

4 May 2022

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

Agenda

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

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

Date: Thursday 12 May 2022
Time: 10.00am
Place: Council Chamber, County Offices, Kendal

Please note that there will be a member only update on the Lakes Line and Windermere Gateway on the rise of the meeting.

Dawn Roberts
Executive Director– Corporate, Customer and Community Services

Group Meetings:

Conservative:	9.00am	Committee Room 1
Liberal Democrat:	9.00am	Committee Room 2
Labour	9.00am	Committee Room 4

Enquiries and requests for supporting papers to: Nicola Harrison
Direct Line: 07825 832 545
Email: nicola.harrison@cumbria.gov.uk

This agenda is available on request in alternative formats

MEMBERSHIP

Conservative (5)

Mr B Berry
Mr RK Bingham
Mr J Bland
Mr M Brereton
Mr WJ Wearing

Liberal Democrat (11)

Mr W Clark
Mr SB Collins
Mr GD Cook (Vice-Chair)
Mr N Cotton (Chair)
Mrs S Evans
Mrs BC Gray
Mr C Hogg
Mr P McSweeney
Mrs S Sanderson
Mr P Thornton
Mrs J Willis

Labour (1)

Mr M Wilson

The Green Party (1)

Ms J Filmore

Parish Council (1)

Mr L Hallatsch

South Lakeland District Council (2)

Mr J Brook
Dr A Jarvis

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 ELECTION OF CHAIR

To elect a Chair for the ensuing year

2 ELECTION OF VICE CHAIR

To elect a Vice Chair for the ensuing year.

3 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

4 PUBLIC PARTICIPATION

Petition - Improve the safety of the junction at Queens Road, Windermere Rd and Green Road and provide safe crossing place for pedestrians.

5 EXCLUSION OF PRESS AND PUBLIC

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

6 DISCLOSURES OF INTEREST

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).

7 MINUTES

To confirm as a correct record the minutes of the meeting of the Local Committee held on 22 March 2022
(Pages 7 - 30)

EXECUTIVE BUSINESS

8 AREA WORKING - SOUTH LAKELAND

[Electoral Divisions: All South Lakeland]

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

This report provides information and offers recommendations to the Local Committee for approval from meetings of the Strategic Planning Working Group and the Children and Young Peoples Working Group. It also updates the Local Committee on previously agreed activity supported with the latest financial statement.

(Pages 31 - 68)

9 HIGHWAYS AND TRANSPORTATION WORKING GROUP MEETINGS 6 APRIL 2022 AND 25 APRIL 2022

[Electoral Divisions: All South Lakeland]

To consider a report by the Executive Director – Economy and Infrastructure

This report presents the minutes of the meetings of the Highways and Transportation Working Group held on 6 April 2022 and 25 April 2022 and brings forward recommendations for consideration by the Local Committee.

(Pages 69 - 96)

10 CROSS-A-MOOR PARKING RESTRICTIONS TRAFFIC REGULATION ORDER

[Electoral Divisions: Low Furness]

To consider a report by the Executive Director – Economy and Infrastructure

This report sets out the responses to the statutory consultation and advertising of the Order.

(Pages 97 - 110)

11 CROSS-A-MOOR SPEED LIMIT TRAFFIC REGULATION ORDER

[Electoral Divisions: Low Furness]

To consider a report by the Executive Director – Economy and Infrastructure

This report sets out the responses to the statutory consultation and advertising of the Order.

(Pages 111 - 124)

12 DIVISIONAL HIGHWAY PRIORITY WORKS 2022/2023

[Electoral Divisions: All South Lakeland]

To consider a report by the Executive Director – Economy and Infrastructure

This report is for the Divisional Highway Priority Works schemes to be funded via the

devolved 2022 /2023 highway capital budget for South Lakeland.
(Pages 125 - 142)

INFORMATION REPORTS

13 COMMUNITY DEVELOPMENT AND PUBLIC HEALTH ACTIVITY - UPDATE

[Electoral Divisions: All South Lakeland]

To consider a report by the Executive Director - Corporate, Customer and Community Services

This report details the Public Health Activity undertaken by the South Lakeland Area Support Team and Locality Public Health Manager
(Pages 143 - 176)

14 PARTNER ORGANISATIONS

a Outside Bodies

To receive feedback from members on the outside bodies that they serve, and from the Local Member Champions.

b Children's Champion

Update by the Children's Champion.

15 DATE OF NEXT MEETING

The next meeting will be held on 6 July 2022 at 10.00am at County Offices, Kendal.

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Minutes of a Meeting of the County Council Local Committee for South Lakeland held on Tuesday, 22 March 2022 at 10.00 am at County Offices, Busher Walk, Kendal

PRESENT:

Mr N Cotton (Chair)

Mr B Berry	Ms J Filmore
Mr RK Bingham	Mr C Hogg
Mr J Bland	Mr P McSweeney
Mr M Brereton	Mrs S Sanderson
Mr W Clark	Mr WJ Wearing
Mr GD Cook (Vice-Chair)	Mr M Wilson
Mrs S Evans	

District Council
Mr L Hallatsch

Parish Councils
Dr A Jarvis

Officers in Attendance:

Mr M Conefrey – Public Health Locality Manager

Mr P Hosking – Local Area Network Manager South Lakeland

Mrs H Karaaslan - Team Leader Traffic Management – South Lakeland

Mrs K Johnson - Area Manager, South Lakeland

Ms N Parker - Senior Programme Manager Cycling and Walking

Mrs V Upton - Traffic Management Manager

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

63 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Brook, Mr S Collins, Mrs B Gray, Mr P Thornton and Mrs J Willis.

64 PUBLIC PARTICIPATION

Dawn Berry

A petition - Traffic Calming at Sedbergh Road and Castle Green Lane was handed to the Chair with the following statement read out at the meeting:

We are petitioning the council to review and act in relation to the speed of traffic between the Castle Green Hotel and the bottom of Sedbergh Rd coming from and heading into town. I can confirm that the petition yielded a total of 366 local signatures and that this has been provided separately to the Senior Democratic Services Officer, Mrs Harrison. I can confirm that 121 e-signatures and 245 wet signatures were collected, including signatures from a leaflet drop showing strong support from those less likely to use online methods for participation in a petition or campaign.

We had strong support from most of the people asked to sign face to face - every person we asked thought that the speed on this stretch of road is a problem and that despite the previous efforts made to slow traffic down, there is still speeding along a road where there is a high number of children, pedestrians and cyclists.

The council has previously supported measures in an attempt to slow traffic down and safeguard those people - but it is plain to see that this hasn't worked well. Parents said that they would not allow their children to walk alone to school because they are scared that the speed of the traffic is a fatality waiting to happen, with drivers often failing to stop at the zebra crossing, and the speed and proximity of cars to the pavement also of concern. Most people petitioned had witnessed a failure to stop at the zebra crossing in their recent memory, many giving first-hand accounts of failures to stop within the last few days when we were collecting signatures.

In a recently undertaken phone GPS study of average speeds along this stretch - undertaken as part of the council's '20's plenty' campaign, it can be seen that this stretch of road does indeed have average speeds of over 30mph. Clearly the speed limit here is having little effect on the behaviour of many users and there is strong local support to properly review the speeds at which people are travelling, and to take effective and expeditious action before an accident occurs. We have also been advised by the Traffic Management Team Leader for Cumbria County Council that further speed data will be - or possibly has already been - collected, following support at a Casualty Reduction and Safer Highways meeting, and I hope that the weight of concern from local residents is also taken into consideration when that statistical data has been reviewed.

Many of the people we spoke with felt that an alert to drivers advising them of their speed at the top and bottom of the road would support drivers in their awareness - many drivers coming down the hill towards Kendal town centre have driven from country roads and the motorway and the incline lends itself to gathering speed without perhaps drivers realising. Conversely, the speed of cars coming up the hill increases as they leave the town and head towards more rural areas. Another solution mooted by some people was of having an average speed check or camera system in place to check the speed at which cars are travelling, generating income for the council as well as slowing traffic.

Rachel Leigh

This statement was received by email regarding Sedbergh Road, Kendal. This statement was read out by the Area Manager.

My name is Rachel Leigh. I am emailing you on behalf of myself and my husband, Simon as we live at Sedbergh Road, Kendal. We have been made aware of the road safety petition that is currently ongoing and the meeting that is due to take place next week regarding this matter. We have lived on Sedbergh Road for over 10 years and have never had an issue with cars speeding on the road. We have no problem if slow down signs or the digital happy/sad face etc are installed along Sedbergh Road however we are seriously against any form of speed bumps being installed on the road. I have also spoken to a number of other residents on Sedbergh road, and whilst they also have no issue with signs/ speed limits etc every person we spoke to was also dead against any form of speed bumps (such as the ones already in place on Queens Road and Vicarage Drive).

Chair's response:

Thank you for coming to Local Committee today to read out and present your petition and for the statements regarding traffic calming at Sedbergh Road and Castle Green Lane in Kendal.

The concerns regarding vehicle speeds have been raised at the Casualty Reduction and Safer Highways (CRASH) meeting held with Cumbria Constabulary and partner agencies. To fully assess vehicle speeds traffic data will be collected between the Railway Bridge and Castle Green Hotel on the A684. It is anticipated the data will be collected in late March.

Once traffic data has been collected and collision records considered it will be referred back to CRASH for consideration with Cumbria Constabulary, following which a report will be prepared for discussion and consideration of next steps with the Highways and Transportation Working Group.

Cllr Eamonn Hennessy

This statement was received by email regarding Kendal Town Council's request for a 20mph speed limit. This statement was read out by the Area Manager.

26 million people in the UK now live in a local authority that has accepted 20mph is the right speed limit where people live, work and play.

Scotland and Wales have committed to rolling out 20mph speed limits on most residential and urban streets. Just this week Wirral, Southampton, Otley and Hereford councils have confirmed the roll out of 20mph and there are now more 20's Plenty campaigns in England than there are Sainsbury's supermarkets.

Both the United Nations and the World Health organisation has affirmed that "where traffic mixes with pedestrians and cyclists a 30mph limit is not consistent with the

Common Law duty of councils to protect residents.

20mph speed limits are becoming common place and with very good reason.

The implementation of lower speed limits has far-reaching benefits and in terms of many of the issues we face is low hanging fruit. It's relatively easy and low cost to put in place.

These benefits pertain to many of the issues local authorities like ours claim to view as priorities.

In brief, these are the facts –

Climate Emergency

Latest research shows a reduction in emissions of up to 28% when traveling at 20mph compared with 30mph.

Cleaner Air / Health

Over 300,000 premature deaths are caused in the EU by particulate matter (PM10).

PM10 is linked with stunted lung growth and impaired cognitive development in children and may also lead to bronchitis, strokes, and heart attacks. 20mph has been shown to reduce PM10 by up to 10%.

Biodiversity

Further to the above PM10 depletes soil nutrients, causes water courses to become more acidic and can damage sensitive crops. This can have a major effect on birds, pollinators, fish and other flora and fauna.

Safety

A child hit by a car is three times more likely to be killed when hit by a car traveling at 30mph compared with 20mph.

Stopping distances are halved. A wider field of vision due to lower speed leads to better perception and fewer accidents.

Congestion

The most recent research shows that journey times in an urban environment can be REDUCED by 8% when speed limits are lower. This is due to better traffic flow caused by increased road user confidence to carry out certain manoeuvres such as changing lanes, pulling into or out of junctions or sudden braking.

Active Travel

A study in 2020 showed that 66% of people felt it too dangerous to cycle on our roads. Over 50% of people walk less than a mile a day. Around 60% of people in Kendal drive less than 2.5 miles every day to get to work! We must provide infrastructure to allow safe alternative methods and active travel groups agree that implementing 20mph is the simplest way of beginning to achieve this goal.

Cost

A fatal accident costs the public purse around £2 million. A minor accident still around £20,000. It is demonstrable via numerous examples and by guidance from the national 20s Plenty campaign that this scheme should cost less than £5 per head. Numerous examples can be provided.

Considering all of the above we at Kendal Town Council urge Cumbria County Council to move this matter forward at pace. Options which separate perceived residential roads from arterial routes are unhelpful and partial implementation of this scheme is where costs will begin to arise. The benefits listed pertain more so on busier routes than they do to solely "residential" roads on our estates.

Our request for a “signs only” all of town 20mph speed limit with the potential for minimal traffic calming interventions in the future if required, can only make our town cleaner, safer and friendlier. This does not need to be complicated and we ask for the urgent support of both councillors and officers in moving this matter forward.

Cllr Eamonn Hennessey
Chair of Kendal Town Council’s Environment and Highways Committee.

Chair’s response:

Thank you Cllr Hennessey for your presentation on the benefits of a 20mph scheme for Kendal Town Centre.

This Local Committee recognises the benefits of 20mph. We are shortly to consider a report on the 20mph scheme requested by Kendal Town Council and a recommendation for officers to work with the Town Council to take this forward. We will keep in mind the information in your presentation in considering the report under the Highways and Transport Working Group report as item no. 10.

Paul Holdsworth

During this item, Appendix G of the Kendal Northern Access Route Strategic Outline Business Case (SOBC), Table 4.1: Scenario 1: 2036 Base junction capacity results, and Table 4.2: Scenario 2: 2036 Local Plan junction capacity results was tabled.

Hello, my name is Paul Holdsworth. I'm a Kendal resident and have campaigned for many years on sustainable transport issues here in Kendal.

I set up 20's Plenty for Kendal eight years ago, and I used Freedom of Information legislation to oblige CCC to release the Strategic Outline Business Case for the Kendal Northern Access Route (KNAR). After a year of back-and-forth, the council failed to provide the Information Commissioner with any credible argument for withholding the SOBC, and was instructed to release it in full, which it did.

So, having got the document, you won't be surprised to know that I've read it very carefully.

And what strikes me about the SOBC is that it doesn't offer any evidence for the claim that it will reduce congestion in town.

Or rather, it only shows that the KNAR would reduce congestion on those rare occasions that the M6 is shut. Of that, there is no doubt.

But apart from that, the SOBC doesn't contain any hard evidence or analysis that the KNAR would reduce congestion. On the contrary, it shows that congestion in town will rise after the road is built, and massively.

In appendix G of the SOBC, are Table 4.1: Scenario 1: 2036 Base junction capacity results, and Table 4.2: Scenario 2: 2036 Local Plan junction capacity results. You should

have copies of those tables available to you today.

Those tables look at junctions running over their design capacity, which of course causes tailbacks to develop - a key indicator of congestion in Kendal.

You'll see that the baseline figure for junctions running over capacity in the morning and evening peaks is four junctions and three junctions respectively.

Now, if the KNAR were indeed "...expected to provide congestion relief and air quality improvements in Kendal town centre", as claimed in the LCWIP, you'd expect to see the number of junctions in town that can't cope with the traffic volumes using them to go down, wouldn't you? That would be a realistic indication that congestion in Kendal would be relieved, wouldn't it?

But instead, the tables show the opposite. They show that loads more junctions will run over capacity after the KNAR is built. That congestion will go through the roof, with between 13 and 45 junctions running at over-capacity, depending on the scenario.

That's a tripling of congested junctions - at a minimum - and potentially an eleven-fold increase in junctions unable to cope with predicted motor traffic volumes!

Yet the LCWIP claims the KNAR would result in an "...expected reduction in traffic and reduced need for vehicular capacity". Meanwhile, the analysis in your own SOBC says the opposite.

On the back of this, the LCWIP states that the KNAR "...creates a very significant opportunity for major transformational change for walking and cycling in the town." In the circumstances, to hang so many of our aspirations for walking and cycling in Kendal on a massively costly and damaging road scheme, that has been assessed in the SOBC as being of low deliverability, seems bonkers.

My question is this. Why does the LCWIP claim that the KNAR will reduce traffic and reduce the need for vehicular capacity, when the SOBC says the opposite?

Chair's response:

Thank you for your statement, and question on the Strategic Outline Business Case for the Kendal Northern Access Route. I have discussed with my officers, and they have provided the following statement:

The evidence provided in the Strategic Outline Business Case for the Kendal Northern Access Route shows that the scheme would reduce traffic in the town centre by providing an alternative route for through traffic. Appendix G summarises the transport modelling undertaken to forecast the impact of four scheme options against a 'do minimum' scenario which assumes no major transport interventions.

Tables 4.1 and 4.2 show the number of junctions close to or over capacity in Kendal across those scenarios. They forecast an increase in overcapacity junctions across Kendal from 2011 to the future year of 2036 due to projected traffic growth. However,

they also show that the Kendal Northern Access Route would reduce the number of overcapacity junctions in 2036 compared to the do minimum scenario in the same year. The results in Appendix G show a reduction in journey times and distances travelled with the implementation of the Northern scheme when compared to the do minimum. This reduction is due to traffic rerouting onto the Kendal Northern Access Route, reducing the impact of vehicular traffic in the town centre.

It is also important to note that the economic case these figures are derived from is one of five elements that comprise a business case and it will be subject to ongoing assessment.

In Autumn 2022 a public consultation on KNAR is anticipated, this will gather feedback on the scheme and the potential options. The feedback from the consultation will be used to inform the business case for the scheme for submission to government. The Outline Business Case is expected to be completed in early 2023.

The Chair asked Mr Holdsworth if he had one supplementary question to clarify any point relating to his question. Mr Holdsworth did not think the response had answered his question and considered it to be difficult to add anything thinking on his feet at the meeting and without him seeing the Chair's response in advance of the meeting. The Chair invited Mr Holdsworth to submit a supplementary question after the meeting and advised that he would receive a written response.

LUKE MELLARD

This statement was received by email and was read out by the Area Manager.

To whom it may concern I feel compelled to express my disappointment with the final proposed local cycling and walking plan.

I'm 40 years old and learned about climate change in school 30 years ago. I honestly felt then it would be my generation that would make necessary change happen but it is now clear that we have failed. Our politicians, enabled by apathy, media bias and a broken democratic system has failed and our hope must pass to our children.

The LCWIP report, coming at a time of 'climate emergency', after COP26, and in the face of a cost of living crisis driven by hyper-inflation of hydrocarbon energy costs, couldn't be more underwhelming. The Russian war in Ukraine has also exposed what we already knew, that we must accelerate our change to sustainable transport as part of a series of changes to rapidly reduce our reliance on fossil fuels and the countries that provide them. Not only is this change necessitated by climate change, it is an issue of national security.

Modal shifts in transport to active travel alternatives can be achieved quickly and cheaply with political will. Meanwhile electrification of a transport system and greening of the grid is a decades long process costing hundreds of billions.

Enabling this change is also possible at local levels, with local benefits. We don't have to wait for global changes in markets, infrastructure and trillions in investment. It offers win

win health benefits and taking cars off the road drastically improves our local area and experiences. The one over reaching benefit of the pandemic lockdowns in a sea of negative impacts was the reduction of cars on the road and the freedom we all felt on foot and on our bikes as the ever present danger of motoring was reduced and we felt safe to ride with our kids. That's a feeling I can't forget and I'm saddened that this council clearly favours increased car use over active travel.

Your words are one thing but this favouring is evident by the lack of ambition to provide safe, segregated alternatives to driving whilst simultaneously tying further investment to the Kendal Northern Access Road (KNAR). History shows us road building does little to nothing to reduce congestion. Induced demand of road building increases car journeys and the vast majority of people driving from Windermere road and out onto the A6 are headed into town, schools, industrial estates and the three major supermarkets at that end of town. Journeys that often could be cycled if safe, car free, fit for purpose infrastructure was available.

Even if the entire outline plan was delivered tomorrow, it would still fall short. Where is the access to primary schools across town for example? This whole process in hindsight looks like a complete waste of time and energy at best and at worst a gas lighting exercise by a council more concerned by nimbyism and self interest of councillors. Big talk and no action once again. A wasted opportunity to improve our town, enhance it's economy, attract visitors and improve the health and safety of its residents, especially our children, whilst enabling us all to save money in future too.

When I see you pose next to the new Gooseholme bridge and claim the credit for delivery, I'll remember this and think to myself wouldn't it be nice to be able to safely cycle there with my kids and use what my taxes have helped pay for. And you better believe it that I'll remember this at the ballot box.

It is so sad that I and many others will continue to be forced to take the car to the station, to school, to the leisure centre, to the supermarket, to town and elsewhere when we would much prefer to cycle. And when the guilt and cost of driving gets too high, without the alternatives, it's a shame that Amazon will reap the benefits instead of local businesses.

Yours,

A motorist, pedestrian, cyclist, father, husband, resident, disgruntled unrepresented band F council tax payer.

Luke Mellard

Chair's response:

Thank you for your statement on the Kendal LCWIP.

The LCWIP sets out a prioritised plan for investment in Cycling and Walking in line with Government's guidance. The implementation of LCWIPs aims to get more people making journeys by bike and on foot for short journeys in urban areas.

The Kendal LCWIP identifies the core priority network to be delivered as a starting point

to build on in the future. The LCWIP includes 31 km of cycling route and 21 km of walking routes alongside a core walking zone in Kendal town centre.

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 a step change in the numbers of people cycling and walking.

The Technical LCWIP report identifies a secondary network or routes that provides access to a wider range of locations including Sandylands, Kirkbarrow, Gillinggate and Netherfield.

Paul Vousden

This statement was received by email and was read out by the Area Manager.

I would like the question below to be asked on my behalf at the meeting on the 22nd March regarding the North Road and cycling infrastructure.

This plan seems reactive to a problem of travel times by car as it is today, rather than preparing for a future that is on a trajectory to look very different. Can you provide some insight into how you think the North Road will help, in an era when the trend is for more work from home, more goods delivery, more active travel, the almost certain growth of personal electric vehicles, the drive for reduced carbon emissions and encouragement of more active lifestyles?

I look forward to your response. It might be possible to be there in person. Could you let me know where the meeting will take place and what is the last possible time you need my confirmation?

