway, and the Police use the U7003 as a temporary diversion, there would need to be some temporary revocation of the existing restrictions as traffic exiting the northern junction of the U7003 turning right would be contravening the one-way restriction applicable to the dual carriageway. Therefore, the No Right Turn would also need to be temporarily revoked should this be required.

A variety of solutions have been explored with regards their feasibility, considering design standards and safety assessments. Taking these matters into consideration, the Prohibition of Motor Vehicles restriction is the favoured option.

The recommended proposal will increase the length of journeys in motor vehicles, as the Parish Council points out. However, this section forms part of National Cycle Network Route 6 and transforms another section of this NCN route to traffic-free, encouraging more of our communities to choose cycling as a form of travel and transport. The government ambition is to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey, by 2040. This proposal also supports delivery of the County Council's Cumbria Cycling Strategy.

With regards the concerns of vehicles undertaking U-Turns to access Shoulthwaite Road, the proposal includes Prohibition of U-Turns along this section of the A591. The signed prohibition on site should discourage this manoeuvre from occurring and encourage drivers to find an appropriate place to turn should they require. **Officers recommend to progress the proposal as advertised.**

THE COUNTY OF CUMBRIA (B5289 HIGH HILL, KESWICK) (PROHIBITION AND RESTRICTION OF WAITING AT ANY TIME AND PROHIBITION OF LOADING/UNLOADING, AT ANY TIME) AND (U7003 THIRLMERE) (PROHIBITION OF MOTOR VEHICLES) ORDER 20><

STATEMENT OF REASONS

Cumbria County Council considers that it is expedient to propose to make the above order for the following reasons in Section 1(1) Road Traffic Regulation Act 1984:

Proposal 1 – B5289 High Hill, Keswick. To implement No Waiting at any time and No Loading/Unloading at any time restrictions along both sides of the B5289 High Hill Keswick, from its junction with the A66, extending in an easterly direction for approx. 600m. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Proposal 2 – U7003 Thirlmere (Dam Road). To prohibit motor vehicles from using a section of the U7003. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or.

(f) for preserving or improving the amenities of the area through which the road runs.

Proposal 3 – U7003 Thirlmere (Western Road, Northern Junction). To prohibit all traffic from making a right turn onto the A591. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

Proposal 4 – A591 (dual carriageway between Rough How Bridge and Smaithwaite Bridge). To prohibit any vehicle from making a U Turn. –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

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COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 July 2022

From: Executive Director – Corporate, Customer and Community Services
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AREA MANAGER REPORT

1.0 EXECUTIVE SUMMARY

1.1 *The purpose of this report is to bring Members up to date with the activity across Allerdale and any recent developments.*

1.2 *Area planning activity continues in the form of key projects and area working activity including development of projects and schemes associated with additional internal and external funding.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *The Allerdale Local Committee has both executive and non-executive duties as set out in the County Council's constitution.*

2.2 *Allerdale local committee is committed to the following priorities:*

- *Improving outcomes for Young People*
- *Encourage individuals, households and communities to live well and thrive*
- *Support individuals, households and communities to engage, and to feel enabled and empowered*

2.3 *Allerdale Local Committee has adopted key themes proposed by the Children and Young People's Partnership which are:*

- *Youth employment*
- *Improving accessibility to opportunities*
- *Mental wellbeing*
- *Good health for life*

2.4 ***The work of the local committee contributes to the achievement of the Council Plan 2018-2022 vision which is to be***

- ***A Council that works with residents, businesses and communities and other organisations to deliver the best services possible within the available resources.***

2.5 ***The outcomes of this vision are:***

- ***People in Cumbria are healthy and safe***
- ***Places in Cumbria are well-connected and thriving***
- ***The economy in Cumbria is growing and benefits everyone***

2.6 ***There are no negative equality implications arising out of the recommendations of this report.***

3.0 RECOMMENDATIONS

3.1 ***Members note the contents of the report.***

4.0 BACKGROUND

ACTIVITIES WITHIN ALLERDALE AND THE ISSUES FACING PEOPLE WHO LIVE HERE

ASPATRIA

4.1 **Aspatria Community Hub** – the community hub project is progressing. An architect has been appointed and is currently working on the detailed design drawings. Funding has been applied for and tenders for the build are expected to be returned by the end of July. Wider stakeholder engagement and engagement with the community is due to take place in July when detailed drawings are available.

4.2 **ParkPlay** - A playleader has now been recruited and ParkPlay in Aspatria commenced on Saturday **18 June**. This is free for all families to attend.

FLIMBY

4.3 **The Flimby Flood Alleviation Scheme** is progressing. Dialogue is ongoing with key stakeholders and work is continuing with landowners to enable the work to begin as soon as possible. Work is expected to commence late June, early July. The intention would be to progress with the drainage improvements to Coniston Avenue followed by the Penny Gill watercourse diversion and storage basin. Works would then be focussed at Catgill with a further watercourse diversion which includes an extensive upgrade to the culvert to Bragg Beck. The works are expected to take approximately four months to complete.