Many Thanks
Paul Vousden.
Kendal Resident

Chair's response:

Thank you for your question on the future travel trends and their impact on the Kendal Northern Access Route.

It is agreed that travel in the future will be different to today, and we are aiming to increase the number of people walking and cycling, especially for shorter journeys, as stated in the LCWIP. However, it is also recognised that travel by private vehicle will remain important in rural areas, for longer-distance journeys, and that goods journeys will still need to be made by road. The Kendal Northern Access Route will provide an alternative route for these trips, removing through traffic from Kendal; this will improve air quality and reduce traffic impacts within the town centre, as well as making the highway network more resilient to motorway or bridge closures.

JOHN OWEN

This statement was received by email and was read out by the Area Manager.

I cannot attend in person. I would like to establish that I am a Kendal local resident

In his foreword to Kendal's LCWIP, Cllr Cotton writes that "through the delivery of the LCWIP we want cycling and walking to be the preferred way to travel, for shorter journeys." But readers of the plan are left guessing what, specifically, is meant by "preferred": is the ambition that cycling and walking, taken together, will have the largest modal share?

I would like to know why there are no modal share targets in Kendal's LCWIP. This is especially mystifying given that the very first national policy cited in the 'Existing Context' section is Gear Change, which contains a prominent target to increase the proportion of trips taken in towns and cities made by walking and cycling to 50% by 2030. The government's subsequent Net Zero Strategy built on and broke down this 50% target, not only telling us that the 2021 baseline is estimated to be 42%, but also committing to growth targets of:

- 46% of trips taken in towns and cities made by walking and cycling by 2025;
- 50% by 2030 (as previously announced); and
- 55% by 2035.

Breaking those targets down further, that's a stated ambition for the combined modal share of walking and cycling to grow by 1% per year. One per cent per year: that would seem to be achievable. It's certainly measurable.

How can officers, councillors, stakeholders and residents work out whether the network detailed within the LCWIP is delivering on what it sets out to do - making, in Cllr Cotton's words, "cycling and walking to be the preferred way to travel" in the absence of any mode share targets? I hope committee members will concede that many residents will read a lack of ambition and a lack of determination into the lack of targets.

In closing, I'll re-state my central question: I would like to know why there are no modal share targets in Kendal's LCWIP.

I look forward to reading the committee's response.

Thank you.

Jon Owen

Chair's response:

Thank you for your question on the Kendal LCWIP.

The Cumbria Transport Infrastructure Plan, which was adopted last month by the Council and Cumbria Local Enterprise Partnership, sets out the overarching strategy for active travel in Cumbria. Section 6.3 of the plan, page 102 sets how the plan will be monitored and evaluated. The Clean and Healthy objective has the targeted outcome to increase the proportion of adults walking and cycling for travel at least once per week in Cumbria, reflecting an increase in active travel.

Currently in South Lakeland, only seven per cent of people cycle and 29 per cent of people walk to work, and four per cent of children travel by bike and 53 per cent walk to school. The ambition for Kendal is to grow the number of people walking and cycling from this baseline.

The LCWIP is not a funded plan; however, having an adopted and supported LCWIP puts us in the best possible position to secure external funding to deliver the improvements identified in the plan. The LCWIP provides the first step to secure funding and by delivering the plan we will achieve our aim to get more people cycling and walking in Kendal.

KAREN GEE

Ms Gee advised the committee of the following:

- She was a local resident
- She had run a junior cycling club and had established that eventually the juniors would be cycling on busy roads
- When on holiday she had observed how cyclists rode their bikes in other countries
- She was terrified that the junior cyclists that had now grown up were now at risk on busy roads
- She was now campaigning for cycling and was a member of the Local Cycling and Walking Infrastructure Plan Working Group
- She had already emailed the Committee directly with links and information pertaining to cycling
- The statement below had been submitted to the Working Group and this was the statement read out to the Committee:

I appreciate the hard work that has been undertaken by the team to produce this document, and I really do hope that it delivers widespread modal shift so that the 78% of Kendal residents who also work in the town are able to leave their car at home and either walk or cycle.

The recent IPCC climate change report together with the current record fuel prices are sobering reminders that this a pressing issue that requires immediate and widespread action.

These are the main observations I've drawn from the summary LCWIP:

- There is a huge potential for active travel in Kendal and the benefits are far

reaching

- The residents of Kendal are keen to see investment in active travel and are happy to dedicate road space to this
- People want to walk and cycle from where they live to where they work and shop, and to where they and their children get educated and enjoy themselves.
- They would like to feel safe whilst doing this - not just for part, but for all, of their journey
- The above points are all backed up by a lot of studies, surveys, and plans. So many in fact they need 15% of the document to list them all and another 30% to discuss them.

I have several areas of extreme concern with the Summary LCWIP.

The misleading wording that building of the Kendal Northern Access Route (KNAR) is going to result in an “expected reduction in traffic and reduced need for vehicular capacity” remains, as does the link between improving the key route through the town centre for active travel.

The data in appendix 4 of the KNAR outline business case clearly shows a very significant increase in the number of junctions in Kendal approaching or exceeding capacity by 2036, whether a new road is built or not. The KNAR may slightly reduce volumes from the huge peak, but not to a level where widespread active travel is suddenly possible.

We need urgent and significant modal shift years before the road is built to avoid such over-capacity on the road network.

It is very disappointing that the Highgate / Stricklandgate cycle route is still shown as being dependent on the KNAR (the dotted red line on the cycling network map).

Surface composition, lighting and remoteness on the Priority 1 northern river route means this could end up being a leisure route rather than an active travel route

Direction of travel on Wildman Street means it will be difficult to return to Sandylands estate from the town centre by bike.

Poor design on the Shap Road and Burton Road provision is not conducive to increasing active travel along these key corridors.

There are no quick wins that can be delivered from within existing budgets.

There is no plan to increase cycling rates for children and young people going to primary schools or Kendal College.

There is no acknowledgement that improvements to bicycle technology will increase the distances and gradients it is possible to cycle.

There is no plan of action around the "soft" measures also needed to encourage modal shift, such as bike storage, cycle training, and junction priorities.

I do hope that the LCWIP can act as a catalyst to increase the pace of change here in Kendal, but in its current format (tied to the KNAR, with unambitious timescales for delivery) it is unlikely to do that.

Where cycling and walking initiatives move into design and implementation phase I would be more than happy to help facilitate engagement with the local cycling community. We all know that it's the finer details of a route that determine whether it's usable or not.

I look forward to successful funding bids for cycling and walking infrastructure on its own merits.

Chair's response:

Thank you for your statement on the LCWIP.

The LCWIP seeks to present an ambitious and deliverable pipeline of measures for Kendal, with 31 km of cycling routes and 21 km of walking routes. With funding, many of these could progress at pace.

In effect the LCWIP helps prioritise schemes for early delivery and 'quick wins' that will achieve good outcomes and modal change. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. These early wins will then 'set the scene' and develop a local 'traction' that can be built on in developing an extensive network to encourage and support a step change in numbers cycling and walking.

We are being proactive: in seeking to move schemes forward the Council has used its Environment fund for 2021/22 to make improvements to the Canal Towpath and are currently considering priorities for 2022/23. We have also commenced further development work on a number of schemes within the plan.

As set out in the LCWIP, the Council is also preparing a business case to secure delivery funding for the Kendal Northern Access Route. Part of this will be measures to improve the public realm and cycling and walking infrastructure within the town centre.

Evidence shows that the Kendal Northern Access Route would provide significant benefit by allowing traffic to reroute onto the new road and reducing the impact of traffic in the town centre.

The next phase of development work and Outline Business Case gives us the opportunity to look at the use and prioritisation of roads in the town centre. As part of the Kendal Northern Access Route scheme there will be an opportunity to explore whether a continuous cycling route through the town centre could be funded and delivered by the scheme.

The LCWIP for Kendal 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 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 Chair asked Ms Gee if she had one supplementary question to clarify any point relating to her question. Ms Gee asked if the responses to the first public consultation on the proposed network would be taken into consideration. The Chair confirmed they would.

The Chair invited the public participants to watch the rest of the meeting from the public gallery.

Given the number of participants and the length of time to read out statements by an officer (from people who could not make the meeting) it was questioned if the Public Participation Scheme could be reviewed.

The Senior Democratic Services Officer provided Constitutional advice regarding the County Council's Public Participation Scheme in terms of deadline dates for submissions, allowing a proxy to read out a person's statement, providing statements and responses to the Committee in advance of/after the meeting and how to ascertain if an individual is a vexatious complainant. The Area Manager observed that public participation was frequently tied to matters for determination by the Committee on its published Agendas. The Chair encouraged the public's right to participate in local democracy proceedings.

65 EXCLUSION OF PRESS AND PUBLIC

RESOLVED that, the press and public not be excluded from the meeting for any item of business.

66 DISCLOSURES OF INTEREST

There were no disclosures of interest made at the meeting.

67 MINUTES

RESOLVED that, the minutes of the meeting of the Local Committee held on 26 January 2022 were confirmed as circulated.

68 AREA WORKING IN SOUTH LAKELAND

A report was considered from the Executive Director – Corporate, Customer and Community Services regarding Area Planning in South Lakeland. The report provided service information and offered recommendations to South Lakeland Local Committee for approval from the Strategic Planning Working Group and Children and Young People's Working Groups. The report also provided Local Committee with an update on activity against agreed priorities and provided an overview of the current budget position.

The Area Manager presented the report. She guided members through the activity of the Area Team since the last meeting. Attention was drawn to the change of date in Recommendation 9 from 2023/24 to 2022/23. Details were provided on the reasons for all of the amounts to be agreed for each recipient. Attention was drawn specifically to the amount to be carried forward into the next financial year to the Sandgate Hydrotherapy Pool Budget. Members were advised that the appointment of Councillor Willis to the Management Committee of Newbridge House PRU was a joint appointment with Barrow Local Committee, which had agreed the appointment of Councillor Willis.

The recommendations as set out in the report were moved by Mr Cook and Seconded by Mr Bland. These were agreed by assent of the Committee.

RESOLVED that,

- 1 Members note the budget update for 2021-22 including the commitments and expenditure to date, Appendix A of the report.
- 2 Members note the work of the Strategic Planning Working Group as set out in the minutes at Appendix B of the report
- 3 Members agree an amount of £10,000 to Ulverston Town Council to enable the progression of the Ulverston Multi-use Greenway from the Economic Initiatives Budget, Appendix C of the report.
- 4 Members agree the current list of Environment Fund and Contain Outbreak Management Fund schemes as outlined in Appendix D of the report.
- 5 Members note the work of the Children and Young People's Working Group as set out in the minutes at Appendix E of the report..
- 6 Members agree to decommit an amount of £2,500 which was previously agreed for the Park Play Initiative from the 0-19 budget due to a contribution towards the scheme from our partner, SLDC. The Local Committee will now provide an amount of £5K for the scheme rather than £7,500.
- 7 Members agree an amount of £6,468 to Right2Work which will provide support to young, disengaged people to help them into work placements, college or apprenticeships, from the 0-19 budget, Appendix F of the report.
- 8 Members agree an amount of £9,200 towards the Kendal Futures Project Manager post from the 2022/23 Economic Initiatives Budget, see Appendix G of the report.
- 9 Members commit the end-of-year surplus amount in the Sandgate Hydrotherapy Pool Budget towards the continued operation and recovery of the pool in the 2022/23 financial year.
- 10 Members agree the appointment of Councillor Willis to the Management Committee of Newbridge House PRU as outlined in paragraphs 4.12 - 4.14 of the report.

69 KENDAL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

The Chairman changed the order of business and this item was taken after Public Participation.

A report was considered from the Executive Director – Economy and Infrastructure regarding the Kendal Local Cycling and Walking Infrastructure Plan. The purpose of the report was to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal.

A member moved that the report be postponed to a future meeting in order to allow members to review larger maps. This was not seconded so the motion fell. A member, who wanted Parish Councils to also be able to view the LCWIP asked for it to be circulated in electronic form and in A3. The Senior Programme Manager Cycling and Walking undertook to arrange this.

The Senior Programme Manager Cycling and Walking presented the report. Information was provided on why and how the LCWIP had been developed and what its aims were. Two other Local Committees had agreed their LCWIPS to date. It was noted that this was not a funded plan and was the start of a process. The four sections in the LCWIP were explained for members and the work with strategic partners was detailed, along with the next steps. It was stressed that the document was a live one and would continue to develop.

The Chair commented positively on the number of responses received to the consultation and acknowledged the importance of cycling to the South Lakeland population.

A member raised that there were more walkers than cyclists and asked how the LCWIP would address this. He queried if disabled access had been considered. The Senior Programme Manager Cycling and Walking talked to members about the core walking zone and routes, adding that design guidance meant access was ensured for all.

A question was asked about the inclusion of children using scooters to school in the LCWIP. The Senior Programme Manager Cycling and Walking explained how this was covered by the Active Travel Team.

The Chair asked when Government feedback on the LCWIPs would be received and how the Plan would be funded. The Senior Programme Manager Cycling and Walking advised on the Government's expectations and how bids would be made for funding. The experience of the consultants brought in to help with the drafting of the LCWIP and how it was detailed and ambitious was noted. It was stressed that the LCWIP was a core network of routes which could then expand into other areas.

A member considered that it was key to note that the LCWIP was unfunded. He commented on the work ahead with schools and partners for the new Westmorland

and Furness Authority to develop the LCWIP. He considered the LCWIP to be a good start and urged members to support it.

After drawing attention to the need for safe routes and the barriers to cycling, a member asked how those issues were being addressed. The Senior Programme Manager Cycling and Walking reported that the LCWIP was the first stage in the process, adding that schemes would be developed to overcome barriers. Behavioural change would also need to take place to complement the implementation of infrastructure

A member was concerned that safe routes to schools was not key in the LCWIP. The Senior Programme Manager Cycling reassured members that links would be made with the Active Travel Team who currently worked with schools on this matter. The Chair referred to the Committee's funding and support for Safe Routes to School.

After welcoming the LCWIP, a member asked if consideration had been given to vulnerable people and people with mobility issues during its development. The Senior Programme Manager Cycling and Walking reassured members that this would be addressed during the design stage.

Mr Hogg moved that the recommendations as set out in the report be agreed. He talked about a number of Kendal's unique selling points and referred to the number of cyclists in Kendal. He asked if the Senior Programme Manager Cycling and Walking had been involved in the development of the Kendal 20mph proposal. It was confirmed that the Senior Programme Manager Cycling and Walking was liaising with the relevant officers on this matter and she highlighted a number of reasons why Kendal was unique. Another member raised the importance of reviewing routes that did not have connectivity.

The Committee's attention was drawn to the number of respondents to the two public consultations. A member was disappointed at the small number of people who had engaged in the process. The Chair explained that the response rate was higher than in other areas of the county. The Senior Programme Manager Cycling and Walking concurred and added that detailed responses had been received which had been very useful to the development of the LCWIP.

Discussion ensued on the lack of reference to children in the LCWIP. Ms Filmore proposed that the LCWIP be brought back to a future meeting, after reference to children was included. The Chair explained that the LCWIP was a live document which would allow for changes to be made. Ms Filmore then asked for the points made during this item to be submitted to the LCWIP Working Group for its information. A member asked that there were clear communications to the public about the LCWIP.

Mr Cook seconded Mr Hogg's motion with the addition that children and young people be central to the LCWIP be added to the motion. Mr Hogg did not agree with the addition to the motion as he considered that the LCWIP was for everyone. The Chair agreed that the LCWIP did not exclude anyone.

The Senior Programme Manager Cycling and Walking advised that agreeing the LCWIP was only the first step. It could then be updated and changed as it was a live document. She confirmed that there would be a communications strategy for the Plan and officers would work with members in developing the Plan.

Mr Cook seconded the Motion, as proposed by Mr Hogg, without any additional wording.

The Chair asked if the motion (recommendations as set out in the report be agreed) was agreed. This was agreed by assent of the Committee.

RESOLVED that,

- 1 Members approve the LCWIP for Kendal as attached at Appendix 1 of the report.
- 2 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 Kendal LCWIP prior to its publication.

70 SOUTH LAKELAND DISTRICT COUNCIL OFF STREET PARKING PLACES ORDER AMENDMENT 17

A report was considered from the Executive Director – Economy and Infrastructure regarding the South Lakeland District Council Off Street Parking Places Order Amendment 17. It was an information report regarding the making of an Order to amend the fees and charges within the existing “The South Lakeland District Council (Off Street parking Places) Order 2004”.

The Traffic Management Manager presented the report. The background to the proposals were explained and what the effects of the proposal would be were detailed for the Committee.

There were no questions or debate on this item. The Chair asked if the recommendation as set out in the report was agreed. This was agreed by assent of the Committee.

RESOLVED that, the Local Committee notes that South Lakeland District Council are proposing to introduce The South Lakeland District Council (Off Street Parking Places) Order 2004 (Amendment No 17) Order 2022, as set out in Appendix 1 attached to the report.

71 2021/22 HIGHWAYS DEVOLVED REVENUE AND CAPITAL UPDATE REPORT

A report was considered from the Executive Director – Economy and Infrastructure regarding the 2021/22 Highways Devolved Revenue and Capital Update Report.

The report presented the Highways Devolved Revenue and Devolved Capital and Non-Devolved Capital Budget finance reports and updated members as to current progress on those budget lines as detailed in the appendices attached to the report.

The Local Area Network Manager South Lakeland presented the report and drew out the key messages for members. This included the predicted overspend in the Highways Revenue Budget which was attributed to reactive tree works relating to Storms Arwen and Barra. The Deputy Leader of the Council was investigating ways of the overspend being covered by the corporate centre. The figures relating to the spend for the Devolved Capital Budget and Non Devolved Capital Budget were reported.

The Chair asked if officers were undertaking close budget monitoring in the forthcoming year to ensure the new Westmorland and Furness Authority would not inherit an overspend. The Local Area Network Manager South Lakeland advised that full clarity of the budget for 2022/23 would be known once Full Council had considered any brought forward under or overspends from 2021/22. The Teams would then endeavour that spend was achieved against the agreed revised budgets.

A member referred to the large amount of tree debris still left on the ground following recent storms. The Local Area Network Manager South Lakeland outlined the work being undertaken by contractors until the end of March 2022 in respect of this matter. He confirmed that tree debris on highways land would be cleared by the County Council. It was noted that some debris remained where carriageways had been reopened as that had been the priority but debris would be cleared at a later date.

A member asked about Aggregate Industries, the private contractor who was undertaking work for the County Council as well as National Highways and whether there was only one contractor used at a time. The member wanted to ensure the work programme would be completed. The Local Area Network Manager South Lakeland explained the working arrangements and work programme agreed with Aggregate Industries. He commented that they would be undertaking work on the Principal Road Network early in the 2022/23 financial year.

It was questioned why there was an underspend in the Highways Devolved Capital Budget and pothole allocation when all members had residents contacting them about pothole issues. The Local Area Network Manager South Lakeland advised that the underspend would reduce once two external contractors started repairing potholes which had been identified after the winter. He noted that figures were also out of date when presented by Local Committee due to publication requirements of the report in the Agenda pack.

The Chair asked if the recommendation as set out in the report was agreed. This was agreed by assent of the Committee.

RESOLVED that, Local Committee notes the revenue and capital budget allocations for 2021/22 and the commitments and expenditure recorded to the end of January 2022 and shown in Appendices 1, 2 and 3 of the report.

72 HIGHWAYS AND TRANSPORTATION WORKING GROUP MEETING 16 FEBRUARY, 2022

A report was considered from the Executive Director – Economy and Infrastructure regarding the Highways and Transportation Working Group Meeting 16 February 2022. The report provided the notes of the meeting of the Highways and Transportation Working Group held on 16 February 2022 and included recommendations for consideration by the Local Committee.

The Vice Chair of the Highways and Transportation Working Group presented the report and proposed that the recommendations as set out in the report be agreed.

The Chair of the Local Committee asked for brief synopsis of the options to be considered in the Kendal Town 20mph Speed Limit Scheme. The Traffic Management Manager advised that options would be developed by the Working Group being set up with Kendal Town Council. Mr Cook reassured the Committee that Kendal Town Council were progressing this matter. The Chair highlighted that the Working Group had the support of County Council members.

The Chair asked if the recommendations as set out in the report was agreed. These were agreed by assent of the Committee.

RESOLVED that,

- 1 Local Committee notes the Minutes of the Working Group meeting of 16 February 2022 which are attached as Appendix 1 of the report.
- 2 That Local Committee: -
 - A Approves the bringing into operation of The County Of Cumbria (Various Roads, South Lakeland Area) (Consolidation Of Traffic Regulations) (Order 2002) (U5498 Garsdale Bridge, Sedbergh) (3 Tonnes Maximum Gross Vehicle Weight Restriction) And (U5498 Sedbergh) (Prohibition Of Motor Vehicles, Except For Access) Variation Order 2022 (“The Order”) in its entirety, as advertised, having taken into account the objections and representations which were received, and having also 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 (which is attached as appendix 2 to the report).
 - B Agrees for Officers to engage in next steps progressing a way forward for a 20mph scheme in Kendal to be through discussion in a working group initially led by Kendal Town Council with membership of other wider stakeholders, with regular updates to the Working Group as it develops.
 - C Agree the Provisional Devolved Highways Revenue Allocations for 2022/23 which is attached as Appendix 1 to the report (and

Appendix 3 to the report) which has been updated following confirmation of the budget allocation by Full Council on 10th February 2022.

- D Notes the details provided in Appendices 1, 2 and 3 of the Working Group report from the Executive Director – Economy and Infrastructure (attached as Appendix 4 of the report) which gave a 2021/22 Flood and Development Management Update and that the Local Committee notes that there are no additional comments in the Appendices to bring to the attention of Local Members. Any significant comments, changes and/or amendments will be highlighted in subsequent and future reports to the Highway and Transportation Working Group.

73 SPEED LIMIT VARIATION TRAFFIC REGULATION ORDER A595 AND A5092

A report was considered from the Executive Director – Economy and Infrastructure regarding the Speed Limit Variation Traffic Regulation Order A595 and A5092. The report set out the responses to the statutory consultation and advertising of the Order referred to at paragraph 3.1 of the report. All of the proposals were summarised in the statutory notice which was attached as Appendix 1 of the report.

The Traffic Management Team Leader - South Lakeland presented the report. The proposals were explained and the consultation process, including the responses received were detailed. The Local Member was in support of the proposals.

Local Member, Mr Brereton thanked the Traffic Management Team Leader - South Lakeland and her team for the work undertaken. He explained the concerns of local residents and explained his reasons for supporting the proposals, including the appropriateness of the 50mph speed limit on the hill. He highlighted that once introduced, the scheme could be revisited and amended if necessary.

The recommendation as set out in the report was moved by Mr Brereton and seconded by Mr Cotton. They were agreed by assent of the Committee.

RESOLVED that, Having taken into account the objections and representations which were received during the statutory consultation and advertisement, and having also 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, that The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variation Order (No.8) 20>< (“the Order”) be brought into operation as advertised.

74 COMMUNITY DEVELOPMENT AND PUBLIC HEALTH ACTIVITY - UPDATE

An update report was considered from the Executive Director – Economy and Infrastructure regarding Community Development and Public Health Activity. The report drew attention to key Community Development and Public Health Activity undertaken by the South Lakeland Area Support Team and the Locality Public Health Manager.

The Locality Public Health Manager presented the report. He focussed on the impact of the pandemic on the mental wellbeing of the population and on health inequality. He talked about the research that had been undertaken and the impact on young people, women and people with an Asian background. Members were advised of the continuing work of the Mental Wellbeing and Mental Health Partnership which included the distribution of a revised version of the 'Every Life Matters' booklet. It was reported that living with COVID and long COVID were causing high levels of anxiety for some people. The Public Health Team was working with the Lancashire and South Cumbria Resilience Hub who were providing support for people working in care. A number of other initiatives were reported to members.

A short briefing was provided on health inequity and the variation between wards in South Lakeland. A number of events were highlighted for members.

The Locality Public Health Manager undertook to circulate resources relating to public events to members.

A member urged the public to take up the offer of vaccine boosters.

Mrs Sanderson reported that schools still had high numbers of COVID cases and advised that she still had regular meetings with the Assistant Director - Education and Skills and the Director of Public Health on this matter.

Mrs Sanderson thanked Cumbria Fire and Rescue Service for their hard work at two recent fires in her division.

RESOLVED that, the report be noted.

75 PARTNER ORGANISATIONS

76 OUTSIDE BODIES

There were no reports to Committee at this meeting.

77 CHILDREN'S CHAMPION

Mrs Evans gave a briefing on the business she had taken part in as her role as the Local Committee's Children's Champion.

Mrs Evans thanked Foster Carers for their dedication. She briefly reported on her recent attendance at the Foster Carers Steering Group. She reported that Foster

Carers were needed for sibling groups, older children and those with complex needs.

A lot was learned from Care Ambassadors at the Children and Young People's Working Group meetings.

The County Council was offering Apprenticeships to Care Leavers and they were being supported in these roles.

The County Council's Promise to Children Looked After was being reviewed in Summer 2022.

Members were asked to promote the County Council's Holiday Activities during the Easter Holidays.

78 DATE OF NEXT MEETING

The next meeting of the Committee would be held on 12 May 2022 at 10.00am at County Hall, Kendal

The meeting ended at 12.35 pm

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COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
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Meeting date: 12th May 2022

From: Executive Director - Corporate, Customer and Community Services
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AREA WORKING – SOUTH LAKELAND

1.0 EXECUTIVE SUMMARY

1.1 This report provides service information and offers recommendations to South Lakeland Local Committee for approval from the following working groups;

Strategic Planning Working Group – 14th April 2022

Children & Young People’s Working Group – 7th April 2022

1.2 The report also provides Local Committee with an update on activity against agreed priorities and provides an overview of the current budget position.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *In February 2018 the new Council Plan 2018 – 2022 was agreed with the vision of being ‘A Council that works with residents, businesses, communities and other organisations to deliver the best services possible within the available resources.’ Supporting communities to thrive through area working and shaping services locally remains a key objective within the plan. It builds on ‘...well established locality working arrangements to develop services and solutions with communities.....as well as recognising the unique community leadership role fulfilled by Elected Members.’ The approach and work of the Local Committee directly contributes to this vision.*

2.2 *Local Committee for South Lakeland has agreed its 4 priorities for the 4 year term till March 2021 (now extended to 2022 due to Local Government Reform) which will continue to be the lens through which local issues are tested and through which performance outcomes will be measured. These are Economic Development; Education and Skills; Travel and Accessibility; Health & Well Being. In addition, Local Committee will continue to forge effective working relationships with SLDC to maximise resource allocation and improve outcomes for communities.*

2.3 *The locally devolved funding is available for Local Committees to allocate within the area to support positive outcomes, targeted and mainstream, designed to improve outcomes for the communities of South Lakeland. This funding can be targeted to initiate new activity or to enhance/complement existing provision according to locally determined need.*

3.0 RECOMMENDATIONS

3.1 Members are asked to not the budget update for 2021-22 including the commitments and expenditure to date, Appendix A

Strategic Planning Working Group

3.2 That Members note the work of the Strategic Planning Working Group as set out in the minutes at Appendix B.

3.3 Members are asked to note the delegated budget for 2022-23 which was approved at the Full Council meeting of 10th February 2022 (Appendix C).

3.4 That £30,000 is allocated to the Economic Initiatives Budget from the 2022/23 budget allocation.

3.5 That Members note that the amounts of £4,420 and £1,288 are the first call on the 2022/23 Economic Initiatives budget for the Kendal and Ulverston BIDs respectively.

3.6 That Members note that the amount of £2,500 is the first call on the 2022/23 Economic Initiatives budget for the Lancaster Canal Co-ordinator Post.

3.7 That £70,000 is allocated to the 0 – 19 Universal Services Budget from the 2022/23 budget allocation.

3.8 That £30,000 is allocated to the 2022/23 A2B Now Young Persons Transport Scheme from the 2022/23 budget allocation.

3.9 That the 2021/22 A2B Now underspend of £26,203 is allocated towards a transport scheme to support young people to reach employment and/or training.

3.10 That £30,000 is allocated to Community Grants from the 2022/23 budget allocation.

3.11 That Members agree the underspend in the 2021/22 Community Grant Budget is added to the Local Committee's Covid Fund to enable rapid support for communities recovering from the pandemic and the increasing cost of living crisis. This fund to be renamed 'Recovery, Resilience & Community Sustainability Fund'. The exact amount will be firmed following year end activity but it will be in the region of £39,000.

3.12 That £29,472 is allocated to the School Crossing Patrol budget from the 2022/23 budget allocation, (£19,796 from the SCP budget allocation plus £9,676 from the 2021/22 underspend), Appendix D.

3.13 That £33,746 is allocated to the General Provisions Budget from the 2022/23 budget allocation.

- 3.14 That Members note the £47,550 for the 2022/23 Money Advice Contract delivered by the Citizens Advice Bureau, receiving quarterly updates on delivery.
- 3.15 That Members note the £46,000 allocation to the Sandgate Hydrotherapy Pool from the 2022/23 budget allocation.
- 3.16 That Members note the £128,778 allocation to the Community Development Team from the 2022/23 budget allocation.
- 3.17 That Members note the £200,000 Environment Fund for the year 2022/23.
- 3.18 Members are asked to agree an amount of £11,500 towards an increase in Community Development Officer hours within the Area Team, from the General Provisions budget.
- 3.19 Members are asked to agree an amount of £2,000 towards the Kendal Unity Festival from the 'Recovery, Resilience & Community Sustainability Fund', subject to agreement, Appendix E.
- 3.20 Members are asked to agree the current list of Environment Fund and Contain Outbreak Management Fund schemes as outlined in Appendix F.

Children and Young People's Working Group

- 3.21 That Members note the work of the Children & Young People's Working Group as set out in the minutes at Appendix G.
- 3.22 Members are asked to note the minutes from the recent Windermere Ferry Advisory Group, Appendix H.

4.0 BACKGROUND

4.1 Environment Fund and Contain Outbreak Management Funds

The Environment Fund of £200K is a ringfenced budget for environmental works for which the specific targeting is at the discretion of each Local Committee. This funding can be used to attract match funding and support collaboration with partners who have compatible aspirations in order to broaden what can be achieved.

- 4.2 The Contain Outbreak Management Fund of £200K is a ringfenced budget to carry out works, sponsor events and activity, and fund local groups, which enables residents to enjoy their local outdoor spaces as well as attract new visitors to the non tourist areas and the hidden gems of Cumbria.
- 4.3 The Environment Fund has to be defrayed by 31st March 2022 while the Contain Outbreak Management Fund can now be rolled forward into 2022/23.
- 4.4 The long list of schemes identified by Members and their associated costs is detailed at appendix F. The Area Team are working through this list with colleagues in the Environment Directorate. Those shown in green are either delivered or considered to be deliverable in this financial year. The Area Manager continues to monitor the budget and

the progress of each scheme; re-profiling as necessary and updating Members at each Strategic Planning Working Group.

4.5 **Contain Outbreak Management Fund – Harnessing Capacity**

South Lakeland has an allocated amount of £50K from the Contain Outbreak Management Fund (COMF). This is to be used to support communities to get back on their feet and to support measures for them to re-start their events and activities in a safe, COVID secure way. We recognise that supporting our local community groups to safely and confidently run their activities, will go a long way in helping to tackle social isolation and improve health & wellbeing, which has been exacerbated by the pandemic. The Area Team has continued to keep close to the communities to identify groups which are getting ready and would benefit from targeted support.

4.6 A further amount of £150K has been allocated to the Local Committee from the Contain Outbreak Management Fund, bringing the total amount to be allocated across South Lakeland to £200K. This additional £150K is similar to the first £50K but also enables further flexibility to harness local capacity such as the delivery of essentials for those self-isolating and targeted interventions for specific sections of the local community. This funding can now be rolled forward into 2022/23 to enable support to be spread into the longer term.

4.7 In order to ensure a targeted and effective use of the funding, the Area Manager proposed the following uses:

- i) **£50K – Food through the Winter months**
- ii) **£20K – Responsive support to help those in immediate hardship**
- iii) **£130K – Support to voluntary and community groups**

4.8 The Area Team has continued to work with the Food Hubs across South Lakeland to ensure they have all they need to be able to support their communities through the winter months. Most of the above funding has now been targeted and distributed and all that remains is £10K of the responsive hardship fund (ii), which will enable responsive support as and when required.

4.9 **Local Committee COVID Funding Support to Date**

In support of the COVID Pandemic response and recovery work this Local Committee has previously set aside a total amount of £40K as a 'fighting fund' to tackle emerging issues. To date the fund has been used to help with tackling mental health effects and to support to food initiatives.

Name of Organisation	Activity	Amount (£)	Balance (£)
Every Life Matters Charity	Printed booklet 'Wellbeing and mental health during COVID-19: A guide to looking after yourself and others' sent to every household across South Lakeland	7,712	
Food Wholesaler	Purchase of non-perishable goods to create a reserve of emergency food packs	300	
Ragtag Arts	Activity/Craft Bags attached to the Kendal food initiatives	750	

Ragtag Arts	Activity/Craft Bags attached to food initiatives across the SL area	1,200	751
Grange Community Kitchen	Summer Activity Club & purchase of healthy food for lunches	300	
Care Leavers	Christmas Support Packages	250	
Food Hubs	Food and Groceries	10,320	
Stricklandgate House	Support the sustainability of this charitable hub	10,000	
Manna House	Support with debt recovery orders for the most vulnerable	4,500	
Food Hubs	To support 6 groups to top up on food	163	
Ulverston Food Hub	Additional support	720	
Kirkby Lonsdale Community Cupboard	Additional support	200	
Ulverston	Community Activity	2,824	

4.10 Grants Approved up to £5K

Since the last Local Committee, and in accordance with the Local Committee Terms of Reference, the below grants have been approved by the Area Manager in consultation with elected Members. As with all grants the necessary due diligence and assessments have been carried out.

Name of Organisation	Activity	Amount (£)	Budget Line
Barnardo's	Summit 22 (gathering the voices and views of 8 to 12 year olds)	5,000	0-19 Budget

4.11 Homes for Ukraine

As Members are aware, the Government's Homes for Ukraine programme has commenced with local sponsors and those fleeing the conflict making their own arrangements to link up. However, Cumbria County Council is carrying out various safeguarding checks on local sponsors including a housing suitability check, and providing general advice and guidance.

In order to assist Ukrainian guests to resettle we are working with our partners, including the voluntary and charitable sector, to ensure that we are co-ordinating support and responding as necessary. Therefore, the Area Manager has reconvened the South Lakeland Refugee Co-ordination Group, which will continue to meet every 4 weeks. The group has met once already and is preparing to support new arrivals to South Lakeland. While, details of the hosts and their guests cannot be shared, the Area Manager will update the Local Committee on the scheme as it develops.

4.12 The Monitoring Report at Appendix I sets out previous investments and decisions taken by the Local Committee, which enables members to track progress against agreed outcomes and ensure that regular performance reporting is taking place. While many of these projects were funded in previous years, their delivery is ongoing with the outcomes requiring continued monitoring and evaluation.

5 OPTIONS

- 5.1 The Local Committee may choose to support the recommendations to a greater or lesser extent subject to available funding and in line with corporate policy and service standards.

6 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct financial implications arising from this report and the Local Committee is authorised to support the recommendations. 4.5.2022

7 LEGAL IMPLICATIONS

There are no direct legal implications arising from this report and the Local Committee is authorised to support the recommendations.
PS 28.4.22

8 CONCLUSION

- 8.1 This report provides the Local Committee with an update on a variety of projects which are either coming to fruition or are continuing to be developed to benefit local communities.

Dawn Roberts
Executive Director for Corporate, Customer & Community Services

27th April 2022

APPENDICES

- Appendix A - Financial Statement to 31st March 2022
- Appendix B – Minutes of the Strategic Planning Working Group – 14/04/22
- Appendix C – 2022/23 Delegated Budget to Local Committees
- Appendix D – School Crossing Patrol SLA with Orian
- Appendix E – Grant Request - Kendal Unity Festival
- Appendix F - Environment Fund / Contain Outbreak Management Fund
- Appendix G - Minutes of the Children & Young People’s Working Group – 07/04/22
- Appendix H – Minutes of the Windermere Ferry Advisory Group -
- Appendix I – Monitoring Report to April 2022

Electoral Division(s): All in South Lakeland

Executive Decision

Key Decision

If a Key Decision, is the proposal published in the current Forward Plan?

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

Yes		
	No *	
		N/A*
	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?

	No*
--	-----

If so, give details below.

Has an environmental or sustainability impact assessment been undertaken?

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

Has an equality impact assessment been undertaken?

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

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: Karen Johnson, 01539 713157, Karen.johnson@cumbria.gov.uk

Appendix A – Financial Statement to 31stth March 2022

SOUTH LAKELAND LOCAL COMMITTEE: 2021/22

FINANCIAL SUMMARY TO 31 March 2022

Discretionary budgets total allocation 2021/22 Council 18/02/21	
Budget Allocation as Council Before Review By Local Committee	
General Provision	83,537
Community Grants	0
Economic Initiatives	0
School Crossing Patrols	19,796
0-19 Services	110,742
Young Persons Transport	0
Total Discretionary Allocation	214,075

Budget Sector	Original Budget 2021/22	Balance B/Fwd	Virement In	Virement Out	Revised Budget 2021/22	Other Contribs	Spending Limit 2021/22	Committed Expenditure	Actual Expenditure to Date	Projected Outturn 2021/22	Unallocated Resources or Variance
	See Notes	See Notes			Note 1						
	£	£	£	£	£	£	£	£	£	£	£
Discretionary Budgets											
General Provision	45,571	56,168	0	0	101,739	0	101,739	62,219	38,834	101,053	686
Community Grants	48,000	56,156	0	0	104,156	0	104,156	12,352	58,595	70,947	33,209
Economic Initiatives	30,708	21,590	0	0	52,298	0	52,298	13,591	34,112	47,703	4,595
School Crossing Patrols	19,796	25,507	0	0	45,303	0	45,303	32,307	12,996	45,303	0
0-19 Services	70,000	11,729	0	0	81,729	0	81,729	28,655	43,203	71,858	9,871
Young Persons Transport	0	29,118	0	0	29,118	0	29,118	24,132	4,986	29,118	0
	214,075	200,268	0	0	414,343	0	414,343	173,256	192,727	365,983	48,360
Other Revenue Budgets											
Local Revenue Schemes	0	20,841	0	0	20,841	0	20,841	9,425	0	9,425	11,416
Neighbourhood Development Team	128,778	0	0	0	128,778	0	128,778	0	128,778	128,778	0
Money Advice Contract - CAB	47,550	0	0	0	47,550	0	47,550	0	47,550	47,550	0
Environment Fund	200,000	0	0	0	200,000	0	200,000	151,290	16,350	167,640	32,360
COMF Harnessing Capacity (20-21 & 21-22)	0	0	0	0	200,000	0	200,000	0	178,421	178,421	21,579
COMF Improving Outdoor Spaces	0	0	0	0	200,000	0	200,000	46,358	154,157	200,515	(515)
Sandgate Pool	46,000	(32,627)	0	0	13,373	0	13,373	0	2,525	2,525	10,848
Sandgate Pool-Provision Transfer to Trust	0	50,000	0	0	50,000	0	50,000	50,000	0	50,000	0
	422,328	38,214	0	0	860,542	0	860,542	257,073	527,781	784,854	75,688
LOCAL COMMITTEE COMMUNITIES TOTAL	636,403	238,482	0	0	1,274,885	0	1,274,885	430,329	720,508	1,150,837	124,048

Appendix B

South Lakeland Local Committee Strategic Planning Working Committee (Via MS TEAMS)

14th April 2022 (Via MS TEAMS)

Present: Councillors Nick Cotton (Chair), Mark Wilson, Chris Hogg, Bill Wearing, Matt Brereton, Shirley Evans, Brenda Gray

Also Present:

Karen Johnson CCC	Area Manager for South Lakeland
Louise Foster CCC	Community Development Assistant

Guest speakers

Kathryn Fogg	Pennine Community Credit Union
Tia Warbrick	Pennine Community Credit Union
Karen Evans	CAB

2. Apologies and Declarations of Interest:

Apologies received from: Cllrs. Judy Filmore, Jim Bland, Geoff Cook, Peter Thornton and Roger Bingham

3. Area Working

i) Pennine Community Credit Union: Introduction to the Service

Kathryn Fogg gave an overview of PCCU explaining how it had merged with Affinity to provide a community credit union for residents of Cumbria. She stated that their business model is both ethical and affordable, and presently they are fully sustainable, having not received any grant funding.

The Union aims to serve financially excluded people, those who would typically borrow from doorstep lenders and loan sharks and it was stated that based on comparative interest rates (loan shark often 300%APR), that PCCU had created a saving of £19 million on interest paid.

Tia Warbrick explained that they currently have 12 500 members, 170 being based in South Lakeland. This number is increasing as they promote their offer in the area. Tia explained how an app, with WhatsApp style chat, appeals to their members and that 90% of loan transactions now take place using this method.

A discussion took place on how PCCU could be promoted across the district with Members keen to hear an update at a future meeting.

Action: Area Manager to invite PCCU Representatives to update Members at December meeting.

ii) South Lakeland Citizens Advice Update – Karen Evans

Karen Evans provided an update on the CAB, explaining how client numbers had been very low due to covid pandemic, however, four 'enquiry hotspots' had been identified; Kendal East, North, West and Ulverston East. It was acknowledged that CAB need to find way of reaching rural communities.

Karen shared that the client profile is getting younger and more complex due to declining mental health. For example, the average debt case used to take 2 hours, now take nearer 10 hours. HAWC's and/or social workers are involved. The Cost-of-Living crisis means that heating OR food is becoming decision South Lakeland residents are needing to make and that grants of just £200 are making a real difference. Funding secured through Public Health will shortly employ a 'Community Worker' with the aim of accessing clients earlier as the need for debt work increases. A discussion took place about how whitegoods recycling and repair could assist those without the appropriate appliances for cooking.

iii) Environment Fund and COMF Update

An update on progress against the schemes was presented to Members.

Number 3 - Sedbergh Pathway – the Parish Council have two tenders and its likely to be an increased cost of around £40 000.

Recommendation to increase allocation for this footpath agreed by Members.

Number 13 – Footpath past Sandylands allotments.

Recommendation to allocation £15000 from Environment Fund approved by Members.

Number 14 - Carus Green to Hallgarth additional section near Railway Bridge.

Recommendation to allocate additional £10000 from Environment Fund to complete pathway agreed by Members.

The Area Manager will approach the Environment Team to identify which projects are deliverable in the next 12 months from the existing list before arranging a workshop session with Members.

4. Business Planning

i) Financial allocations for 2022/2023

The Area Manager suggested an amount of £30K for the Community Grant Fund, which is a reduction on last year as not all groups have returned to their activities and delegated govt. funding has also been allocated. This has resulted in an underspend in Community Grants which the Area Manager suggested is add to the 'General Covid Recovery' Fund which Local Committee set up at the beginning of the pandemic to allow rapid and flexible support to community groups.

Members agreed to the Area Managers suggestion for the establishment of a new Community Resilience and Sustainability Fund.

Members are keen to identify innovative ways to target the underspend in the young people's transport funding. The Area Manager is going to explore opportunities for supporting young people to get to employment and/or training through work with external organisations such as DWP or CAB.

ii) Resourcing request for Area Team

Members agreed to fund the Area Managers request to increase CDO hours to the cost of £11,500, to be taken from the 22/23 General Provisions budget.