WORKINGTON

- 4.4 Allerdale Borough Council's application to Government for Town Deal funding has progressed to the final stage of assessment, giving increasing confidence of a positive outcome. The Workington Town Deal will deliver objectives from the Town Investment Plan and it's vision for Workington as a 'vibrant and well-connected commercial, civic and community hub for West Cumbria, loved by residents and visitors'.
- 4.5 Cumbria County Council has developed projects for the Town Deal, including improvements on the public highway to enhance the look and feel of Workington town centre. These aim to create more welcoming public realm that gives pedestrians better priority and improves intraurban connections between core retail, cultural and recreational areas.
- 4.6 With support from CCC officers, Allerdale Borough Council plan to engage local people and businesses in the Town Centre between 20-22 July 2022 based at on-street stalls and a vacant shop, the objective is to share information/ ideas and help inform design options, with further engagement planned later in the year.
- 4.7 **Extension of library opening hours** - Workington Library reintroduced Saturday opening from 7 May 2022. This has been positively received by the local community.
- 4.8 **Reintroduction of early year activities** - June saw the reintroduction of the popular Rhymetime and Storytots sessions for pre-school children in Workington Children's Library.
- 4.9 **Feed and Read** - In Workington, a Jubilee themed Feed and Read session was run at Workington Food Bank. Families who attend the food bank were invited to join in with games, crafts and challenges with a free healthy snack and take-home meal bag with the ingredients and a menu sheet to make a healthy family meal. This offered the opportunity to reach out to families who wouldn't normally visit a library building and promote library services.
- 4.10 **St Michael's Safer Streets project** has now drawn to an end after CCTV, street lighting, community events and security measures being added to many properties. The impact from the pre and post survey results show a much improved feeling of safety both at home and in the neighbourhood:
- 4.11 Feeling of safety when in the home
- Pre-survey in the daytime 89% and post survey 95%
- Pre-survey in the nighttime 59% and post survey 92%
- 4.12 Feeling of safety when out in the area
- Pre-survey in the daytime 75% and post survey 72%
- Pre-survey in the nighttime 35% and post survey 76%

4.13 Feeling safe from burglary

Pre-survey in the daytime 46% and post survey 90%

Pre-survey in the nighttime 33% and post survey 95%

MARYPORT

4.14 **Libraries: La'al Collective** - Maryport Library has linked with the La'al Collective, an arts organisation, who has been working with 7 primary schools in Maryport on a project exploring their marine heritage on Maryport coast.

4.15 During the project, the children have created their own story - a chapter per school including artwork. The story is to be told through shadow puppetry, which will be filmed and a QR code created to link to the film.

4.16 Maryport Library is part of the Sands of Time story trail comprising of an exhibition around the town, displaying children's work. This can be seen in the windows of Maryport Library.

4.17 **Community Alcohol Partnership (CAP)** won the CAP of the Year at a recent national award for tackling underage drinking and promoting the health and wellbeing of local young people. The CAP which works in the Maryport area is an example of successful partnership work between organisations and the community working together to improve the health and wellbeing of young people. Working with retailers we were able to promote positive messages relating to safe drinking at community events. Working closely with Netherhall School 28 young students have now engaged in the Young Health Champions course – a valuable Level 2 Public Health qualification equivalent to a GCSE, designed to offer the confidence and skills to become health champions.

4.18 This has had a positive impact on the young people's lives, helping them make their own informed lifestyle choices and present health campaign messages to other young people and the wider community. The feedback from the young people demonstrates the success of the programme with all participants saying they would recommend the course to others and that taking part in the programme has improved their knowledge of healthy behaviours.

SILLOTH

4.19 **Silloth Family Fun Day Event**- a free family fun day event took place on 11 June at Solway Community Sports Centre. The event replicated the same model that was used at the recent Maryport event and delivering awareness of local support and organisations for families whilst offering a fun themed element. Twenty organisations attended showcasing their services and included activities such as face painting, crafts, trampolines, free refreshments with the local fire station and library also delivering activities and information. Approximately 150 people attended the day.

KESWICK

- 4.20 **Ashness Bridge Pier, Derwent Water** The Infrastructure Recovery Programme (IRP) slope repair work will be undertaken on the B5289. The IRP requires interim slope repairs on the B5289 close to Ashness Bridge Pier, Keswick. This work is due to start at the beginning of July (date to be confirmed shortly) with 2 way traffic lights for a period of 1 day. An overnight road closure will also be necessary to allow the contractor to install rock armour. It is expected that the works will take around 2 weeks to complete.
- 4.21 The Environment Agency, Natural England and Lake District National Park have all been fully informed and will continue to be involved. Local residents, businesses and Parish Councils in the Keswick, Borrowdale and Newlands Valley areas will be notified by the most appropriate communication method, letter / leaflet drop, emails, social media and CCC press release in advance of works starting.
- 4.22 **Feed and Read** - Keswick Library welcomed families during the May half term holiday to Jubilee themed Feed & Read sessions. Families were invited to join games, crafts and challenges with a free healthy snack and take-home meal bag with the ingredients and a menu sheet to make a healthy family meal. Participants completed Jubilee and royalty related crafts and activities.