5. 2021/2022 Monitoring report and Budget Update

The Area Manager provided an overview of the Monitoring Report and the Local Committee's reducing budgets.

The Area Manager alerted Members to the £21,000 underspend on the School Crossing Patrol allocation, suggesting that this could in part be used to replace the flashing lights outside several schools across the district as they are now coming to the end of their life. Each crossing requires approximately £7,000 with all of them costing in excess of £80K.

Members agreed to repairs taking place at 3 schools initially with the funding currently available in the underspend, with any further underspends potentially being used to repair lights at additional schools.

6. Grants

- i) Cumbria Unity Festival

Agreed by Area Manager in discussion with Members to award £2,000 from the current Covid fund.

7. AOB

- 8. **Date of next meeting:** Wednesday 8th June 2pm

Appendix C - 2022/23 Delegated Budget to Local Committees

PROPOSED LOCAL COMMITTEES BUDGETS 2022/23

Appendix E

	Allerdale	Barrow	Carlisle	Copeland	Eden	South Lakeland	TOTAL Allocation
	£	£	£	£	£	£	£
General Provision Allocation							
2021/22 notional base budget - General Provision	77,712	53,300	86,391	54,200	42,332	83,537	397,472
Population change - General Provision	92	(232)	(83)	(88)	418	(107)	0
2022/23 General Provision allocation	77,804	53,068	86,308	54,112	42,750	83,430	397,472
0-19 Services Allocation							
2021/22 notional base budget - 0-19 Services	78,659	57,551	93,346	55,667	39,464	78,314	403,002
Population change - 0-19 Services	(203)	70	384	69	105	(426)	(0)
2021/22 0-19 Services Allocation	78,456	57,622	93,730	55,737	39,569	77,888	403,002
School Crossing Patrols							
2022/23 notional base budget - School Crossing Patrols	38,154	30,866	21,613	20,873	9,696	19,796	140,998
	194,414	141,555	201,651	130,722	92,015	181,114	941,472
Additional 11-19 Universal Services Allocation	32,908	25,042	38,206	24,400	17,016	32,428	170,000
Total for Discretionary Budget, incorporating General Provision, School Crossing Patrols and 0-19 Services	227,322	166,597	239,857	155,122	109,031	213,542	1,111,472
Neighbourhood Development-Area Support Teams	116,857	87,798	129,772	86,308	64,327	128,778	613,839
Money Advice	66,570	57,060	53,890	57,060	34,870	47,550	317,000
Sandgate Hydrotherapy Pool	0	0	0	0	0	46,000	46,000
Environment Fund	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Non Highways Revenue Total	610,749	511,455	623,519	498,490	408,228	635,870	3,288,311
Highways Revenue							
2021/22 base budget - Highways Revenue	1,238,693	793,576	1,438,010	682,658	784,937	1,212,126	6,150,000
Inflationary increase 2022/23	45,922	29,420	53,312	25,308	29,100	44,938	228,000
2022/23 Highways Revenue Total	1,284,615	822,996	1,491,322	707,966	814,037	1,257,064	6,378,000
Total proposed Revenue Budget allocations 2022/23	1,895,364	1,334,452	2,114,841	1,206,456	1,222,265	1,892,934	9,666,311
Indicative Capital allocations 2022/23							
Non Principal Road Network	2,859,000	991,000	2,465,000	1,439,000	2,924,000	3,240,000	13,918,000
Pothole Funding	2,099,000	728,000	1,809,000	1,057,000	2,147,000	2,379,000	10,219,000
Highways Capital Total	4,958,000	1,719,000	4,274,000	2,496,000	5,071,000	5,619,000	24,137,000
Total for Local Committees 2022/23	6,853,364	3,053,452	6,388,841	3,702,456	6,293,265	7,511,934	33,803,311
For Information							
Total Revenue Budget allocations 2021/22	1,849,552.79	1,305,193.58	2,061,228.26	1,181,165.83	1,192,641.66	1,848,528.88	9,438,311.00
Total Capital allocations 2021/22	4,958,000	1,719,000	4,274,000	2,496,000	5,071,000	5,619,000	24,137,000

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Appendix D



SCHOOL CROSSING PATROLS – SERVICE LEVEL AGREEMENT FOR 2022/23 WITH SOUTH LAKELAND LOCAL COMMITTEE

The 2022/23 agreement will continue to embrace the following service aspects:

- **Training** – all school crossing patrols will continue to receive refresher road safety training, including an update on current road traffic legislation as it relates to their role.
- **Customer Care** – all school crossing patrols will continue to receive guidance on the importance and benefits of customer care with particular reference to the needs of children and accompanying adults.
- **Uniforms and equipment** – the requirements of all school crossing patrols are continually assessed to ensure that they comply fully with current legislation. Statutory items of uniform (hat and coat) and equipment will be issued accordingly.
- **Management activities** – Oran Solutions Ltd will pay all salaries and standard employment costs for each individual crossing patrol and recruit any replacements as directed. We will continue to liaise with associated schools to ensure effective communication and information to parents. We will also work closely with schools to make the crossing patrol service sufficiently flexible to accommodate any changes to departure or arrival times for breakfast clubs, after school clubs and special events.

However, site reviews, public consultation exercises and traffic surveys will remain the responsibility of the Local Committee and as such, Oran Solutions Ltd will not be involved. Similarly, Oran Solutions Ltd will not be responsible for enforcement of any local parking restrictions or alterations that may be required to the highway, including road markings, hazard warning lights or flashing beacons.

Legal information

The school crossing patrol service complies with the legislative requirements of the School Crossing Patrol Act 1953, School Crossing Patrol Order 1954 and the Road Traffic Regulation Act 1984, which was subsequently amended by the Transport Act 2000 (section 270).

The law gives a school crossing patrol appointed by an appropriate authority the power to stop traffic on condition that they are wearing a uniform approved by the Secretary of State and are using the prescribed sign.

The law states that even where a crossing patrol is provided, parents remain responsible for ensuring their children's safety on their journey to and from school.

Service contact

Graeme Gunn: telephone number 01228 404722 / e-mail Graeme.gunn@orian.co.uk

School crossing patrols in South Lakeland

	School	Additional crossing facility	Filled (F) or vacant (V) post	Weekly hours/ mins
3	Croftlands Infant School (Oakwood Drive)	None	F	9.10
4	Sir John Barrow/Former Dale Street Infant School (Lund Terrace)	None	F	7.30
5	Ghyllside School (Lyngarth Drive)	None	F	5.00
6	Heron Hill School (Hayfield Avenue)	None	F	5.00
7	St Mary's School (Springfield Road, Ulverston)	None	F	7.30
8	St Patrick's School (Gatebeck Road, Endmoor)	None	F	6.15
		0 sites	0 vacant	40.25

All 6 sites for 38 academic weeks during 2022/23 @ £19.19 per hour = £29,472.88 per annum + VAT

Within this service level agreement, the Local Committee will continue to be invoiced for delivered kerbside hours only.

Appendix E

South Lakeland Local Committee Strategic Planning Group Grant Report

Meeting Date

14 April 2022

Name of Organisation

AWAZ – Cumbria Unity Festival

About the Organisation

AWAZ Cumbria is a community development organisation founded in 2005 to support and empower the voices of Black, Asian and Minority Ethnic (BAME) people and other underrepresented communities in Cumbria. They aim to make Cumbria a more welcoming and caring place by connecting communities, advancing equality, celebrating diversity and challenging prejudice to enable community development and support integration and enterprise.

AWAZ organise the Cumbria Unity Festival and do so in Kendal under the remit of the South Lakeland Equality & Diversity Partnership. This is the 4th Unity Festival to be held in Kendal.

Project description and benefit to the community

As part of the Cumbria Unity Festival, there will a number of activities in Kendal on 18 June. This year the event will be in person rather than remote and on-line as it was last year. Activities will be held at the Brewery, Abbot Hall Centre and in the town centre (Birdcage and possibly Market Place).

Events are also being held in Barrow town centre on 2 July and on 9-10 July as part of the Coast Road Festival; in Whitehaven on 2 July and in Carlisle on 16 July.

The Unity Festival is designed to celebrate the strengths and diversity of the people of Kendal, aiming to build community cohesion and foster good relations between individuals and communities.

A new activity this year is the provision of Bystander Training, to support people to try to stop or de-escalate negative situations and to challenge any sign of hate or discrimination. The course will be open to individuals and is planned for Kendal and Whitehaven. The funding to deliver the training (£600 per location) is part of this grant request.

There will also be an interactive exhibition to help people understand the journeys that people undertake when leaving their home country and seeking refuge elsewhere. It is designed to educate and promote empathy between resident communities and new arrivals – the cost for the exhibition being put on by Global Link is part of this request (£650). This is of particular relevance and poignancy at this time of conflict and uncertainty in many parts of the world.

The festival will bring together groups involved in promoting unity year round, in Kendal and across Cumbria, and gives a focus to their conversations and activities. Local groups involved in supporting refugees and migrants to the area will be showcasing what they do and how people can get involved. This includes the South Lakes refugee support group (Common Space, Common Humanity) and the newly formed community sponsorship group Kendal Open Door.

Total Project Costs

£16,500 (Kendal costs £4,050 – see breakdown below)

Activity	Cost
Bystander training	£600
Venue Hire	£600
Workshops (interactive exhibition, performances)	£800
Materials for workshops	£400
Banner & promotion	£650
IT support & staffing	£650
Filming and video editing	£350

Grant Requested

£2,000

Date the project commences

18 June 2022

Source(s) of match funding

South Lakes Housing	£250
Kendal Town Council	pending
SLDC	pending
Sellafield	£5,000
Cumbria Community Foundation	£1,000
Police & Crime Commissioner	pending
BAE Systems	pending

Appendix F

South Lakeland Local Committee - Environment Fund/Contain Outbreak Fund

April 2022

Theme	Member	Estimated Cost (£)	Identified Fund	Scheme Summary	Update
1. Footpath improvement	Geoff Cook	100K Revised cost £70K	COMF	Improvement of the Kendal Canal Path – south from Burton Road (opp Leisure Centre) to where it joins Natland Road (opposite Watercrock Lane). This scheme would take walkers from the centre of Kendal to join the more rural canal path towards Natland and cyclists from Kendal to the cycle route on Natland Road	Contract awarded. Awaiting confirmation of listed building consent from SLDC for Millbeck Lane Bridge. TTRO in place from 4/10. Work complete, opened to public 4 March. Photos by comms.
2. Footpath improvement	Mark Wilson/Judy Filmore	40K	COMF	Ulverston: Environmental makeover combined with toughening up of footpath alongside St Mary's Catholic Primary School on Springfield Road. This is a popular footpath which then connects with walking routes to Urswick Road and Swarthmoor-much used for exercise and route to school/shops.	Update from DG 28 Jan. Work completed. Signage completed 21/3
3. Footpath creation	Nick Cotton	20K £4K (design costs)	Env't Fund	Create scheme from Havera (Howgill Lane) to the People's Hall, which would create a footpath where at present people have to walk in the road. Sedbergh Parish Council agreed to commission the design and the works	Tenders received – to be publicised end of 14/4 Likely to be in excess of £20K
4. Cycleway restoration	Nick Cotton	40,515 (x3) (schemes 1,2 & 3)	COMF	Cycle paths maintenance as per the public participation at LC <ol style="list-style-type: none"> 1 Alongside A591 at Plantation Bridge, between Burneside and Staveley 2 Alongside A591 from Ings to Windermere 3 Alongside A591 from A6 Shenstone junction south to Low Sizergh 	Instruction given to proceed with schemes 1-3. Contracts have been awarded. Site 1 work started 23/3. Sites 2 & 3 to follow as each site completed
		50K (x3) (schemes 4,5 & 6)		<ol style="list-style-type: none"> 4 Check tarmac quality and patch where necessary on A6 verge side paths south from A590 junction at Brettargh Holt to Marsh Road, south of Levens Hall 	Meeting NC/PH/GH 15 Dec Agreed to go ahead with cutting back and edging back to 2.5 metres. Contract awarded. Start date 29/3

			<p>5. (Alongside A590 northwest of High Newton) PH 30/11/21: Scheme 5. I have located these cycle routes reported as "alongside A590 northwest of High Newton". They are :</p> <ul style="list-style-type: none"> • U5773 Section 101 (A590 to C5041) South of Grubbins Wood and • U5773 Section 102 (A590 to C5041) South of Barrow Banks Nursery. <p>Please can the description of scheme 5 be amended to avoid confusion in future.</p>	<p>Scheme 5 are locations that CCC are responsible for survey to be done and costings provided for cutting back the trees and bushes at this location. 15/12/21 NC/PH/GH Routes that run parallel to A590 is CCC. Contract awarded. Start date 29/3</p>
			<p>6 Pavement cycle paths on the A590 in the Newby Bridge area</p>	<p>Meeting NC/PH/GH 15/12 Verge side growth 100 metres to A592 and trees to Swan is PH responsibility. Contract awarded. Start date 29/3 Other paths, considered to be National Highways GH/PH to contact NH</p>
			<p>7 Improve quality of cycle path under the A590 at Greenodd and east over the cycle bridge as far as the forest track through Roudsea Wood 8 Check cycle path alongside B5286 at the north end of Coniston Water</p> <p>REMOVED FROM LIST NC/PH/GH 15/12/21</p>	
			<p>9 Pavement cycle path alongside A595 from Foxfield railway station north to the turn to Broughton in Furness</p>	<p>Update from PH 1/3: foliage from pictures in Oct when still in leaf don't appear to show a great deal of encroachment onto the combined footway/cycleway so maybe this is one to look at once we have this year's seasonal growth.</p>

5. Footpath improvement	Peter Thornton	£4800	Env't Fund	Kendal: Pathway entrance to walk from Burneside Road to Kentrigg via Carus Green. There is an off-road footpath from Burneside Road to Burneside. This is in good condition but there is an exit across the road to the entrance to the footpath over the golf club. This is broken up and unsafe in that it is possible to slip into the road. The entrance to the golf course footpath is also broken up and needs work. Photos supplied.	Work completed 25/3 Any publicity should give credit to the golf course staff who (voluntarily) assisted with leading in the material to the worksite. The work was completed by Ulverston based Andrew Thompson Landscapes. Cate Woodcock contacted for publicity
		£4030		Steps on opposite side of road also need work. Highways gully across the road is blocked and causing water damage to footpath	Due to issues with delivering much of the team's programmed work this year, it has not been possible to start the works yet. No available contractors in place to award the work to at the moment so are waiting for in-house teams to become available Estimated start date for the work mid 2022/23
6. Handrails	Peter Thornton	£4,360	Env't Fund	Dockray Hall Footbridge, Kendal. Handrail needs replacing at points and all needs tidying.	Works completed but finish being questioned. Awaiting response from M Hurley on return to work w/c 18/04
7. Hedgerow improvements	Matt Brereton	7K	Env't Fund	Colton Parish Council to undertake project to plant wildflower seedlings and improve hedgerows. Benefits would improve the natural drainage	Payment made to Colton PC
8. Tree Planting	Shirley Evans	£3350 additional £1800 Total of £5150 paid to school	Env't Fund	Kendal: Planting of more flowering cherry trees along Shap Road, to soften and restore the lovely effect to the built environment.	Payment for £3350 made. Trees for just over half the length of the border planted. Funding for a further 10 trees awarded. QKS have ordered them from the nursery
9. Footpath creation	Jim Bland	85K	Env't Fund	Creation of pathway to walk safely from Levens village down to the bus stop at the A590	Numerous site and virtual meetings taken place Member/Area team/Highways/landowner. Further exploration on whether it will be a Highways path or a permissive path. Issues surrounding both options
10. Footpath improvement	Nick Cotton	£4410	Env't Fund	Emergency works to due closure of Ruskins View Kirkby Lonsdale	Revised price is £4410. In consultation with KJ/NC, GH instructed Alex Denton to progress 23/3. Expected to start in May
11. Tree planting and maintenance	Janet Willis	£3,660	Env't Fund	Maintenance and re planting of trees within ENMO Parish owned Woodland areas. The Parish Council have recently set up their own Woodland Working group who are planning to meet regularly and report back to the Council. Inspection	Payment made to ENMO Parish Council




				took place in June which raised some issues. Carol Last waiting to be informed	
12. Tree removal	Peter Thornton	£1000	Env't Fund	Trees on High Garth, Kendal . There are some trees which appear to have self-seeded and which need trimming or removing. Need to confirm their status (i.e. that they are on the highway) then talk to residents about intervention.	Site visit GN/PT/GH 20/1/22 SLH tree consultant contacted with proposals. Costs received, instructions for work given 3/2/22 Following Covid related delays, work due to start w/e 26/3. Revised start date 14/4
13. Footpath improvement	Shirley Evans	20K	Env't Fund	Kendal: The footpath from the top of Jenkins Rise, down past the Sandylands allotments, through to Fowl Ing Lane. This is a very well used path. Residents from Sandylands heading north – to shops, nursery, QKS etc – all use it. Over the years it has really deteriorated, becoming dangerous in places, impassable when it gets really muddy and generally difficult for many, especially mums with prams and small children and those with mobility issues.	Reprioritised to yellow at SPWG 9/12/21 SLDC can give licence. Site visit GH/SE 9/3 Estimated tarmac costs >£100K Rural type shale path costed by D Gibson at £15K with contingency built in for future prices. For Members decision 14/4
14. Footpath improvement	Peter Thornton	20K Plus £10K for railway bridge end	Env't Fund	Kendal: Footpath between Carus Green to Hallgarth. It is generally in good condition, as a country footpath, however there are a few areas which get very muddy and could benefit from some work. It also needs some tidying up towards the Hallgarth end, by the railway bridge.	Russell Armer installing underground services. CCC contribution is £20K for TTRO and improved surfacing. Awaiting start date from Russell Armer. Estimated costs for the railway bridge end is additional £10K to be considered for 2022/23. This is based on current prices of materials which as we know could increase. Decision for this part to be taken
15. Footpath improvement	Peter Thornton			Kendal: Footpath from Garth Bank to Hallgarth Shops. Very muddy and vegetation needs cutting back.	25/11 – ST email – it's SLH land not SLDC and vegetation is responsibility of resident. Query re scope of work – create new footpath? GH liaising with SLDC
16. Footpath improvement	Peter Thornton			Kendal: Footpath from Hallgarth Circle/Low Garth to Underley. Needs some work at the top (photos enclosed) and also consideration of surfacing of the leg from Hallgarth Circle.	25/11 – SLDC agree to re-surface section of land at top of paths and make good the steps and will provide invoice for the works. GH to pursue costs with SLDC. Recommend that grass path be left unsurfaced due to gradient & drainage issues.
17. Footpath improvement	Janet Willis			Ulverston: Footpath from Croftlands to Birkrigg. The footpath starts from behind houses built on the site of the old Lancastrian pub, near Mountbarrow Road, Croftlands and could potentially go to Birkrigg Common.	Not deliverable in 21/22. Currently working with landowners and locals and would need to go to public consultation which could take 12 months. CL to monitor with D Gibson

				It runs adjacent to Gypsy Lane/ Mountbarrow Road	
18. Tree removal	Peter Thornton			Trees opposite entrance to Briery Meadows, Kendal . As above	25/11 - work recently completed by SLDC – trees thinned out and residents satisfied. GH to speak to obtain costs from SLDC
19. Tree removal	Peter Thornton			Kendal: Ash tree on Aikrigg footpath. Tree needs removing but no one seems to take responsibility. Need to resolve.	Investigations re landownership ongoing GH to request LR search
20. Footpath improvement	Shirley Evans			Kendal: The cut through that runs between the BT building and Haytons, from Sandylands Road. This is an incredibly well used path. Anyone heading into town goes this way, including all the children who attend Stramondgate School. There has been some resurfacing done at the Sandylands end, so it is just the section that runs between the BT building and Haytons that needs doing. BT has now replaced the old fence so now time to get the path done. The surface is poor, the edges are broken away and there is a trip hazard where the stump of a tree needs removing.	Investigations re landownership ongoing. LR search showed BT to be the landowner. GH pursuing with Highways Legal rep and Property Dept for approach to BT. If BT give permission, works to be costed
21. Footpath improvement	Ben Berry			St Mary's Park towards Rayrigg Road, Windermere Flooding issues	DG confirmed works planned under Improvement fund
22. Footpath improvement	Peter Thornton	?		Kendal: Path from Hallgarth to Briarrigg. There are two issues here. One is the surfacing chiefly at the Hallgarth end. The other is that an informal path has developed at the other end where children slide down the bank into the road. This needs blocking, preferably by planting. See photos	25/11 – SLDC will instruct Continental Landscapes to plant out bottom of slope to prevent short cut and provide invoice for CCC payment. GH to obtain costs from SLDC SLDC owned footpath has been resurfaced – ST believes that path in poor condition is owned by Network Rail. Following site visit with PT 20/1, LR search shows transfer from RA to SLDC in 2007. Queried with Sion Thomas at SLDC – awaiting response
23. Wall restoration	Will Clark			Traditional stone wall repairs in the Lakes ED . Priority is to those adjoining the major highways leading into Ambleside, linking Ambleside with Grasmere (A591) and Ambleside to Langdale (A593) Whilst there is much that could be done on the shores of Rydal, North of the Low Wood Hotel and at Halfway House (towards Skelwith), the main priority at this time would be to propose the improvement of	

				walling between the A591 and Grasmere lake shore from Penny Rock Corner to The Daffodil Hotel (photos taken in this direction).	
24. Wall restoration	Peter Thornton			Kendal: Footpath from Empson Road to Airethwaite. There is a broken down wall here. It may be the responsibility of a landowner.	
25. Tree preservation	Roger Bingham			Could have more widely scattered projects like dealing with ash dieback and rescuing drowning trees from expanding wet-lands like the Kent Estuary and South Westmorland mosses . But wetland species and topography also need to be conserved.	
26. Creation of walking & Cycling routes	Matt Brereton			A route(s) to be developed around Broughton-in-Furness, Foxfield and Kirkby , as well as how that knits into public transport hub(s) and other paths and cycle routes, especially around Duddon Bridge and the English Coast Path. Simon Fell has established a regular working group to look at walking, cycling and horse riding and public transport integration across the whole Furness peninsula.	
27. Greening, creation of community park and links to cycleway	Mark Wilson			Build up a green area near the SLDC Depot on North Lonsdale Road, Ulverston , which could be transformed into a Community Park. SLDC own much of the ground and this could chime with their Green ambitions.	
28. Footpath improvement	Bill Wearing			Extension of footpath from Lyndene to Lindal more technical detail and design attached. Carol Last talking to D Gibson about possible progression	
29. Verge	Peter Thornton			Windermere Road, Kendal: Residents are parking and driving on the grassed areas.	