WIGTON

- 4.23 **Bothel** – The community development team supported the capital programmes team with an engagement event on 11 May 2022 relating to the A595 Torpenhow junction project
- 4.24 **A595 Torpenhow Junction Update** The Bothel strategic improvement project is being delivered in 2 phases. Phase 1 is the Torpenhow/Greyhound Inn Junction and Phase 2 is the wider scheme. Phase 1 has been fully designed and the Council is ready to enter a contract for the Construction to deliver the junction improvements on the ground between July and December 2022 (subject to a Council Key Decision to award the contract). The construction cost of the improvements to the Torpenhow/Greyhound Inn Junction is between £2.6 and £2.8m and the total project value accounting for land purchase, utility diversions, accommodation works, and design fees is £4.3m. The project is funded by the Cumbria Local Enterprise Partnership 'Getting Building Fund' and Cumbria County Council. A public information event on the 11 May 2022 showed public support for the scheme which will improve the safety by creating a new section of the 'Torpenhow' road resulting in a staggered junction with two right hand turn lanes. The progress of the wider Phase 2 scheme is dependant on a funding announcement from the Department for Transport
- 4.25 **Feed and Read** - Wigton Library welcomed families during the May half term holiday to Jubilee themed Feed & Read sessions. Families were invited to join games, crafts and challenges with a free healthy snack and take-home

meal bag with the ingredients and a menu sheet to make a healthy family meal. Participants completed Jubilee and royalty related crafts and activities.

ALLERDALE WIDE

- 4.26 **The UK Shared Prosperity Fund** Details have been announced with an allocation of £10,585,623 to Cumberland area of which £3,842.852 has been allocated to Allerdale. This fund forms part of the UK government's Levelling Up agenda and replaces EU funding. Nationally it provides £2.6 billion of new funding for local investment by March 2025, with all areas of the UK receiving an allocation from the Fund via a funding formula rather than a competition.
- 4.27 Every part of the UK will receive an allocation for the years 2022-23, 2023-24 and 2024-25 (£400m in Year 1, £700m in Year 2, £1.5bn in Year 3). The primary goals of the UKSPF are to build pride in place and increase life chances across the UK underpinned by three investment priorities:
- Community and Place
 - Supporting Local Businesses
 - People and Skills (funding in Year 3)
- 4.28 The Fund can be used flexibly to support interventions via:
- grant to public or private organisations
 - commissioning third party organisations
 - procurement of service provision
 - in-house provision
- 4.29 Important dates:
- Investment plan submissions window: 30 June 2022 to 1 August 2022
 - First payments expected to lead local authorities: from October 2022
 - Funding period: April 2022 to March 2025
- 4.30 **£2million CCC Reserve** A recent press release outlined the launch of a new £2million Cost of Living Reserve from Cumbria County Council. This is in response to rising costs and the challenges some families are facing. It is anticipated Local Committee will have a part to play in the distribution of funds. This is to be confirmed and members will be updated once more detail is available.
- 4.31 **Community Ownership Fund** The second round of funding opened on 11 June, The Department for Levelling Up, Housing and Communities (DLUHC) announced that community groups across the UK can bid for levelling up funding to take ownership of assets and amenities at risk of closure such as pubs, music venues, sports facilities, and historic buildings for the benefit of the public.

- 4.32 Groups will be able to bid for a share of the government's £150 million Community Ownership Fund to rescue cultural buildings in their area, as the second round of funding is open.
- 4.33 **Homes for Ukraine** As of 13 June 2022, Allerdale has welcomed 57 guests of which 26 are children. There are 36 hosts. The dispersal of guests, in Allerdale is very broad due to rurality of the hosts. Local authorities have been given additional responsibility for re-matching in the event of any breakdown with hosts. Cumbria County Council Health and Wellbeing Team are directly supporting Ukrainian Refugees across the County with home checks, access to funds when guests arrive and additional support where identified.
- 4.34 **Refugee Resettlement** There are still new arrivals under the Syrian and Afghan Resettlement Schemes. Cumbria County Council continue to support refugees on arrival
- 4.35 **Asylum Hotels and Dispersal** Asylum seekers who have been residing in hotels are being moved into permanent residency. Everywhere in the country is now designated as an "asylum dispersal area" where previously this was an opt in scheme.
- 4.36 **Cumbria Community Foundation Welcome Fund** This grant assists refugees and asylum seekers including Ukrainian guests with a grant of up to £500 per family. This grant can be claimed in retrospect, therefore any expenses incurred that have led to financial hardship prior to applying would be considered
- 4.37 **Digital Inclusion Project** – Funding has been secured for a digital inclusion project in Allerdale and Copeland. This is a collaborative project with the library service and external partners to increase digital skills across the two districts. The project includes two workstreams, a digital support handbook and a digital borrowing device scheme. The digital support handbook will be delivered to every household in the two districts and be available in a range of locations. It will provide information on local organisations who can offer digital support and training along with some useful digital tips and tricks. The borrowing device scheme will be piloted in Workington and Whitehaven libraries and will enable library members to borrow an android device, equipped with data and useful applications, for a set period of time.
- 4.38 **Adult Learning** - Learners are starting to return to the classroom. Adult Learning in Allerdale have seen 155 Skills Enrolments and 415 Community Learning Enrolments up to 1 June 2022. Learners are currently sitting GCSE/Functional Skills Exams this includes many ESOL (English for speakers of other languages) learners sitting qualifications. Courses have been delivered throughout Allerdale which has included IT courses in Wigton and Keswick and an Art course in Keswick. The team are planning to increase delivery of outreach across Allerdale. Since the end of May 2022 there has been an increase in Ukrainian Learners with introductions being made through the Conversation Café. A further two new Beginners English Support Courses have been introduced based in Workington Library and Christ Church Hub in Cockermouth.

- 4.39 The 22/23 Autumn Term brochure will be delivered to households in August. The work with our various partners across Allerdale has increased this year which has enabled us to delivered additional courses including, Healthy Eating on a Budget, Art for Heath & Wellbeing, IT and IT for ESOL (English for speakers of other languages). There has been significant interest from Schools across Allerdale for our Family Learning Provision. After our latest recruitment campaign, we have successfully appointed a tutor and courses will commence September 2022.
- 4.40 **Healthy Start vitamins-** The Healthy Start scheme in Cumbria has now launched meaning all pregnant women in Cumbria are eligible to receive free vitamins for themselves up until baby is born and if breast or dual feeding, up until 6 months after birth. Families with children up to the age of two are also eligible to receive free children's vitamin drops and those with children between two and four can continue to collect the drops using their Healthy Start pre-paid card. There are 49 community venues across the county stocking and distributing the vitamins including libraries, food hubs, community and children's centres. Pregnant women will initially receive theirs at ante-natal appointments then signposted to any of the 49 venues. At the point of vitamin collection, mums and families are encouraged and supported to apply for the Healthy Start pre-paid card by trained staff which, if eligible, means they can receive up to £8.50 per week for food and milk on a pre-paid card.
- Latest data from the Healthy Start website suggests uptake of the healthy start pre-paid card has increased significantly since the vitamins scheme in Cumbria launched from 48% at the end of 2021 to 73% in March 2022.
- 4.41 **National Breastfeeding Week** (27 June – 3 July 2022) The community team are supporting this week by working together with midwives, health visitors and the children's centres to deliver a timetabled week of events across the county. The BAPS groups both at Seaton and Maryport library will be hosting celebratory sessions with local partners attending and visits from the infant feeding coordinators. The team will also be working collaboratively with children's centre staff to host a drop in event at the Minto Centre where BAPS peer supporters will be on hand to chat to mums and families
- 4.42 **Operational Respect Community Days** - The Community Development Team are supporting Cumbria's Local Focus Hub and Housing Partners to deliver four Operation Respect Community days which will take place in Allerdale on 21 July (Maryport), 9 August (Salterbeck) 25 August (Wigton) and 15 September (Workington). The aims and objectives are to tackle issues that have a detrimental effect on the quality of the community and promote partnership working. There will be a focus on clean neighbourhoods, preventing anti-social behaviour, health and wellbeing, social inclusion and food and fuel advice. Partners including HAWCS, Social Prescribers, Health Coaches and Community Rail as well as the multi-agency hub team will ensure they are impactful days for the residents and community
- 4.43 **Suicide Safer communities launch-** Following the Suicide Safer Communities event in Maryport on 4 May there will now be further community meetings based on the ideas that came from that event. These

will include targeting schools as well as the agricultural and manual labour sector. A key focus of the suicide safer communities project is about empowering people to take action against suicide in their communities and in their homes and the community team will continue to work alongside and support the various agencies involved including the setting-up of AndysManClub in Workington.

- 4.44 **Clean Air Day 16 June** – a coordinated campaign with partners for Clean Air Day including communications to raise awareness and a poster competition with schools around Active Travel and Safe Parking Pledges and the interlinked health impacts of air pollution.
- 4.45 **Dementia Action Week:** A number of dementia friendly activities, information sessions, tea dances, training for carers were delivered by the leading experts in dementia training from Stirling University.
- 4.46 A new 12 week programme for people with early onset dementia and their carers which was part funded by Allerdale Local Committee, has just successfully completed with it's first cohort. The Allerdale Memory and Later Life Team delivered the course, and transport was provided where this was a barrier. Lakes College provided the venue, light lunch made and served by the catering students and the health and care students supported the delivery of the sessions gaining some hands on work experience in a safe setting towards their social care courses. The feedback from the attendees has been positive and the next course is now in the planning for September.
- 4.47 **Papercut Mobile Printing System** - In recent months, wireless printing has been introduced across Cumbria Libraries. This means that people can now print directly from their own devices, whether it be laptops, tablets or phones, and scan to their own email addresses. To make use of this service, customers must do an initial registration of their email address with library staff. The introduction of this service fills a gap in provision, that was often requested by customers and improves the ICT offer.
- 4.48 **Jubilee Activities** - Jubilee themed activities and competitions were on offer across Allerdale Libraries, with children writing their message to the Queen, imagining what they would do if they were monarch for the day and taking part in a design a cupcake competition, which will see the winning entry created by Café West at Workington Library. Libraries got into the spirit of the celebrations with themed displays, town window competitions and decorations.
- 4.49 **Author Talks** - As part of Local History Month, retired Coroner, Ian Smith, attended Workington Library on 25 May to give a talk on his book and previous work as coroner in South Cumbria. The talk was well received.
- 4.50 June is National Crime Reading Month, and a series of countywide events has been planned which includes author talks and murder mystery evenings.
- 4.51 **Library Support for “Homes for Ukraine” scheme** - Workington Library, along with the other 5 main libraries across the county, are supporting the “Homes for Ukraine” scheme by carrying out DBS checks as part of the host