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Key to ratings

-  Deliverable in 2021/22
-  Deliverable in 2022/23. Start research/investigations, e.g. landowner's permission
-  Requires further investigation before it can be considered, e.g. funding of feasibility study

Appendix G

Local Committee for South Lakeland Children & Young People's Working Group

7th April 2022
via MSTEAMS at 2.00pm

Present: Cllrs Shirley Evans (Chair), Mark Wilson, Judy Filmore, Will Clark

Also Attending:

Karen Johnson	Area Manager
Gill Holmes	Community Development Officer
Yvonne Rowlinson	Public Health Nurse 5 – 19 Clinical Lead
Louise Foster	Community Development Assistant

Apologies:

Cllrs Sue Sanderson, Geoff Cook, Matt Brereton, Suzie Pye
Mike Conefrey, Lynne Murray, Joanne Gawne, Decelia Benson-Gee, Katie Clarke

1. Welcome and Apologies

Apologies received as above.

2. Minutes of the last meeting and matters arising

The minutes of the meeting of the Working Group held on 15 February 2022 were presented to Local Committee on 22 March 2022 and confirmed as a correct record.

3. Children in Care Council (CiCC) & Care Leavers

No report available

4. Youth Council and Youth Parliament

No report available

5. Children's Champion's Report

The Chair reported that a residential was taking place over Easter and that the Corporate Children's Promise was to be discussed. This will lead into a workshop for Members to be held in the Autumn.

6. Public Health update

Yvonne Rowlinson reported that the team had been very busy working on the Healthy Weight Programme taking place across South Cumbria. It will offer individualised support with families where a child has been identified by schools as being overweight but not severely so. A holistic approach is being taken, around the families' needs, and will focus on introducing healthy habits for life and covering financial issues too.

A further area of work is the linking up with Asthma Friendly schools. Our area fits within the Northwest footprint and the aim is to help each primary and secondary school achieve Asthma Friendly Status as the biggest cause of school absence is asthma related. It may be a digital offer as the team of 2 nurses cover a total of 105 schools.

Such a status would ensure that each school has an Asthma Champion who ensures all children with asthma are on a Care Plan and that letters are standardised to guarantee adequate care and communication with parents.

7. Holiday Activities and Food (HAF)

Gill Holmes reported that an external assessor had been present at the recent HAF Steering Group meeting who had complimented the Cumbrian Winter programme.

Unfortunately, there has been limited take-up for some Easter activities which has resulted in some being cancelled. Covid amongst staff had also played a part in cancellations. Early findings show that activities that are more embedded in the communities, and therefore are more familiar to local families, have been more popular. Evaluations after Easter will inform future planning. The HAF steering group is planning to increase promotion for summer activities.

8. A2B scheme

The latest report, to February 2022, was shared. This indicates that there will be an underspend of approximately £24K at the end of the financial year. It was agreed that we will engage with the local Department of Work & Pensions (DWP) to discuss the possibility of using this funding to assist individual young people accessing work options

ACTION: Gill Holmes and Karen Johnson to meet with DWP

9. Performance & Budget update

Gill Holmes gave a general overview of the monitoring and budget report and updated members on several schemes that have received funding in the current financial year.

The new Early Help lead officer will be invited to the next meeting to update on her team's work.

Gill provided an update on the Birchall Trust who were awarded £7500 in June. It was noted that Judy Filmore provides a freelance service for them.

ACTION: Gill to report back to Members on whether the Birchall Trust works solely in South Lakeland or Barrow also.

Karen Johnson reported that there is a large underspend on the School Crossing Patrols budget. There are 12 locations across South Lakeland where the flashing lights are not working properly. Local Committee could consider using some of the budget to replace the electric cables.

9. Funding requests

Barnardos Summit 2022 project

Barnardos pledged to repeat the 2017 survey which had been self-funded, within a five-year period. They have applied to all 6 Local Committees for a total of £30,000 to enable them to deliver the programme this year which would conclude with the production of the 'Being a Child in Cumbria' booklet. Members would like more information to understand how the research in 2017 was used and linked to services before agreeing to award £5,000 from South Lakeland. It was noted that, if all 6 areas do not support the programme, Barnardos will be unable to take it forward. It was therefore agreed that Gill Holmes would make further enquiries and email Members for a decision following the Easter break.

Action: Gill Holmes to provide Members with further information, specifically regarding how the data from 2017 led to improved/additional services.

10. ANY OTHER BUSINESS

ACTION: Karen Johnson will circulate the link to the video for the PAUSE Programme that had been presented to Local Committee. It was noted that this must remain confidential.

Appendix H

South Lakeland Local Committee Windermere Ferry Advisory Group

Monday 14th March 2022 at 3pm
Committee Room 2, County Hall, Kendal

Present: Councillors Jim Bland (Chair), Will Clark, Geoff Cook, Mark Wilson, Matt Brereton

Also Present:

Ms Anne Brodie	Claife & Hawkshead Parish Councils
Ms Kate Tripp	Windermere & Bowness Town Council (Deputy Mayor)
Karl Melville CCC	Area Highways and Transport Manager
Louise Foster CCC	Community Development Assistant

1. APOLOGIES FOR ABSENCE:

Cllr Sue Sanderson	SL Local Committee
Cllr Ian Wharton	Lake Administration Committee
Mr Adrian Legge	Windermere & Bowness Town Council

2. OFFICER BRIEFING:

i. Windermere Ferry Operations During Covid-19

No covid restrictions remaining. Cashless payment system will remain. This has created a saving to the Council.

The ferry is operational for 91% of time – weather playing a large part in disruptions.

A discussion about data regarding passenger status and numbers per hour took place. Karl confirmed this could be provided at a point when it will be relevant.

ii. Visitor Economy and Stakeholder Engagement/Communication

Visitor numbers per month shared, showing a significant increase for 2021.

iii. Communication and Signage

New signage plan attached as Appendix 1.

Local Committee to be asked to confirm the budget plan for this new/additional signage.

iv. Fees and Charges

Karl confirmed a paper will be brought in September with recommendations.

v. Proposal for Replacement Ferry

Karl showed confidential information regarding the new ferry, including drawings and plans. Discussion regarding single operation. It was confirmed the Council is keen to maintain customer interaction so we will not be operating with one member of staff.

The new ferry has specialist equipment to cope with the changing lake levels – Mallard will trial this equipment over Summer 2020.

The new ferry will be DDA compliant and able to take wider and longer vehicles.

Estimated cost £4.8 million. Batteries being a significant cost and will have lifespan of approx. 10 years. Charge will take place overnight and every time it docks.

£60,000 alterations to slipway required. Feasibility study taking place. Survey of lakebed has confirmed there is nothing to cause disruption to the current chains. These need replacing every 9 months, instead of the 2-3 years expected lifespan. This is believed to be due to the scraping caused as they cross over. The new ferry will not have this issue.

Timescales were confirmed as follows:

- PQQ – Pre-Qualification Document for shipyards has been discussed.
- Press release shortly.
- Cabinet to make decision Sept/Oct. Finances have been identified as part of the medium-term financial plan.
- Likely to be a public consultation taking place after Easter.

ACTION: Karl to feedback on other electrical ferries within the UK.

vi. Proposals for the future

The Payment App is still being developed. Desktop testing has taken place with live testing to be the next step. This MAY take place this summer. Paper vouchers will still be valid even when Payment App becomes live.

It was discussed that there would be two more meetings of this group, prior to new authority taking over. Suggestion was made to invite a Member from Shadow Council to next meeting.

3. NEXT MEETING DATE:

12th September 2022 proposed but to be confirmed.

South Lakeland Local Committee - Monitoring Report to April 2022

Appendix I

ITEM	ELECTORAL DIVISION / TOWN	DATE AGREED	DESCRIPTION	OUTCOMES/ OUTPUTS	CURRENT STATUS/INFORMATION	COST/ BUDGET (£) TO LOCAL COMMITTEE	RESPONSIBLE OFFICER/S
Priority: Promoting sustainable economic growth and creating jobs							
1	Kendal	June 2021	Kendal Town Team; working together to create a Strategic Place Plan for Kendal in preparation for future investment opportunities	Long term and sustainable economic growth for Kendal through successful delivery of a programme of informed development	<p>Multi-agency Town Team convened 09/06/21 to co-ordinate effort and join resources to put in place a programme of deliverable schemes which support the economic growth of the town.</p> <p>Levelling Up Fund, Round 2 will be the initial focus of this work. SLDC to lead the bid with support from Town Team (incl. CCC, KTC & KF) Funding provided by all partners towards consultancy commission.</p> <p>Consultants Continuum/JTP appointed and town visits undertaken. Original timetable with a bid completion date of December '21 extended to April '22 to enable full consultation and exploration of 3 key projects; Cultural/Creative (Brewery Arts & Abbot Hall); Active Travel & Town Centre Regeneration</p>	£5K General Provisions (in addition to £20K central project development fund)	Karen Johnson Michael Barry Matt Williams Gareth Candlin Chris Bagshaw Paula Scott
2	Kendal	18 th May 2016	Kendal Northern Access Route	<p>In support of the Local Plan refresh, identify options to deliver</p> <ul style="list-style-type: none"> i) Strategic growth of the town ii) Reduce congestion iii) Improve resilience & accessibility to existing employment areas iv) Consider resilience of 	<p>£60K cost of study shared between Local Committee (£30K), SLDC (£20K) and Kendal Town Council (£10K).</p> <p>Consultants, Mott McDonald, commissioned and started August '16. Final consultant's report complete and can be found at:</p> <p>http://www.cumbria.gov.uk/planning-environment/infrastructureplanning/schemed</p>	£30K Economic Initiatives and General Provisions (50/50) £20K Economic Initiatives towards	Karen Johnson Michael Barry Paul Marriott

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				M6 corridor in Kendal area	<p>development.asp</p> <p>Consolidated vision bringing together & inspecting several recently commissioned studies for the area in readiness for outline business case. Co-funded study by CCC (£20k), SLDC (£20K) and Kendal Town Council (£10K).</p> <p>Study work has included high level appraisal work (SOBC) to compare broad corridors; a range of high-level costs and benefits have been calculated. Liaison with the EA continues re. their infrastructure.</p> <p>June '21 DfT agreed £409K to take forward to OBC. Mott McDonald commissioned and will bring stakeholders together. First Reference Group met on 7/03/22. Full LC engaged 22/03/22. Regular updates to LC.</p>	consolidated vision	
3	Kendal	20 th March 2019	Co-ordination of business sector (Kendal Futures) to influence economic growth in and around Kendal.	Improved economic growth for Kendal	<p>Contribution towards Co-ordinator's post to March 2022. Annual update to be provided.</p> <p>Kendal Vision developed and launched in March 2020.</p> <p>A separate Transport Study by Cameron Associates commissioned for Kendal Town Centre by business members of Kendal Futures.</p>	£9,200 Economic Initiatives (to March 2023)	Karen Johnson Paula Scott
4	Kendal	November 2018	Business Improvement District	Businesses within Kendal BID reporting increased	On-going interest from Local Committee re. the development of the BID and its	Approx. £4,420	Karen Johnson

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			April '19 to March '24	revenue and footfall	<p>impact on the economic growth of the town.</p> <p>Vote for renewed BID for period 2019 to 2024 agreed 29/11/18</p> <p>Cllr Geoff Cook representing LC on BID Board.</p> <p>Next update TBD</p>	per annum (2019/20 to 2024/25) Economic Initiatives	
5	Ulverston	28 th November 2019 (for noting)	Borderland Programme Place	Economic growth across the town through the development of a coherent vision, Place Plan and Borderlands Town Investment Plan	<p>Identified within Borderlands Place Programme. Economic case submitted January 2020 to the Borderlands Board for approval as part of wider programme submission to govt. Awaiting decision.</p> <p>Update session at SPWG on 11/12/20</p> <p>Multi-organisational Town Team convened to develop Town Vision and Town Place Plan.</p> <p>Initial community engagement completed through stakeholder 1:1 sessions, workshops and SurveyMonkey (over 500 responses received). Results informing the first stage of a Town Vision and Place Plan.</p> <p>Update and strategic themes shared with LC July '21. Place Plan endorsed by LC Jan '22 and presented to Borderlands Board, receiving positive feedback. Town Investment Plan now underway.</p>		Karen Johnson Eleanor Farrell Carol Last
6	Ulverston	28 th January 2015	Business Improvement District inception	Businesses within Ulverston BID reporting	On-going interest from Local Committee re. the development of the BID and its	Approx. £1,288 per	Karen Johnson

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			April '15 to March '20 and continued to September 2025	increased revenue and footfall	impact on the economic growth of the town. Agreement for BID to renew for the period 2020 to 2025. Next Update: April 2022	annum (2020 to 2025) Economic Initiatives	
7	Ulverston	26 th September 2018	Ulverston Highways & Transportation Study	Economic Growth and improved accessibility	Work with the LEP and National Highways (NH) to develop evidence to make a strong case for future Investment. Consultants (Jacobs) commissioned by CCC in partnership with NH to identify a package of integrated transport interventions to address existing and future constraints on the A590 and the local highway network in the town. Local Committee will be engaged in the development of the study while a wider Ulverston stakeholder group will be formed. Stakeholder engagement re. the identified options for improvements started in Ulverston on 20/09/19 Update from Richard Peaty of Jacobs at SPWG Feb '20	£20K General Provisions	Karen Johnson Michael Barry Allan McNicoll
8	Grange	19 th November 2018	Flood Alleviation Scheme	Protect homes and businesses from future flooding	To carry out investigative work and interventions to prevent flooding to properties in Windermere Road. Civil works on site to provide access to the top of the well. Access for assessment of blocking culvert taking water towards houses.	£20K General Provisions	Doug Coyle

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					<p>Consultants sought for solutions through Natural Flood Management:</p> <ol style="list-style-type: none"> 1. Retaining wall and new culvert from top field into bottom field 2. Alterations to culvert flows from well to carpark 3. Design of additional storage and pumping from the carpark on Windermere road to Ornamental pond <p>The scheme will be eligible for Grant Aid from Defra (EA support from NW Flood and Coastal Committee). Bid submitted. Work underway on the various elements.</p>		
9	Windermere, High Furness, Lakes	4 th June 2019	Windermere Ferry Advisory Group	CCC a strong partner to support economic growth; ferry a catalyst for further growth in the area	<p>Terms of Reference approved by Local Committee. Inaugural meeting of partnership group took place 16/07/19.</p> <p>Twice yearly, next September 2022</p>		Karl Melville
Priority: Improving Health and Well-being and Tackling Poverty							
10	South Lakeland	17 th March 2021	Money Management Advice & Support	<p>The key outcomes of the contract are:</p> <ol style="list-style-type: none"> i) support for individuals in debt to an extent where their home or liberty are at risk or those whose debts are seriously affecting the health and wellbeing of the individual/family ii) Preventative activity that raises awareness of how to avoid debt, educate people about 	<p>Delivered through SL Citizens Advice. Annual updates on progress to LC</p> <p>Additional grant provided towards marketing material to reach those in most need and to provide essential equipment.</p> <p>DWP funding provided to support local Hardship Fund.</p> <p>Next Update: April 2022</p>	<p>£47,550 Money Advice Contract</p> <p>£2,004 Economic Initiatives</p>	<p>Karen Johnson</p> <p>Karen Evans, SL Citizens Advice</p>

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				effective budgeting and money management; and support people to maximise their income			
11	South Lakeland	October 2020	Pennine Credit Union (previously Affinity Credit Union & Eden & South Lakeland Credit Union)	South Lakeland residents able to access affordable and safe credit and savings (LC support since 2014)	<p>Merger in March 2020 to create Affinity Credit Union covering a larger area of Cumbria to develop sustainability through a critical mass of savers versus borrowers (West Cumbria, Eden & South Lakeland Credit Unions) and to encourage safe and ethical saving and borrowing.</p> <p>2021 - Affinity Credit Union taken over by a regional CU. April '22 introduction to Pennine CU at SPWG.</p>		Kathryn Fogg, Pennine Credit Union
12	South Lakeland	April 2016	Sandgate Hydrotherapy Pool	Improve the health and mobility of people with disabilities and enable them to self-manage their conditions	<p>Trustees and Active Cumbria manager working together to consider continual improvement and future sustainability of the pool.</p> <p>Working with CCG to develop a commissioned approach to funding the pool rather than grant based.</p> <p>Prior to COVID the Trust was seeking to be independently sustainable by 2020/21, but due to several months of closure this will be reviewed. LC agreed to commit 21/22 underspends to ensure recovery.</p> <p>Next update June 2022</p>	£46K Sandgate Pool Budget	K Johnson Richard Johnston
13	South	January	Lancaster Canal Path	A fully articulated and	This work will provide the evidence to	£5,000	Helen Moriarty

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	Lakeland	2022	Feasibility Study	costed up strategy for the full length of the canal path	unlock national funding to deliver the improvements required £10K required for the study; SLDC agreed £3K; Lancaster City Council, Lancashire County Council and Canal and River Trust approached. Funding provided towards the co-ordinator post.	Economic Initiatives (21/22 and 22/23)	
14	South Lakeland	17 th March 2021	Environment & COMF Funds	Environmental improvement projects to be identified by Members and delivered in 2021/22 totalling £400K	Members provided long list of potential schemes (34). Priority schemes determined by the Local Committee (May). Can attract match funding and collaboration with partners. Funding to be spent and schemes to be delivered by March 2022. The already identified list of environmental projects, which encourage safe out-door or event / community activities, which meet the criteria of the COMF Fund will be actioned to take forward. This approach agreed at working group 21/06/21. Re-profiling of the budget & schemes will be ongoing. Update to each SPWG	£200K Environment Fund £200K Outdoor Spaces, COMF £200K Harnessing Capacity, COMF	Karen Johnson Environment Team
15	Kendal South, Kendal Castle, Kendal Highgate, Ulverston West	17 th March 2021	School Crossing Patrols	Parents and schools supported to get their children to school safely	Contract with Orian for actual kerb side hours delivered and recruitment. 6 crossing patrols currently in operation (40 hours, 15 mins per week) of which 1 is presently vacant. Request from parent representative of	£19,796 SCP Budget for kerbside hours only	Karen Johnson

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					<p>Grayrigg School for SCP Traffic Team already aware of issue and traffic management options are considered. A proposal to go to ED Member and Parish Council for consideration which may address the school safety issue.</p> <p>Request from parent of Goodly Dale School for SCP due to concerns re. zebra crossing misuse. Traffic Team and CRASH group already aware of issue and full traffic assessment to be carried out to inform future traffic management options.</p> <p>The Active Travel Team will contact both schools to review their active travel plan and discuss other safe routes to school ideas.</p>		Helen Karaaslan Mandy Bailey
16	Kendal, Lower Kentdale, Kent Estuary	4 th June 2019	Kendal to Milnthorpe Cycle Route Feasibility Study	Improved health and well-being; safer and linked cycle routes; contribution to reduced carbon emissions	<p>Feasibility study complete. Defined route requiring improvements to ensure safety and link up with existing routes.</p> <p>Draft results to SPWG September 2020. Final results to inform future planning, create links with existing plans and to attract local/national funding, eg potential inclusion within Sustrans National Cycling Network</p>	£10,000 Economic Initiatives	Karen Johnson Mark Brierley
17	Kendal	21 st July 2020	Local Cycling & Walking Infrastructure Plan for Kendal	To create joined up, safe and attractive walking and cycling pathways across Kendal, linking business & leisure outlets in the north and the south with the	<p>First stakeholder engagement session held December 2019. Existing routes identified and potential new routes for exploration.</p> <p>£30,834 required to commission experts</p>	£15,830 General Provisions	Nicola Parker Mark Brierley Karen Johnson

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				town centre	<p>to develop the plan which can be used to draw down external funding for implementation. £15,834 agreed by Local Committee. Supporting contributions from SLDC (£10K) and LEP (£5K). Consultants appointed and stakeholders engaged/participating. Community engagement completed May/June '21.</p> <p>Bid submitted to DfT Capacity Fund</p> <p>Kendal Riverside Corridor Flood alleviation works alongside river provide immediate opportunities. EA engaged and discussions taking place to ensure that planned works are sympathetic to the walking and cycling vision for the town. Working group and wider stakeholder reference group in place to ensure all cross-organisational opportunities are taken up.</p> <p>LC additional contribution to take the design and delivery plan forward ahead of the wider Kendal LCWIP and to fit within the EA delivery timescales.</p> <p>The Riverside Corridor and other active travel opportunities across the town can now be incorporated into the LuF bid and S106 works.</p> <p>Gooseholme Bridge - A joint project involving CCC, SLDC and EA. Combined footway/cycleway which will tie into the proposed flood defence works (led by EA) and the Kendal cycling and walking plan (part of the Kendal X route).</p>	£7,396 General Provisions	Nicola Parker Owen David John Reddin, Mott MacDonald