approval process. Hosts are invited to make appointments or drop into Workington Library for their checks to be completed.

4.52 The popular English Café at Workington Library has seen newly arrived Ukrainians attend and access library facilities. A summary sheet of useful resources in Ukrainian has been made available across all Allerdale Libraries and the Cumbria Libraries website updated to reflect these resources.

4.53 **Street Tag** - Every Local Committee across Cumbria agreed to fund Street Tag. The first season 26 January - 21 April 2022 has now successfully been completed with feedback gathered from participating schools to help shape future delivery. Headline statistics are detailed below. The top performing schools in Allerdale were Grasslot Infants School and Maryport C of E Primary school

- Schools signed up – 94
- Players signed up – 4,200
- Miles travelled – 485,224
- Virtual tags scanned – 1.5 million
- Steps counted – 424 million

4.54 **Social Media update** – The team launched the Allerdale Community Development Facebook page in March and have gradually been building their following. The team post planned content relating to events and themes which link to local priorities along with sharing posts from other organisations. Throughout May 32 posts were made which reached over 9k people. The most popular posts included the local activities arranged by the Allerdale and Copeland team to promote Dementia Awareness Week and advertising the team providing health and wellbeing material at the Workington Reach Out event.

THE YEAR AHEAD

4.55 The Public Health and Communities team continue to lead and support projects which meet Local Committee and Council priorities. The team are working on a number of projects which vary in length, along with supporting many ongoing initiatives.

4.56 Appendix 1 sets out clearly what the team, with member support commit to achieving prior to the end of County Council.

4.57 In addition to project work the team will continue to deliver support and facilitate a number of pieces of work to strengthen our communities and improve public health. This includes working with support groups, community groups and third sector organisations supporting refugees, hardship and young people and supporting Local Focus Hub initiatives.

CONSULTATIONS

4.58 Workington Town Centre Public Realm and Connectivity project

A communications plan has been drafted, starting with key stakeholder consultation in July and a public engagement process in September. These will notify people of our objectives and generate input to help inform development of the designs

5. OPTIONS

5.1 The report is to note only so there are no options to consider.

6. RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are no direct resource implications arising from the recommendations in this report. (SEA 22/06/2022)

7. LEGAL IMPLICATIONS

7.1 This report is to note only and there are no legal implications arising from it. (SD 22/06/22)

8. CONCLUSION

8.1 This report sets out the activities that are progressing across Allerdale across all themes and size of project. Working with partners is a key part of community development activity.

Simon Higgins

Acting Executive Director – Corporate, Customer and Community Services

June 2022

APPENDICES

None

Electoral Division(s): All

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No
Key Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No*
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A*

N.B. *If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.*

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Lizzy Shaw, 07825 103575 and lizzy.shaw@cumbria.gov.uk

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Allerdale Year Ahead

Short to medium term projects

Area	Team supporting or leading	Project	Outcomes/benefits	Expected completion date
Allerdale	Leading	Environment Fund	Investment in the Allerdale area to improve infrastructure, biodiversity, waste reduction.	Funding to be committed by the end of September 2022
Allerdale & Copeland	Leading	Digital Support Handbook (CCC leading on the project, handbook design by Sellafield supply chain)	A Copeland Thriving Communities collaboration project to increase digital skills across Allerdale and Copeland by providing a support handbook to signpost to local support and training sessions.	The handbook will be distributed to each household in Allerdale and Copeland by August 2022
Aspatria	Leading	Family Hub	A new Community Hub with a family focus in Aspatria. The benefits are to have a greater range of services, incorporating a children's centre with a library and community space.	The new Community Hub to be open by the end of March 2023
Allerdale	Leading	Family Fun Day's	To raise awareness of local services and organisations, improve mental health and wellbeing, reduce social isolation, and encourage physical and creative activity. Events to take place within the 7 main towns in Allerdale, either by tagging a public health stand to an existing event or the team planning standalone events.	Events to be held by the end of March 2023
Allerdale & Copeland	Leading	Digital borrowing device scheme	Tablet device loaning scheme pilot within Libraries in Allerdale and Copeland. Intention of the scheme is to increase digital skills, reducing social isolation and support those who are unemployed, with no internet access, to access a wider range of job adverts.	Pilot to be operational by March 2023
Allerdale	Joint leading	PARS (physical activity on referral)	A joint Allerdale Borough Council and Cumbria County Council 12-month pilot project funded by Sports England. Health professionals can refer patients to the PARS project to help improve, manage or prevent health conditions such as diabetes, hypertension, depression and many more. Suitable physical activities are designed to help participants develop the knowledge, skills, and confidence they need to improve their health and wellbeing.	Pilot to be completed by the end of March 2023
Allerdale & Copeland	Leading	Healthy Habits for Life (Allerdale and Copeland)	A bespoke 4-week brief intervention offer and a 10-week behavioural change pilot programme to reduce the percentage of reception and year 6 children who are overweight or obese. The programme will use a 'Think Family' strength-based approach, delivered as part of 'Early Help', offering support for children and families to address wider issues that impact on their choices and behaviours.	Pilot to be completed by July 2023
North Cumbria	Leading	Healthy Weight 3-year development plan	A collaborative working approach to develop a 3-year plan to improve the obesity indicator figures.	Action plan and priorities to be developed by December 2022
Flimby	Supporting	Flood Alleviation Scheme (CCC)	A number of works are planned within Flimby as part of the flood alleviation scheme which will see increased flood protection to around 100 households.	Works expected to be completed by November 2022

Long term projects

The team are working on, and/or supporting with, the following projects to ensure that they are moved over to the new council with ease and on track to be delivered within the estimated timeframes.

Area	Team supporting or leading	Project	Outcomes/benefits
Maryport	Supporting	Maryport Regeneration	An Allerdale Borough Council led project utilising Future High Street funds and Heritage Action Zone funds to make a difference to Maryport through regeneration, predominantly through tourism.
Keswick & Solway ICC	Supporting	Developing Micro Enterprise/Micro Providers in Cumbria	Working with the North Cumbria Integrated Care System and other local partners, to support the action groups, communities' teams and other connectors in the area. The project supports the development of micro-enterprise/micro providers in Cumbria to meet social care need by increasing local provider capacity that is flexible and able to respond to local social care need.
Silloth, Maryport & Workington	Leading	North Cumbria Cancer Champions Programme	Several projects to encourage more residents to attend screening appointments to enable early diagnosis of any potential cancers.
Wigton	Supporting	Borderland Place Programme - Wigton	Economic growth across the town through the development and delivery of a Town Plan.
Workington (Town Centre)	Supporting	Town Deal - Workington	Allerdale Borough Council led project utilising Town Deal funding to deliver objectives from the Town Investment Plan and it's vision for Workington as a 'vibrant and well-connected commercial, civic and community hub for West Cumbria, loved by residents and visitors'.
Workington (Town Centre)	Supporting	LCWIP	Development of a Local Cycling and Walking Improvement Plan (LCWIP) in Workington to identify cycling and walking schemes that will help achieve the objectives of the Cumbria Cycling Strategy (2017) to improve infrastructure for all non-motorised users. Move up – due to go to cabinet shortly
Allerdale	Supporting	Borderlands – Cycling and walking corridor	The aims of the project are to improve the cycle network, address gaps, improve the visitor offer, disperse visitors from the honeypot areas and deliver resident and commuter benefits.
Bothel	Supporting	A595 Bothel junction improvements	Junction improvements to the A595 at Bothel.

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Meeting date: 1 July 2022

From: Executive Director – Corporate, Customer and Community Services
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INVESTING IN OUR COMMUNITIES

1.0 EXECUTIVE SUMMARY

1.1 The report presents grant applications in excess of £5,000 for consideration and approval from the 2022-23 budget. Note that grant applications under £5,000 are also included for information where funding has previously been awarded to the applying organisation which would take the full amount applied for over £5,000.

1.2 The report presents any proposals from the Environment Fund, regardless of the amount.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 The Allerdale Local Committee has both executive and non-executive duties as set out in the County Council's constitution.

2.2 Allerdale local committee is committed to the following priorities:

- **Improving outcomes for Young People**
- **Encourage individuals, households and communities to live well and thrive**
- **Support individuals, households and communities to engage, and to feel enabled and empowered**

2.3 Allerdale Local Committee has adopted key themes proposed by the Children and Young People's Partnership which are:

- **Youth employment**
- **Improving accessibility to opportunities**
- **Mental wellbeing**
- **Good health for life**

- 2.4 ***The work of the local committee contributes to the achievement of the Council Plan 2018-2022 vision which is to be***
- ***A Council that works with residents, businesses and communities and other organisations to deliver the best services possible within the available resources.***
- 2.5 ***The outcomes of this vision are:***
- ***People in Cumbria are healthy and safe***
 - ***Places in Cumbria are well-connected and thriving***
 - ***The economy in Cumbria is growing and benefits everyone***
- 2.6 ***There are no negative equality implications arising out of the recommendations of this report.***

3.0 RECOMMENDATIONS

- 3.1 ***Members note the contents of the report.***
- 3.2 ***Members agree that an amount of £1,750 is allocated from the General Provision Fund to Glasson Community Association to improve their open space recreation field.***

4.0 BACKGROUND

GRANT APPLICATIONS

- 4.1 This report sets out the detail of grant applications received, under the relevant budget headings, that exceed £5,000 for approval by local committee. In some cases, the proposed allocation is for less than £5,000 but has been included as these are additional grants which take the total to an organisation over £5,000.
- 4.2 For information, the current budget for 2022-23 is attached for reference at Appendix 1.