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					<p>Delay in programme due to legal challenge from lobby groups under Common Land regulations. Common Land Consent received from Planning Inspectorate Sep 2020.</p> <p>Story Contracting appointed for construction of replacement bridge which started on site Summer 2021. To be completed by Summer 2022.</p>		
18	Kendal	May 2021	Kendal-wide 20mph Scheme	Decision on a town-wide 20mph scheme, initially	<p>KTC commissioned feasibility study (Markides) with request this is taken through LC's decision making process.</p> <p>LC decision March '22 to continue exploration & development of 20mph scheme for Kendal with KTC (who will lead on the multi-agency working group).</p>		Karen Johnson Victoria Upton Helen Karaaslan Sinead McCann Helen Moriarty, KTC
19	Windermere	4 th June 2019	CAT of Ellerthwaite House through long lease	Local people are supported and the local economy capitalises on national/international visitors	<p>Exhibition, museum and learning centre co-located with library in Ellerthwaite House. Paradise Trust to secure long lease on building, secure national funding and upgrade the building to realise this ambition.</p> <p>Working group convened made up of 3 tiers of Local Govt. to ensure a co-ordinated and transparent approach.</p> <p>Cabinet decision taken Dec '19 to enter into a long lease with the Paradise Trust. Placed on pause due to COVID and closure of building. Property Team</p>	£10,000 Property (not LC)	Karen Johnson Allan Harty David Wiggins

ITEM	ELECTORAL DIVISION / TOWN	DATE AGREED	DESCRIPTION	OUTCOMES/ OUTPUTS	CURRENT STATUS/INFORMATION	COST/ BUDGET (£) TO LOCAL COMMITTEE	RESPONSIBLE OFFICER/S
					to finalise the arrangements with Trust and formally hand over building. Awaiting decision of Trust re. continuation of the development of the learning centre in Ellerthwaite House.		
20	Staveley	19 th January 2019 (for noting)	<p>Staveley Area Planning Areas of focus:</p> <ul style="list-style-type: none"> Review and reshaping of care services Support greater independent living Explore creating homes for life, ECH and/or affordable housing Fire Service implementation of Rapid Response Vehicles (RRV) Ensure the streetscape and highways elements support the village to function effectively and further develop its unique commercial offer Improve accessibility into the village via rail 	<p>Whole village approach to support a sustainable and vibrant community offer which meets the current and future housing, care and safety needs of individuals and families</p> <p>Infrastructure in place which effectively enables economic growth</p>	<p>Community engagement during 2019</p> <p>Cumbria Care Consultation 'Reshaping Care Services' completed 1/11/19 on proposed closure of The Abbey Residential Care Home and options for the future. Cabinet decision to close taken January 2020.</p> <p>Due to COVID, initial engagement with interested parties paused. Liaison with remaining interested party (initially 3) re. their business case currently ongoing. CAT decision pending.</p> <p>Care Home de-registered with CQC 31/12/20 (delay due to COVID).</p> <p>Successful RRV trial complete and to become permanent part of Fire Service operations. Type B Appliance removed Jan '20.</p> <p>Further application being considered for Access for All Fund (previous application unsuccessful).</p>		<p>Karen Johnson Pam Duke Nathaniel Hooton Dawn McGough Allan Harty</p>
21	Milnthorpe		Milnthorpe Area Planning	Whole village approach to support a sustainable and vibrant community offer	Start of a wider community conversation (Let's Talk) to develop an understanding of the town's future aspirations, opportunities for economic growth and		<p>Karen Johnson Sinead McCann Carol Last</p>

ITEM	ELECTORAL DIVISION / TOWN	DATE AGREED	DESCRIPTION	OUTCOMES/ OUTPUTS	CURRENT STATUS/INFORMATION	COST/ BUDGET (£) TO LOCAL COMMITTEE	RESPONSIBLE OFFICER/S
				Infrastructure in place which effectively enables economic growth	identification of future focus. Community engagement commenced through SurveyMonkey. To be followed up with 1:1 discussions. Results to inform the Village Vision. Paused due to COVID pressures – to be reconvened.		
22	Ulverston	9 th December 2020 & March 2022	Ulverston Train Station	Improved access in and around the train station	Access for All feasibility study to develop a business case to improve the accessibility of Ulverston Train Station, which has significant limitations. Northern will conduct feasibility study (costing £55K). Results will identify potential to bid into DfT's Access for All funding. Final scheme delivery could cost up to £3m (20% match funding required from local stakeholders) with a delivery date beyond April 2024. Groundwork survey to be carried out (£30K to £40K) followed by GRIP 4 & 5 study (up to £250K).	£5,000 Economic Initiatives (initial feasibility study) £4,000 General Provisions	Dawn McGough
23	Ulverston	9 th December 2020; July 2021; March '22	Local Walking & Cycling Plan for Ulverston	To create joined up, safe and attractive walking and cycling pathways in and around Ulverston	Total cost to develop plan is £40K. Match funding to be sought to add to LC allocation and begin process. First meeting undertaken with stakeholders to map out current routes and consider future opportunities. Next meeting to be arranged in early 2022. Ulverston Greenway feasibility study commenced, which will form part of the Ulverston Walking & Cycling Plan. UTC leading this scheme.	£20,000 General Provisions £10,000 Economic Initiatives	Mark Brierley Karen Johnson Jayne Kendall

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
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Meeting date: 12th May 2022

From: Executive Director – Economy and Infrastructure
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HIGHWAYS AND TRANSPORTATION WORKING GROUP MEETINGS 6TH APRIL 2022 AND 25TH APRIL 2022

1.0 EXECUTIVE SUMMARY

1.1 This report provides the notes of the meetings of the Highways and Transportation Working Group (“the Working Group”) held on 6th April and 25th April 2022 and includes recommendations for consideration by the Local Committee.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 The policy position, links to corporate strategy, and the budgetary implications are set out in the individual Working Group reports previously circulated to Members.

3.0 RECOMMENDATION

3.1 That Local Committee note the Minutes of the Working Group meetings of 6th April and 25th April 2022 which are attached as Appendices 1 and 2;

3.2 That Local Committee: -

3.2.1 notes the details provided in appendices 1, 2 and 3 of the Working Group report from the Executive Director – Economy and Infrastructure (attached as appendix 3 of this report) which gave a Flood and Development Management Update and that the Local Committee notes that there are no additional comments in the Appendices to bring to the attention of Local Members. Any significant comments, changes and/or amendments will be highlighted in subsequent and future reports to the Highway and Transportation Working Group.

3.2.2 Notes that Officers will proceed with the streetscape improvement scheme for Stramongate, Kendal, Design Option 3 without trees and

notes that South Lakeland District Council wish enter into an agreement made under Section 278 of the Highways Act 1980, with the County Council arranging for the Highway Works to be carried out, at the expense of South Lakeland District Council

4.0 BACKGROUND

4.1 The Minutes of the Working Group meetings held on 6th April and 25th April 2022 are attached to this report as Appendices 1 and 2 and contain the detail relating to the items discussed and the recommendations of the Working Group to Local Committee.

4.2 The Working Group received the following reports, briefing notes and presentations at its meeting on 6th April 2022 -

- Members received a presentation from the Streetworks Manager and the Traffic Manager regarding streetworks and their impact on the highway. The presentation was circulated to Members after the meeting and was noted by the Working Group.
- The Working Group received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update regarding the Cross-A-Moor Parking Restrictions Traffic Regulation Order. The Working Group was informed that a full report regarding the Traffic Regulation Order with recommendations as to the making of the Order permanent would be presented to Local Committee at its meeting on 12 May 2022. This is being considered as a separate item on this meeting's agenda.
- Members received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update regarding the Cross-A-Moor Speed Limit Variation Traffic Regulation Order. The Working Group was informed that a full report regarding the Traffic Regulation Order with recommendations as to the making of the Order permanent would be presented to Local Committee at its meeting on 12 May 2022. This is being considered as a separate item on this meeting's agenda.
- A report was due to be considered from the Executive Director – Economy and Infrastructure regarding improvements at Stramongate in Kendal. This item was deferred to an additional meeting of the Working Group which took place on 25th April 2022 and is reported later in this paper.
- A report was considered from the Executive Director – Economy and Infrastructure which gave a Flood and Development Management Update. The report presented an overview of flood and development management activities in the South Lakeland area.

It was RESOLVED that,

The Working Group recommends that the Local Committee notes the details provided in appendix 1, 2 and 3 of the Working Group report (attached as Appendix 3 to this report).

The Working Group recommends that the Local Committee notes that there are no additional comments in the Appendices to bring to the attention of Local Members. Any significant comments, changes and/or amendments will be highlighted in subsequent and future reports to the Working Group.

- The Working Group received a report from the Executive Director – Economy and Infrastructure which provided an update on topical traffic management related matters within South Lakeland. The Working Group noted the updates contained in the paper.
 - A briefing note was considered from the Local Area Network Manager regarding the delivery of the 2021/2022 Devolved and Non-Devolved Capital Programme within South Lakeland. The Local Area Network Manager guided members through the progress made to date on surface dressing, carriageway resurfacing, footway resurfacing, drainage works and tree works in South Lakeland. It was resolved that the briefing note be noted.
 - The Working Group received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update of the Divisional Highway Priority Works schemes to be funded via the devolved 2022/2023 Highway Capital budget for South Lakeland. It was resolved that the report be noted and that a separate report would be presented to Local Committee at its meeting on 12 May 2022. This is being considered as a separate item on this meeting's agenda.
- 4.3 The Working Group received the following report at its meeting on 25th April 2022 -
- A report was considered from the Executive Director – Economy and Infrastructure regarding the proposed Streetscape Improvement Works at Stramongate, Kendal. Discussions surrounding the merits of this public realm project and the risks to delivery within the timescales dictated by the Section 106 agreement with the developer were outlined in the Working Group paper and discussed at the meeting the Working Group. The design options were attached to the Working Group paper as Appendix 1 and are attached as Appendix 4 to this report.

It was RESOLVED that,

- 1 The Working Group notes that Officers will proceed with the streetscape improvement scheme for Stramongate, Kendal, Design Option 3 without trees***
- 2 The Working Group notes that South Lakeland District Council wish enter into an agreement made under Section 278 Highways Act 1980, with the County Council arranging for the Highway Works to be carried out, at the expense of South Lakeland District Council***

4.4 Items for future meetings of the Working Group are set out in Paragraph 60 of the Working Group minutes from the meeting of 6th April 2022 which are attached as Appendix 1.

5.0 OPTIONS

5.1 That Local Committee may accept, amend or reject the recommendations.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 The Resource implications in respect to each of the recommendations are set out in the original reports to the Working Group previously circulated to members. (SR – 28.4.2022)

7.0 LEGAL IMPLICATIONS

7.1 There are no legal implications arising out of the Recommendations as they are to note only. However, Members should note the Legal implications set out in the original reports to the Working Group previously circulated to members (KB – 28.4.2022)

8.0 CONCLUSION

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

Angela Jones
Executive Director – Economy and Infrastructure

12th May, 2022

APPENDICES

- Appendix 1** Minutes of the Highways and Transportation Working Group Meeting 6th April 2022.
- Appendix 2** Minutes of the Highways and Transportation Working Group Meeting 25th April 2022.
- Appendix 3** Flood and Development Management Update
- Appendix 4** Design Options for the Stramongate Streetscape Improvement Works

Electoral Division(s): All South Lakeland

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"/>

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

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SOUTH LAKELAND HIGHWAYS AND TRANSPORTATION WORKING GROUP

Minutes of a Virtual Meeting of the South Lakeland Highways and Transportation Working Group held on Wednesday, 6 April 2022 at 10.00 am.

PRESENT:

Mr SB Collins (Chairman)

Mr J Bland
Mr N Cotton
Mrs S Evans
Mrs BC Gray

Dr A Jarvis
Mr P Thornton
Mr WJ Wearing
Mr M Wilson

Also in Attendance:-

Mr P Hosking	-	Local Area Network Manager South Lakeland
Mrs H Karaaslan	-	Traffic Management Team Leader - South Lakeland
Mr A Farrar	-	Democratic Services Officer
Mr S Giles	-	Flood and Development Management Officer
Mr J Houghton	-	Traffic Manager
Mr C Parkes	-	Flood and Development Management Officer
Mr J Harte	-	Lead Officer - Flood and Development Management
Ms S Pearson-Carr	-	Streetworks Manager

49 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mrs J Willis and Mr J Brook.

50 MINUTES

The minutes of the meeting of the Working Group held on 16 February 2022 were confirmed as circulated.

51 STREETWORKS AND IMPACT ON HIGHWAYS REPAIRS

Members received a presentation from the Streetworks Manager and the Traffic Manager which outlined the following:-

- Objectives of Streetworks and the Permit Scheme
- CCC Permit Scheme Review
- Number of works on the network

- Works category
- Immediate Urgent & Emergency Works
- Permit & variation applications received and refused
- Average duration and total days worked
- Benefits of the permit scheme
- Managing streetworks on the network
- Enforcement Inspections
- How the team is set up
- Reporting Streetworks issues
- In the Pipeline

The Traffic Manager gave a demonstration of One Network.

A Member noted the urgent and emergency works and what the definition of urgent works was.

The Streetworks Manager explained that urgent was “risk to utility network or residents” and highlighted the difficulties in determining work which was not urgent and which was urgent was the responsibility of the utility companies.

A Member raised an issue regarding the fixed penalty notices and asked whether it was felt they were stringent and a deterrent.

The Streetworks Manager explained that because fixed penalty notices were a Key Performance Indicator they were a deterrent to some utility companies. Members were informed that Cumbria County Council had taken a utility company to court and would consider doing this again.

A Member remarked about signage and communication with Radio Cumbria about on-going work.

The Streetworks Manager noted that signage for what work was on-going could be undertaken and that Radio Cumbria could be notified about schemes. Officers highlighted that if a sat-nav remained activated it would direct drivers to the quickest route taking into account streetworks.

During the course of discussion the Streetworks Manager confirmed that the service was self-financing.

The Chair asked whether the inspection of reinstatements was undertaken before the end of the guarantee and if members and parish council would be involved in this. He also commented on the level of coring that took place and the identification where problems were.

The Streetworks Manager noted that the department had aimed for 100% of reinstatements to be inspected and that coring no longer took place as the failure rate had been so low and therefore the cost of the coring had to be met by CCC. Any

works that were visually wrong were detected by the Team. It was highlighted that any highways problems which were reported would be investigated.

The Chair thanked the Streetworks Manager for her presentation.

52 TRAFFIC REGULATION ORDERS

a Cross-A-Moor Parking Restrictions Traffic Regulation Order

The Working Group received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update regarding the Cross-A-Moor Parking Restrictions Traffic Regulation Order - The County of Cumbria (Various Roads, South Lakeland Area) (Consolidation of Traffic Regulations) (Order 2002) (Cross-a-Moor) Variation Order 20><.

Members were informed that as part of the construction of the new roundabout at the A590 at Cross-A-Moor the existing access to the U5954 road to Pennington (formerly known as C5036) and the U5696 to road Swarthmoor were being stopped up. Officers explained it was proposed to introduce No Waiting at any time double yellow line restrictions around the new turning heads which were being created. The Working Group noted that in addition it was proposed to introduce Prohibition of Motor Vehicles (no exemptions) restrictions on the U5954 to road Pennington (formerly the C5036) and the U5696 road to Swarthmoor, at their respective junctions with the A590 to prevent motor vehicles exiting onto or from the A590.

The Working Group was informed that a full report regarding the Traffic Regulation Order with recommendations as to the making of the Order permanent would be presented to Local Committee at its meeting on 12 May 2022.

RECOMMENDED, that the update be noted.

53 CROSS-A-MOOR PARKING RESTRICTIONS - SPEED LIMIT VARIATION

Members received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update regarding the Cross-A-Moor Speed Limit Variation Traffic Regulation Order - The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variation Order (No 9) 20><.

The Working Group was informed that as part of the construction of the new roundabout at the A590 at Cross-A-Moor the existing access to the U5954 road to Pennington (formerly known as C5036) and the U5696 road to Swarthmoor were being stopped up. Officers explained it was proposed to replace the existing 30mph speed limit with a new 20mph speed from the stopped up areas directly adjacent to the A590 for the entire lengths of the U5696 and U5954 (Formerly known as C5036).

Members noted it was proposed to introduce a new 30mph speed limit on the newly constructed C5036 and U5696 from their respective junctions of the A590.

Members were informed that a full report regarding the Traffic Regulation Order with recommendations as to the making of the Order permanent would be presented to Local Committee at its meeting on 12 May 2022.

The Chair thanked the Traffic Management Team Leader (South Lakeland) for the Briefing Note.

RECOMMENDED, that the update be noted.

54 IMPROVEMENT SCHEME FOR UPPER STRAMONGATE

The Local Area Network Manager informed the Working Group that due to unforeseen circumstances this report would be withdrawn from the meeting. It was agreed that a Special Meeting would take place before the next meeting of the Local Committee to discuss this matter..

55 FLOOD AND DEVELOPMENT MANAGEMENT UPDATE

Members considered a report from the Executive Director – Economy and Infrastructure which presented an overview of Flood and Development Management activities in the South Lakeland area.

A discussion took place regarding application PPA/2022/3419 and centred on the history of a proposed roundabout in the area. It was noted that the application had to be looked into in more detail with relevant partners and had to be future-proofed.

The Local Member for Grange raised their concerns regarding the Cartmel Road application. It was agreed this matter would be discussed further with Planning Officers and members would be kept informed of future developments.

The Working Group raised concerns about the lack of communication with local members regarding engagement with residents. It was agreed that the Manager of Flood & Development Management would attend the next full Working Group meeting to explain the process.

RECOMMENDED, that the following be noted:-

- (1) the details provided in the report (as set out in Appendices 1, 2 and 3);
- (2) there are no additional comments in the Appendices to bring to the attention of local members. Any significant comments, changes and/or amendments will be highlighted in subsequent and future reports to the Working Group.

56 TRAFFIC MANAGEMENT TEAM LEADERS UPDATE

The Working Group received a report from the Executive Director – Economy and Infrastructure which provided an update on topical traffic management related matters within South Lakeland which include information relating to Temporary Traffic Regulation Orders, Parking Reviews, Visitor Management Action Plans, Traffic Regulation Orders, Divisional Highway Priority Work Schemes, Signing and Lining Budget, Advisory Disabled Parking Bay Applications, Parking Defects, Private Works and Road Safety and Engineering Safety Studies.

A Member raised a concern regarding about the timescales for TRO in Windermere. The Traffic Management Team Leader – South Lakeland confirmed that the TRO in Windermere would be completed this month.

The Chair highlighted the poor state of signs and reiterated the importance of their being repaired.

The Local Member for Grange noted a TRO in their Division and highlighted that the double yellow lines had not been reinstated for 6 months and queried when this would be undertaken. It was agreed the Highway Network Manager would respond direct.

RECOMMENDED, that the report be noted.

57 UPDATE ON THE DELIVERY OF THE 2021/22 DEVOLVED AND NON-DEVOLVED CAPITAL PROGRAMME AND WORK DELIVERY IN EARLY 2022/23.

Members received a Briefing Note from the Highway Network Manager (South Lakeland) which provided a progress update on the delivery of the 2021/22 Devolved and Non-Devolved Capital Programme within South Lakes and outlined upcoming works delivery for the 2022/23 financial year.

A Member noted the work completed on Fowl Ing Lane and thanked all involved.

The Chair remarked on treeworks and asked if it would be possible to record where trees had been cut to stumps to try and identify any issues which could arise underneath the highway as a result of roots' decaying.

The Highway Network Manager (South Lakeland) would pass the remarks on.

The Chair thanked the Highway Network Manager (South Lakeland) for his update.

RECOMMENDED, that the update be noted.

58 DIVISIONAL HIGHWAY PRIORITY WORKS 2022/2023

The Working Group received a Briefing Note from the Traffic Management Team Leader (South Lakeland) which provided an update of the Divisional Highway Priority Works schemes to be funded via the devolved 2021/2022 Highway Capital budget for South Lakeland.

A discussion took place about the handover into the new Westmorland & Furness unitary authority. The Chair noted that it was important to involve members from the newly elected shadow authority.

RECOMMENDED, that

- (1) the update be noted;
- (2) a full report regarding the Divisional Highway Priority Works Order with recommendations to approve the allocation for schemes across the South Lakeland area be presented to Local Committee at its meeting on 12 May 2022.

59 ACTION LOG

Members reviewed the Action Log.

Items 8, 10, 11 & 14 were removed.

RECOMMENDED, that the Action Log be updated as appropriate.

60 ITEMS FOR FUTURE MEETINGS OF THE WORKING GROUP

The Chair requested a report regarding Bridges and Structures.

The Local Area Network Manager noted that a report would be presented at the next full meeting of the Working Group.

61 DATE OF NEXT MEETING

It was noted that the next meeting of the Working Group was scheduled to take place virtually on Friday 10 June 2022 starting at 10.00 am.

The meeting ended at 12.51 pm

SOUTH LAKELAND HIGHWAYS AND TRANSPORTATION WORKING GROUP

Minutes of a Virtual Meeting of the South Lakeland Highways and Transportation Working Group held on Monday, 25 April 2022 at 2.00 pm.

PRESENT:

Mr SB Collins (Chairman)

Mr J Bland
Mr N Cotton
Mrs BC Gray
Mr WJ Wearing
Mr M Wilson

Mr GD Cook
Mrs S Evans
Ms J Filmore
Mr P Thornton

Also in Attendance:-

Mr P Hosking - Local Area Network Manager South Lakeland
Mrs H Karaaslan - Traffic Management Team Leader - South Lakeland
Mr D Chalmers - Countywide Highways Network Manager
Mr K Melville - Senior Manager, Highways Delivery
Mrs K Johnson - Area Manager - South Lakeland

Dr A Jarvis - SLDC member
Laura Chapman - SLDC
Matt Williams - SLDC

62 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Brook

63 STREETSCAPE IMPROVEMENT WORKS, STRAMONGATE, KENDAL

A report was considered from the Executive Director – Economy and Infrastructure regarding the Streetscape Improvement Works at Stramongate, Kendal. The report advised that a public realm project had been designed to increase visitor footfall to Stramongate, Kendal.