APPLICATIONS TO GENERAL PROVISION

Glasson Community Association

- 4.3 Glasson Community Association would like to make some improvements to their open space recreation field which is an amenity available to all at any time. At the far end of the field, they have an all-abilities outdoor gym, a seated shelter and a nature walk area. Access to this area is poor.
- 4.4 This funding will be used to improve accessibility to a wider demographic by way of an in-keeping pathway, improving accessibility for wheelchairs,

prams and those with mobility issues allowing people to access and enjoy this outdoor area. A disabled ramp will also be constructed into the seated shelter.

- 4.5 The total cost of the project is £6,250 and the group were allocated £4,500 from Allerdale Local Committee Environment Fund 2021/22, however due to contractor capacity issues the costs have now increased and the group require a further £1,750 from the General Provision Fund.

This scheme meets the following priorities:

- *Improving outcomes for Young People*
- *Encourage individuals, households and communities to live well and thrive*

ENVIRONMENT FUND

- 4.6 A budget of £200,000 was agreed at full Council on 10 February 2022 to be distributed for schemes which fit within the scope set out below:

- enhanced verge maintenance
- tree maintenance / replacement
- footpath maintenance
- nature recovery
- biodiversity improvements
- improving the environmental conditions and quality of life 'on the doorstep'

- 4.7 The Environment Fund allocated for 2021-22 was fully utilised and an up-to-date summary detailing progress is shown at Appendix 2.

- 4.8 The COMF Environment Fund allocated for 2021-22 was fully utilised and an up to date summary detailing progress is shown at Appendix 3.

5.0 OPTIONS

- 5.1 In respect of the recommendation 3.2, Members have the option to:

- Agree the recommendation or not
- Defer the decision and request additional information.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 Should members agree to the recommendation at paragraph 3.2, £58,526 General Provision budget would be available for future grants. (SEA 17/6/22)

7.0 LEGAL IMPLICATIONS

- 7.1 It is a function of Local Committees under Part 2 D, 5.1.2(d) of the Constitution, to approve applications for grants from the Local Committee's budgets for amounts exceeding £ 5,000. The recommendation at paragraph 3.2 above is for less than £5,000 but a previous grant has already been awarded which takes the total over £5,000. Members can therefore approve the recommendation should they choose to do so. (SD 20/06/22)

8.0 CONCLUSION

- 8.1 This report presents the current budget allocated to local committee for 2022-23 as at 31 May 2022 together with the grant applications received that are over the threshold requiring local committee approval.

Simon Higgins

Acting Executive Director – Corporate, Customer and Community Services

June 2022

APPENDICES

Appendix 1 – Local Committee Budget 2022-23

Appendix 2 – Summary of Environment Fund Allocations 2021-22

Appendix 3 – Summary of COMF Environment Fund Allocations 2021-22

Electoral Division(s): All

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Key Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

N.B. *If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.*

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Lizzy Shaw, 07825 103575 and lizzy.shaw@cumbria.gov.uk

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Environment Fund - Allerdale

Project name:	Detail	Expected completion date	Environment funding
Dovenby pathway	Establishing a new footpath link from the village to the bus stop with Dovenby parish council on the A594.	Complete	£ 13,750.00
Pottery Park, Dearham	Installation of a fence in Pottery Park to create a footpath and improve safety for walkers.	Complete	£ 6,000.00
Wildflower planting, Dearham	A pollinator project with Cumbria Wildlife Trust to plant wildflowers to verges.	September 2022	£ 1,300.00
Bolton Wood, Bolton New Houses	Improvements to footpaths and bridge paving to create a safe route for walkers.	July 2022	£ 7,000.00
Wigton tree planting	Tree planting across parks in the Wigton area including: Speet Gill, Phoenix Park, Barton Laws, Wigton Park, Kirklands Park, and the cemetery.	Complete	£ 30,000.00
Flimby flood alleviation scheme	Enhance the environment with tree planting once flood alleviation work has been completed. Landscaping around the flood alleviation scheme / in basin area	November 2022	£ 5,000.00
Maryport planting	3 schemes across the Maryport area. 1) Tree replacement in Fleming Square 2) Clearing of a footpath and installation of wildflowers and benches to Mote Hill 3) Funding to Allerdale Borough Council to pay for additional hours for the environmental officer to work with schools 1 day a week for 12mths.	1) Complete 2) Complete 3) March 2023	£ 32,500.00
Hope Park Charitable Trust	Installation of an interactive Woodland Walk along with improvements to footpaths	July 2022	£ 28,730.00
Keswick Meadows	Improving the biodiversity of Keswick by planting trees and establishing meadows.	Complete	£ 21,300.00
Bowness banks improvements	Footpath improvements and planting in the Bowness-on-Solway area	Complete	£ 9,000.00
Silloth Green recreational area	Planting of trees and plants to Silloth Green	Complete	£ 3,000.00
Low Fell Planting	Tree planting. New hedging, fencing, gates, woodland planting and works to wet meadow proposed. Woodlands Trust would co-ordinate works and utilise local volunteers where possible	Complete	£ 27,864.00
West Street conservation area, Aspatria	Wildflower planting to pond area on West Street and verge maintenance.	Complete	£ 500.00
Workington Park pathway improvements	Improvements to the pathways across parks in Workington	Complete	£ 10,000.00
Improve biodiversity on Caldbeck Green	Creation of a semi-wetland area to improve the biodiversity on Caldbeck Green	Complete	£ 1,000.00
Cockermouth Main Street aphid control pilot	Installation of ladybird larvae to tackle the issue with the number of aphids in the trees. The number of the aphids currently in the trees causes the pavements to become slippery and unsafe for pedestrians.	Complete	£ 3,000.00
-			
-			£ 199,944.00