The Senior Manager, Highways Delivery presented the report. He gave a briefing on the history behind the project. Section 106 (S106) funding had been contributed by a developer to South Lakeland District Council (SLDC) in 2018 (NB. It was clarified later in the meeting that the Section 106 was signed on 14th November 2017) following the development of the Sainsbury superstore in Kendal. The funding had to be spent by 14th November 2022 (within 5 years). 3 Schemes had been

suggested, with design 3, the gateway project, being the option chosen by the Town Team This would be the first step in the Kendal Streetscape scheme. The Senior Manager, Highways Delivery emphasised the importance of the delivery of a high quality project.

Cumbria County Council and SLDC officers had reviewed design 3 in terms of risks, of which there were three: timescale, availability of labour and the availability of materials. The Senior Manager, Highways Delivery informed members that designs 1 and 2 had been disregarded so the Working Group's decision related to design 3. Attention was drawn to the options for members which had been set out in the report. These were set out in full by the Senior Manager, Highways Delivery. He advised that the S106 funding could be used for other highways work which could be delivered by November 2022 and the funding for the project could be provided using another highways budget. This would ensure the S106 funding was used by the deadline date. It was explained that design 3 would allow the S106 funding to be returned to Sainsbury should it not be spent by the deadline date.

A member queried the deadline date by which the S106 funding had to be spent. If it was a five year period, he suggested that 2023 was the deadline date. He asked for clarification on whether the money could be clawed back by Sainsbury if it was not spent. The Senior Manager, Highways Delivery confirmed that S106 funding had to be spent within 5 years. He explained that the S106 funding could be used to resurface Stramongate and therefore not put the funding at risk of being returned to the developer. The member asked for a legal opinion on what the funding could be used for as a previously suggested scheme for river lighting had been refused as it had not fulfilled the S106 funding criteria. Ms Chapman advised that the S106 funding had to be spent in the town centre and she would seek legal opinion during the meeting to ascertain the criteria on what it could be spent on. The member was disappointed that legal opinion had not been sought before the meeting and was not inclined to agree to the recommendation on that basis.

Mr Williams advised that the S106 funding was to improve the pedestrian route between Kendal station and Stramongate. He considered that the definition of 'improvement' was important and anything viewed as maintenance would likely not be an acceptable use of the S106 funding.

The Chair asked for a legal opinion so that members could make a fully informed decision.

After referring to the S106 funding being spent on surfacing, a member asked if it could be used to widen pavements or would it only be for improvement work. He asked for clarity on the date by which the S106 funding had to be spent and whether the entire amount had to be spent by November 2022. Clarification was sought on the 'other bodies' to be consulted before constructing a road hump. The Senior Manager, Highways Delivery explained about pavement realignment and the option for a shared surface up to Stramongate and advised that utilities companies would be consulted to ensure there were no scheduled works that would result in the lifting of the new surface.

Ms Chapman reported that all S106 funding had to be spent by 14th November 2022. The Senior Manager, Highways Delivery advised that this would make the project very tight to deliver.

One member considered that the project would not be effective as it was essentially for vehicles and vehicles did not travel up Stramongate. He felt that there would be a better impact if Stramongate was for pedestrians and buses only.

Design 3 was presented on screen for members. The Senior Manager, Highways Delivery explained that at present, there were no plans to restrict vehicles on Stramongate. He commented on the improvements to be made relating to slowing down access and vehicle movements and highlighted the paving to be used. He explained the new kerb line which would realign the street. He reported on the work undertaken relating to officer concerns about paving and also surface water and commented on how drainage would be improved in the new project. He reiterated his concerns about the tight timescale and risks relating to the availability of materials and labour.

After being advised that designs 1 and 2 would not be incorporated into design 3, a member expressed her disappointment and added that she would not want the S106 funding be given back to the developer. The member asked if the S106 funding could be used for other things such as paying for contractors to do the work so the S106 funding was spent by the deadline. The Senior Manager, Highways Delivery presented a map of design 3 and explained the location, the surfacing to be used, where the drainage channel was located and how footfall would be increased following pedestrian use of Gooseholme Bridge. He advised that part of the S106 funding had been used to design the project so approximately £200,000 remained for construction costs. He acknowledged that it was the intention to appoint a contractor to deliver this scheme.

Discussion ensued on enhancing Stramongate in a straightforward way. A member stated that the number of vehicles would need to be reduced and asked for an explanation of the existing parking provision in the area. The Traffic Management Team Leader - South Lakeland explained the current parking provision for disabled drivers and for loading vehicles. She reminded members of the Experimental Traffic Regulation Order which had been determined by the Local Committee, highlighting that if any changes to current parking provision were required there would be a complex and challenging process to go through which would need to adhere to Blue Badge regulations.

Referring to the type of materials to be used in the project, a member asked if they could be sourced if the Working Group made a decision to go ahead with design 3 at this meeting. The Senior Manager, Highways Delivery talked to members about the current financial climate where materials were increasing in price at a regular rate and how the availability of materials was changing. He was looking to source materials that were available 'off the shelf' at any time rather than material that needed to be quarried to order. He informed members how his preference would be to have the project delivered by a framework contractor by November 2022 so they would have the risk and not the County Council.

After referring to the risks associated with the project, a member urged members to give the project the go ahead so that officers could spend the S106 funding as soon as possible so it was not clawed back.

Local member, Mr Cook explained how Stramongate was the main access to South Lakeland House and the route traffic took in the area. He noted that on the right hand side of the road at Stramongate there was a market and asked if the stall holders had been consulted. He suggested they could be relocated further into Kendal town centre. Ms Chapman confirmed that they had been consulted but they would be consulted again. Additionally, a number of respondents to the consultation did not want the stalls to be affected.

Discussion turned to the entrance of Stramongate. Following a member's questions on whether there was a raised footway and if the entrance to Stramongate would be too tight for delivery vehicles to turn, the Senior Manager, Highways Delivery talked members through the design, adding that large vehicles would not have to go over the kerb and they would be able to access Stramongate with ease. The member raised his concerns that the paving used in the design would not withstand the weight of large vehicles resulting in cracked paving. Dr Jarvis, SLDC concurred with this. The same member was also concerned about the trees to be used in the project in terms of their height, their damaging utilities and how they would look in ten years' time. He considered them unnecessary. The Senior Manager, Highways Delivery explained how tree pits would be used and expressed confidence that no damage would be done to utilities. Ms Chapman noted that the type of tree would be identified at a later date. The Senior Manager, Highways Delivery reported on the industry standard materials that would be used in the project and confirmed that they would withstand vehicles of 44 tonnes so would not break or be damaged. He thought there would only be an issue if utilities companies lifted the surface which is why officers were liaising with utilities companies to ensure there was no planned works for 2 years.

The Chair asked for a response to members' requests for legal advice on what the S106 funding criteria was in terms of what it could be spent on. Ms Chapman advised that it was to improve the pedestrian route into the town centre, to improve the pavement. It could not be used for road surfacing along the route.

The Chair reminded the Working Group that the final decision would be made at the South Lakeland Local Committee meeting on 12 May 2022.

Discussion ensued on the recommendation of the Working Group to Local Committee.

A couple of members referred to the length of time (nearly three weeks) between the meeting of the Working Group decision being made and the determination of the decision by the Local Committee. They asked if the decision was made by the Working Group at this meeting could officers start work immediately on the project, before the decision was determined by the Local Committee. It was noted that there would be the Call in period but this could be waived by the Chair of the Communities

and Place Scrutiny Advisory Board, who coincidentally was Chair of the Highways and Transportation Working Group.

The Senior Manager, Highways Delivery talked members through the next steps in the project which included the development of a detailed design which would inform the quantity of work to be undertaken and inform the project going forward. It was important that officers formulated a framework contract. At this time, of critical importance was whether a contractor could be secured to ascertain if the project was buildable and that the work was undertaken as soon as possible. Ms Chapman reported that an architect had been asked to ascertain the materials to be used and how long the project would take to complete.

It was proposed by Mr Wearing that design 3 be agreed as the preferred option as there had been cross party support during the meeting for it. Mr Bland seconded the motion. The Chair proposed an amendment that design 3 without trees was the agreed option as they may damage utilities and were an added complication to the design. Mr Bland withdrew his second for the substantive motion as he supported The Chair's amendment. Consequently there was no seconder for Mr Wearing's motion and it fell. Mr Bland seconded the Chair's motion.

A short discussion took place on whether the decision could be delegated to the Chair and Vice Chair of the Local Committee and the Area Manager. The Area Manager reminded the Working Group that it had no decision making powers and the decision on the design would be made by the Local Committee on 12 May 2022.

A member asked that in the period of time between the Working Group meeting and the meeting of the Local Committee that officers progress the work required to move the project forward.

The motion was put to the Working Group that Design 3 without trees be recommended to Local Committee. The vote was cast as follows: 4 in favour, 2 against and 0 abstentions.

Members noted that when the Working Group's recommendation was considered by the Local Committee, further debate could be had.

The Chair expressed his concern about how the decision had been brought before the Highways and Transportation Working Group and the Local Committee on 12 May 2022 at the last minute. He would raise the issue at the County Council's Audit and Assurance Committee as he considered that the project should have been progressed with fewer associated risks and within a more appropriate timescale.

RESOLVED that,

- 1 The Working Group recommends that Design 3 without trees is the preferred option
- 2 The Working Group notes that South Lakeland District Council wish enter into an agreement made under Section 278 Highways Act 1980, with the County

Council arranging for the Highway Works to be carried out, at the expense of South Lakeland District Council

64 DATE OF NEXT MEETING

The next meeting will be held on 10 June 2022 at 10.00am

The meeting ended at 3.20 pm

DRAFT

Appendix 1

Current Major and Strategic planning applications and significant pre-apps

87
38

Application	Location	Proposal	Category	Status & Officer Recommendation Summary
5/22/9001	Land between Grizebeck and Chapels	A595 improvement scheme	Strategic	A CCC Application - the LHA & LLFA have been engaged since the outset. No objections to the outline design. Will require further details in due course.
SL/2021/1142	Morrisons Supermarket, Kendal	Drive thru coffee facility	Major	Further information supplied by applicant to answer our concerns relating to impacts at the AM peak. Not reviewed yet.
SL/2022/0055	Land to the south of Haggs Lane Cartmel	39 dwellings	Major	Resubmission of 2017/0732 – have overcome SW drainage by a UU adoptable pumping station into the beck.
PPA/2022/3394	Orrest Head Farm, Windermere	150 homes and 3800m ² hotel	Strategic	Pre application. This development enables the Windermere Gateway project. Technical issues for link road to Station are delaying our advice to the developer.
PPA/2022/3411	Cartmel Road, Grange over Sands	27 residential units	Major	Initial assessment only - access from Cartmel Road not acceptable, top field land-locked by design of layout.
SL/2021/0626 and SL/2021/0630	Land at Docker and Land at Swarther	United Utilities Haweswater Aqueduct Replacement Project	Strategic	Further information and revisions supplied by UU to answer our queries from July 2021. Not reviewed yet.
SL/2021/0175	Duke of Cumberland, Kendal	Convenience Store	Major	Had to accept that the proposal reduces complexity and did not generate significant traffic. Parking impact is amenity issue not safety.
PPA/2022/3419	Land to the north of Kendal Fell Quarry	W Mc Clures Ltd wholesale food distribution site	Major	Pre application. Land allocated but applicant would need to create new junction off the A591. Needs larger development to enable this.

Appendix 2

Section 106 Funding Contributions Update

No change from last meeting

District	Description	Amount Agreed	Money In	Money Out
South Lakeland District Council	Education-Primary	£ 288,360.00		
	Education-Secondary	£ 72,150.00		
	Highway Contribution	£ 857,411.54	£ 10,229.54	£ 10,229.54
	Highway Works	£ 7,000.00		
	Other	£ 353,630.00	£ 353,630.00	£ 292,326.00
	Travel Plan Admin	£ 19,800.00	£ 6,779.52	
	Total	£ 1,598,351.54	£ 370,639.06	£ 302,555.54

Appendix 3

Lead Local Flood Authority Update

Flooded Properties

Date	Location	Description	Latest investigation comments
20/02/2022	Castle Stores, Castle Drive, Kendal	Blocked highway drainage	Reported to Highways to organise drain clearance.
21/02/2022	Warren Lodge, Canny Hill, Newby Bridge	Surface water flooding	Surface water pooling on road overflowed into the property. Remedial works already programmed in for March 2022.

Ongoing Flood Investigations

Location	Description	Latest investigation comments
Windermere Road, Kendal	Groundwater flooding	Discussed watercourse maintenance and possible future works with landowner. Concerns regarding channel capacity downstream if any works beyond maintenance are implemented.
Staveley	Various culvert and combined sewer issues	Walkover through Staveley with a parish councillor. A number of issues looked at and recorded for further investigation/action.
Waterhead, Ambleside	Culvert flooding	Culvert exceeds in LDNPA car park and that flow gets in to combined sewer and causes sewer flooding. Culvert size reduces as it approaches the lake and there may also be locking due to high lake levels.
Lion Cottage, Grasmere	Property Flooding	Have carried out investigation with Highways and UU. Highway drainage improvement in pipeline for 2022/23.

Flood Mitigation Schemes

Location	Description	Comments
North Road, Holme	New flood relief culvert	To be retendered soon.
Burneside Road, Kendal	New flood relief culvert at Carus Green	Expected to be complete by 6 th April meeting.
Aldingham	Replacement outfall	Expected to start construction by 11 th April.
Low Garth, Kendal	Upgraded piped system with overflow to basin	Currently under construction after detailed redesign. Led by Capital Projects team.

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STRAMONGATE



Pleasant pedestrian routes



Vibrant shopping streets



Historic streets accessible to all

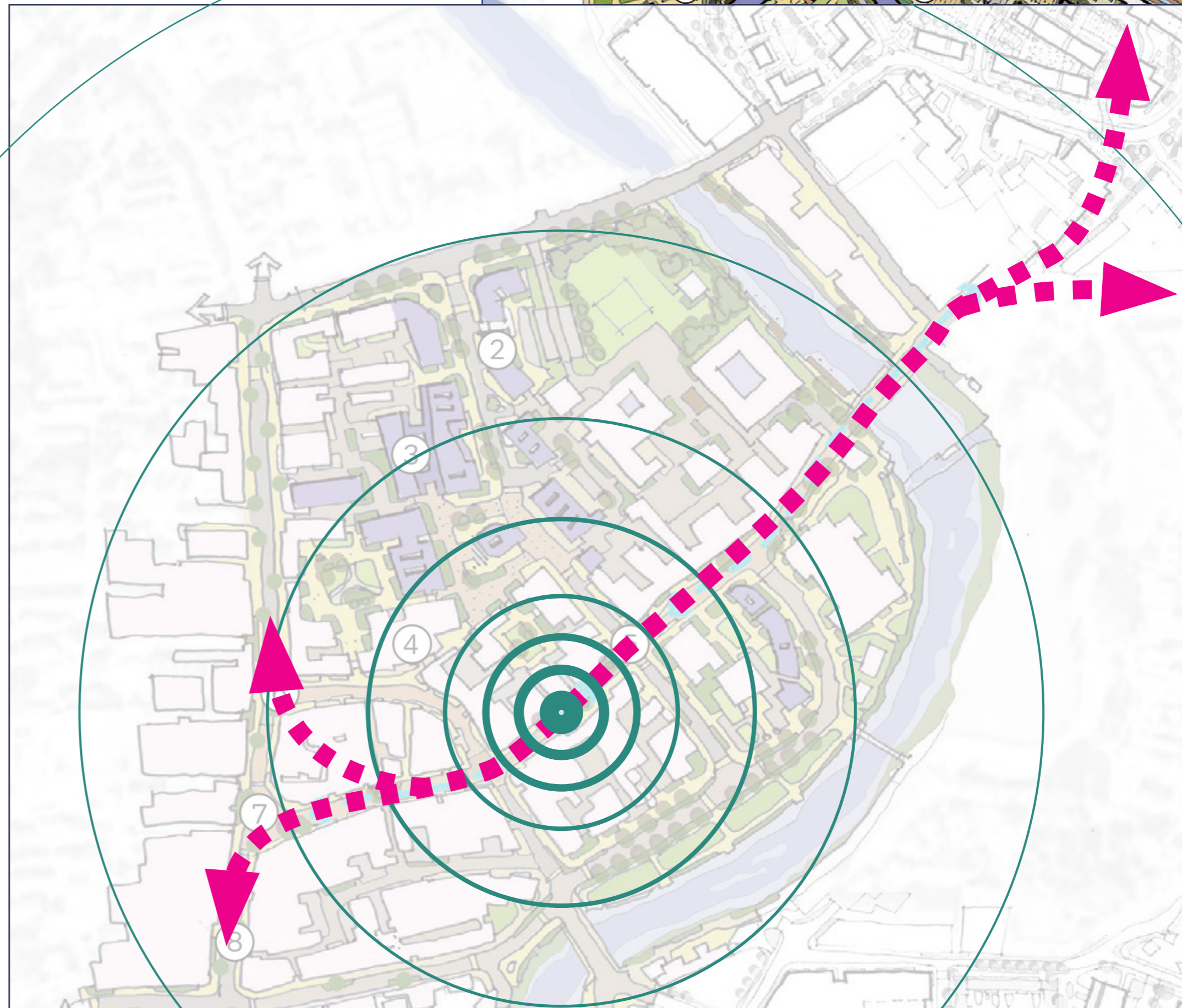


Seven Dials, London - a street on which to linger



People-centred street design

Plans care of Kendal Futures



Stramongate Resurfacing Works:

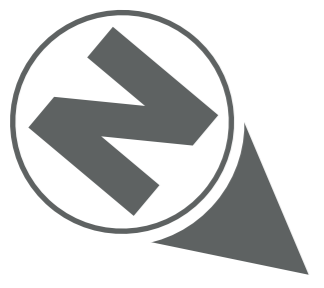
Stramongate is a strategic access route identified as one part of the Kendal Vision, linking eastern Kendal and visitors via the train station to the town centre.

Stramongate is part of a valuable Shopping and Commercial corridor linking key town-centre destinations.

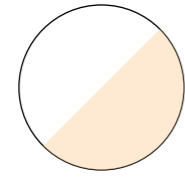
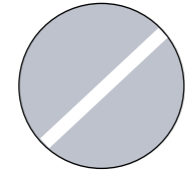
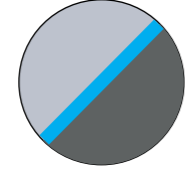
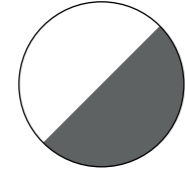
The streets that connect these destinations and attractions are identified in the Kendal Vision as those requiring investment to improve the way people access and enjoy Kendal.

Stramongate is key to the future mobility strategy of Kendal. This project aspires to be the epicentre of change in Kendal's town centre, showcasing the public realm ambitions of the Kendal Vision for businesses, residents and visitors.

STRAMONGATE



Key:

-  Buildings
-  Existing kerblines
-  Proposed realigned kerbs
-  Proposed tarmac resurfacing and footpath build-outs



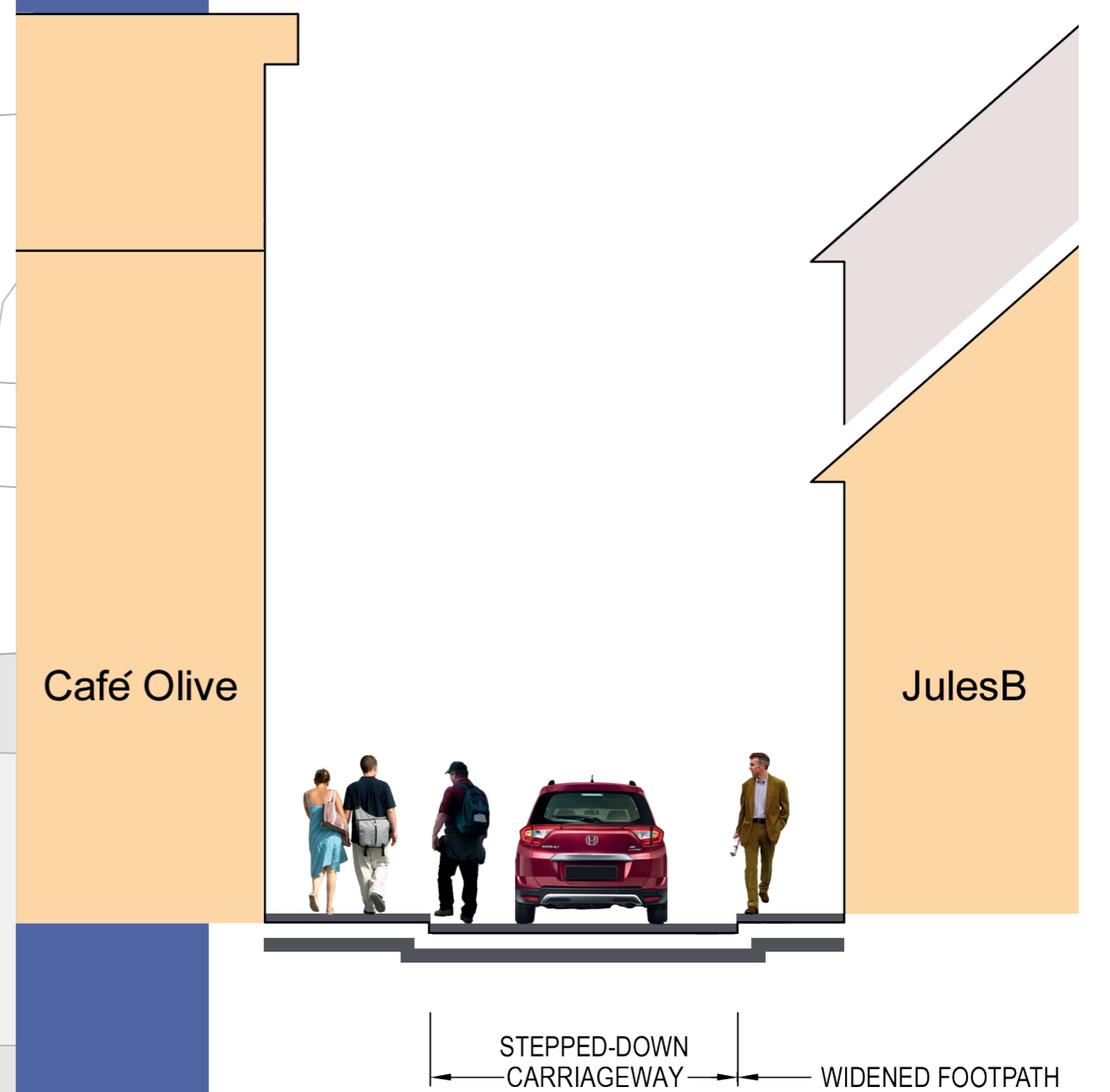
OPTION ONE

Stramongate Resurfacing Works:

- 1 Resurface Stramongate carriageway with new tarmac to replace existing tarmac, relaid to existing road levels.
- 2 Upper Stramongate carriageway narrowed by realigning existing kerblines to widen existing footpaths.
- 3 Tarmac infilled behind realigned kerbs to create wider footpaths that are level with existing surfaces.
- 4 Existing carriageway markings and parking arrangements to be reinstated along Stramongate (not all markings are shown on sketch plan).