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COMF Fund - Allerdale

Project name:	Detail	Expected completion date	Environment funding £
Siddick pond	Creation of wetlands at Siddick Pond	September 2022	10,000
Cycleway and footpath maintenance	Walkways/cycle ways overgrown across the network. General maintenance and improvement to the cycle pathways at Workington charity Lane, Siddick and Camerton	December 2022	59,960
Vulcans Park, Workington	Footpath repairs	Complete	41,893
Wild-flower planting for pollinators	Siddick	October 2022	1,300
Maryport promenade	Improvements to Maryport promenade including planting and repairs to benches	Complete	25,000
Silloth Green	Improvements to footpaths on Silloth Green	March 2023	20,000
Pottery Park Dearham	New surface to footpath on Pottery Park	July 2022	7,000
		September 2022	8,000
Jubilee Walk, Aspatria	Footpath improvements to Jubilee Walk		
Pigeonwell Lonning, Maryport	Footpath improvements to Pigeonwell Lonning	March 2023	10,000
Harrington footpath	Footpath improvements near Beckstone School	March 2023	4,535
Glasson footpath	New footpath in Glasson	March 2023	4,500
Wild-flower planting for pollinators	Mote Hill, Maryport	March 2023	1,300
Wild-flower planting for pollinators	Lorton, Oughterside & Allerby and Embleton	March 2023	3,900
Abbeytown footpath	Improvements to footpath in Abbeytown	March 2023	2,000
-			
			199,388

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FINANCIAL YEAR 2022/23
SUMMARY FINANCIAL STATEMENT: 31 May 2022

Discretionary budgets total allocation

<u>Allocated by Local Committee 2021/22:</u>	Allocation
General Provision	78,875
Youth Projects	78,456
Universal Youth (11-19)	32,908
School Crossing Patrol	38,154
	228,393

Budget Sector	2022/23 Original Budget	Balance B/Fwd	Virement In	Virement Out	Revised Budget	Other Contribs	2022/23 Spending Limit	Committed Expenditure	Actual Expenditure to Date	Actual and Committed Expenditure	Unallocated Resources or Variance
	£	£	£	£	£	£	£	£	£	£	£
Revenue Budgets:											
Discretionary Budgets:											
General Provision	78,875	146,362	0	0	225,237	0	225,237	150,589	16,122	166,711	58,526
Youth Projects	78,456	21,131	0	0	99,587	0	99,587	28,580	25,035	53,615	45,972
Universal Youth (11-19)	32,908	0	0	0	32,908	0	32,908	0	0	0	32,908
School Crossing Patrol	38,154	38,562	0	0	76,716	0	76,716	3,430	5,605	9,035	67,681
Sub-Total	228,393	206,055	0	0	434,448	0	434,448	182,599	46,762	229,362	205,086
Other Revenue Budgets:											
Neighbourhood Development Team	116,857	0	0	0	116,857	0	116,857	0	116,857	116,857	0
Money Advice Contract - CAB	66,570	0	0	0	66,570	0	66,570	0	66,570	66,570	0
Environment fund	200,000	(15,694)	0	0	184,306	0	184,306	184,646	400	185,046	(740)
COMF - Events	0	0	0	0	0	0	0	0	0	0	0
COMF - Hardship	0	0	0	0	0	0	0	0	0	0	0
COMF - Environment/Outdoor Spaces	0	(1,478)	0	0	(1,478)	(1,478)	20,445	0	20,445	612	
Sub-Total	383,427	(17,172)	0	0	366,255	0	366,255	205,091	183,827	388,918	(128)
LOCAL COMMITTEE TOTAL	611,820	188,883	0	0	800,703	0	800,703	387,690	230,589	618,280	204,958

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