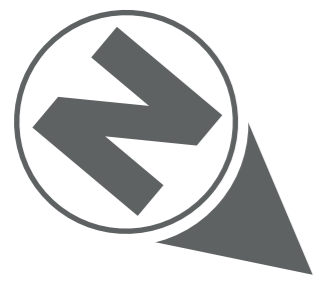
Above: Artist's impression of Option 1 illustrating the proposed widened footpath and narrow carriageway at existing levels



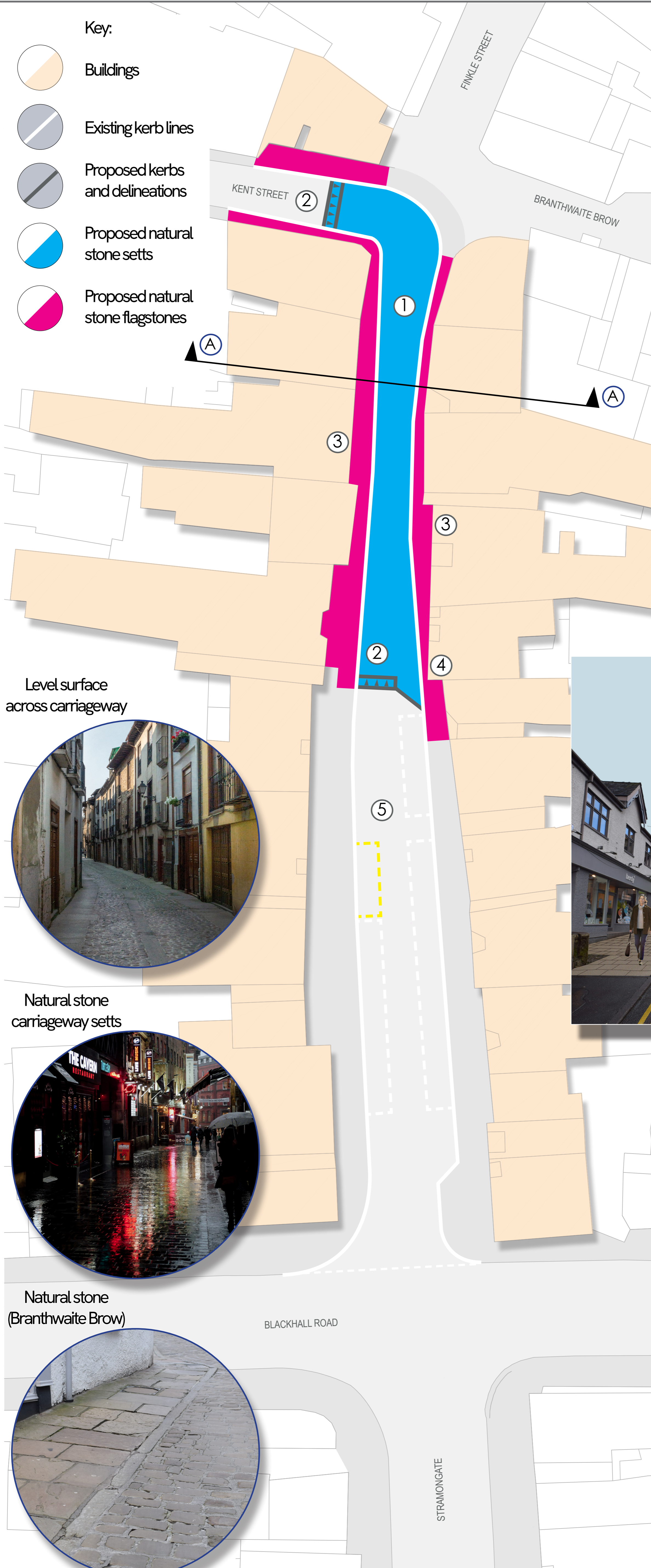
A Section illustrating the existing surface arrangement and street levels to be realigned and reinstated.



STRAMONGATE



- Key:
- Buildings
 - Existing kerb lines
 - Proposed kerbs and delineations
 - Proposed natural stone setts
 - Proposed natural stone flagstones



OPTION TWO

Stramongate Resurfacing Works:

- 1 Raise surface across carriageway from kerbline to kerbline using natural stone setts, whereby pedestrians are provided parity with motorists.
- 2 Roadway ramps at the entrance and exit to the shared space provide gateway thresholds for motorists to understand that vehicles are entering a space where priority is not absolute.
- 3 Resurface existing footpaths with natural stone flags for the continuous footpath access across Stramongate.
- 4 A chamfered kerbline at the existing parking bay widens the footpath and alleviates an existing pedestrian "pinch point".
- 5 Elsewhere along Stramongate, existing highway markings and parking arrangements are unchanged.

Level surface across carriageway



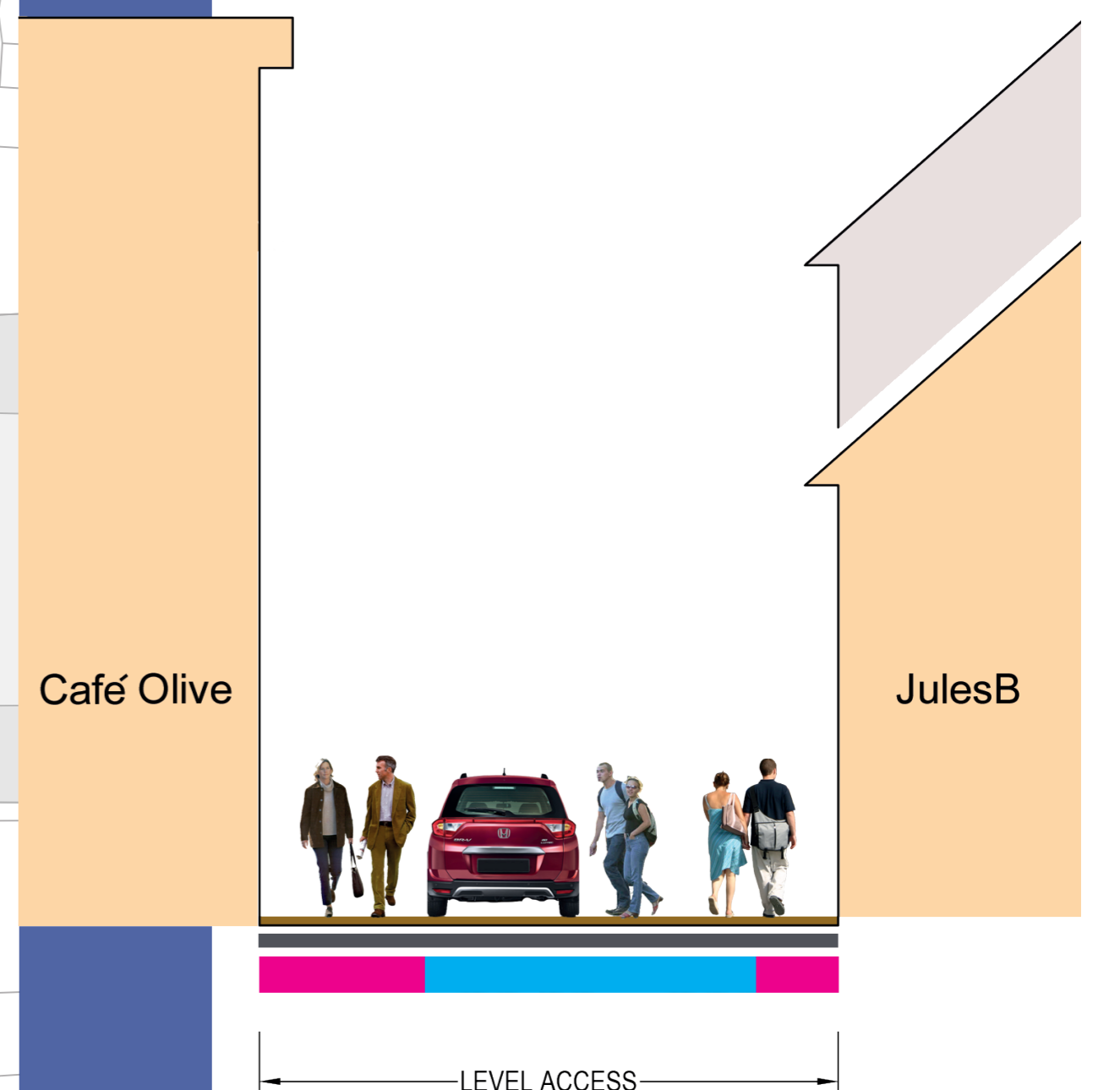
Natural stone carriageway setts



Natural stone (Branthwaite Brow)

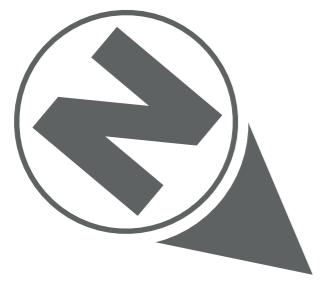


Above: Artist's impression of Option 2 illustrating the widened "pinch point" path and continuous levels across the street



A Section illustrating the raised carriageway and surface arrangement to present a level walking surface, as it is on Branthwaite Brow.

STRAMONGATE



Key:

-  Buildings
-  Existing kerblines
-  Proposed kerbs and delineations
-  Proposed natural stone setts
-  Proposed natural stone flagstones
-  Proposed street trees



Flush natural stone paving for access



Pedestrian-focussed



Continuous access for all



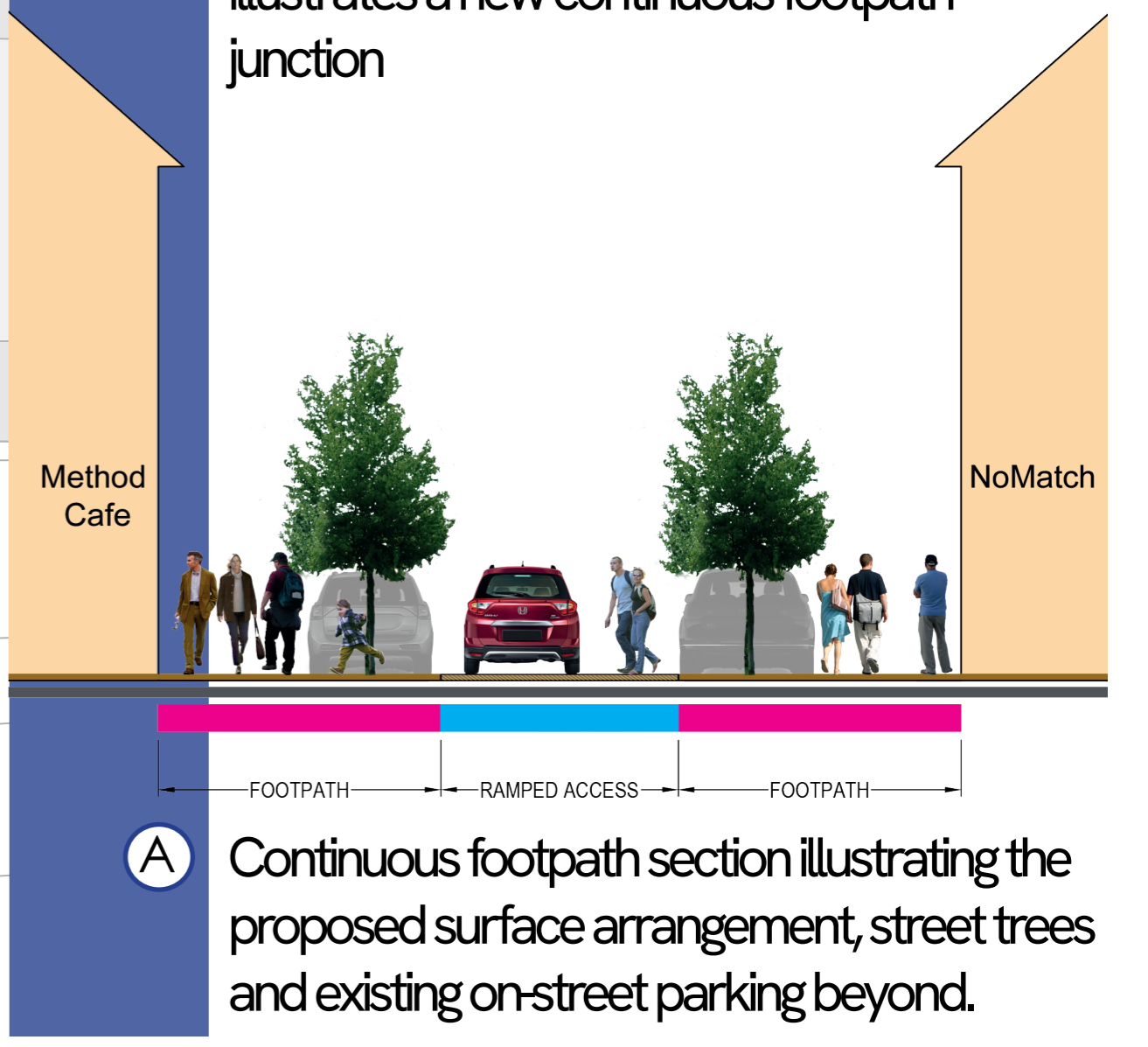
OPTION THREE

Stramongate Resurfacing Works:

- 1 Raise roadway levels up to create a continuous footpath across Stramongate using a combination of natural stone setts and flagstones. Existing kerb stones remain in position.
- 2 Resurface existing footpaths with natural flagstones to existing levels to achieve continuity across the full width of the street.
- 3 Ramps at the entrance and exit to the continuous footpath constrict the carriageway and slow vehicles down to a crawl, necessitating an understanding that priority is not absolute.
- 4 A chamfered kerbline at the existing parking bays widens the footpath locally for improved mobility across the street. Tree planting in the street surface will frame this part of Stramongate, providing amenity and greenery to an otherwise hard-surfaced shopping street.
- 5 The continuous footpath area will incorporate new signage and approved mobility paving as part of the new streetscape design.
- 6 Elsewhere along Stramongate, existing highway markings and parking arrangements are unchanged.



Above: Artist's impression of Option 3 illustrates a new continuous footpath junction



A Continuous footpath section illustrating the proposed surface arrangement, street trees and existing on-street parking beyond.

STRAMONGATE



OPTION ONE

Artist's impression of Option 1 illustrating the widened footpath and narrower carriageway at existing levels.

Option 1 improves mobility for pedestrians but would require additional future investment as there is very little flexibility in the street design to accommodate future walking and cycling facilities as part of a wider planned mobility network.

Priority is intrinsically expressed towards motor vehicles in the street design which incorporates raised footpaths that separate pedestrians and clear carriageway roadmarkings that imply "vehicular space" over "public space".



OPTION TWO

Artist's impression of Option 2 illustrating the widened "pinch point" path (right) and continuous levels across upper Stramongate towards Branthwaite Brow and Finkle Street.

This design takes Option 1 a stage further to implement a shared natural stone surface that can accommodate future cycling provision without redesigning the streetscape or requiring additional major reinvestment.

It also sets out the design aspirations for the rest of Stramongate and surrounding streets, where vehicles speeds are reduced and the hierarchy of road users is addressed within the streetscape.



OPTION THREE

Artist's impression of Option 3 illustrating the new continuous footpath design.

Left-turning vehicles negotiate the sharp left turn and ramp onto a natural stone paved surface which signifies that priority for vehicles is not automatic. Trees provide a soft visual gateway for vehicles and people entering the shopping street and trees reduce traffic noise from Blackhall Road for a more conducive shopping and visitor environment.

With the opening of the new Gooseholme bridge in summer 2022, access from New Road by pedestrians and cyclists is likely to increase the number of people moving through this part of Stramongate into and out of the town centre.

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**COUNTY COUNCIL LOCAL COMMITTEE FOR
SOUTH LAKELAND**

Meeting date: 12th May 2022

**From: Executive Director – Economy and
Infrastructure**

**CROSS-A-MOOR PARKING RESTRICTIONS TRAFFIC
REGULATION ORDER**

1.0 EXECUTIVE SUMMARY

- 1.1 *This report sets out the responses to the statutory consultation and advertising of the Order referred to at paragraph 3.1 of this report. All of the proposals are summarised in the statutory notice which is attached as Appendix 1.*
- 1.2 *The plans attached as Appendix 2 to this report show the details of the proposed restrictions.*
- 1.3 *The Councils' statement of reasons for proposing to make the Order is attached as Appendix 3.*
- 1.4 *The report seeks a resolution on the proposed introduction of the Order.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The introduction of Traffic Regulation Orders is a devolved function of this Local Committee and helps support the County Council objective of meeting its casualty reduction targets and its delivery of Community Strategy and Cumbria Agreement outcomes and Council Plan priorities, which are*
- *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***
- ***To be a modern and efficient council***

Members are advised that generally the measures contained in the proposals contribute to these commitments by continuing to ensure that the council are able to provide an effective and safe Highway Network.

3.0 RECOMMENDATION

- 3.1 ***Having taken into account the objections and representations which were received during the statutory consultation and advertisement, and having also 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, that The County of Cumbria (Various Roads, South Lakeland Area) (Consolidation of Traffic Regulations) (Order 2002) (Cross-A-Moor) Variation Order (20><) (“the Order”), be brought into operation as advertised.***

4.0 BACKGROUND

- 4.1 As part of the construction of the new roundabout on the A590 at Cross-A-Moor the existing accesses to the U5954 road to Pennington (formerly known as C5036) and the U5696 road to Swarthmoor are to be stopped up.
- 4.2 It is proposed to introduce No Waiting at Any Time (double yellow line) restrictions around the new turning heads which are being created.
- 4.3 In addition, it is proposed to introduce Prohibition of Motor Vehicles (no exemptions) restrictions on the U5954 road to Pennington (formerly the C5036) and the U5696 road to Swarthmoor, at 11m and 10m respectively from their former junctions with the A590. This is to prevent motor vehicles exiting onto or from the A590.
- 4.4 The plans showing the proposals is attached as Appendix 2, the Council’s statement of reasons for proposing to make the Order is attached as Appendix 3 and a copy of the statutory notice is attached as Appendix 1.
- 4.5 The proposals were consulted upon and advertised on 10th March 2022, with the statutory 21 days statutory consultation and advisement period ending on 31st March 2022.
- 4.6 Appendix 4 summarises and recommends the outcome from various comments received to the proposals.

- 4.7 A total of 2 responses were received
- 4.8 Of the responses received 1 was in support and 1 was conditional.
- 4.9 The conditional request asked that a turning area be provided for the refuse wagons away from the residential properties as initial plans provided by National Highways showed a turning area in front of the properties which is privately owned.
- 4.10 Proposals for a turning head away from the residential properties is being drawn up and will be presented to South Lakeland Highways Working Group and Local Committee at a later date.
- 4.11 Having considered all the comments and objections received it is recommended that the Order is introduced as advertised.

5.0 OPTIONS

- 5.1 Local Committee may accept, amend or reject the Recommendation at paragraph 3.1

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 If Local Committee decide to agree recommendation 3.1 the estimated £5,000 all costs associated with preparing and consulting on the Order would be met through a private works agreement with National Highways. Should the proposals be approved National Highways will implement the signs and lines with no additional costs to Cumbria County Council.
- 6.2 Local Committee are asked to note that if it is decided to agree recommendation 3.1 the ongoing maintenance of road markings and signage based on a ten year cost estimation is approximately £25 per year which would need to be met from within the Highways revenue budget devolved to Local Committee. (SR 28/04/2002)

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 3, 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

(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. (13.4.2022)

8.0 CONCLUSION

8.1 It is recommended that the Order be brought into force in accordance with the recommendation in paragraph 3.1.

Angela Jones
Executive Director – Economy and Infrastructure
April 2022

APPENDICES

Appendix 1 – Statutory notice

Appendix 2 – Plans of proposals

Appendix 3 – Statement of Reasons

Appendix 4 -Summary of responses

Electoral Division(s): Low Furness

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"/>

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

REPORT AUTHOR

Contact: Helen Karaaslan
Tel: 0300 303 2992

THE COUNTY OF CUMBRIA (VARIOUS ROADS, SOUTH LAKELAND AREA)
(CONSOLIDATION OF TRAFFIC REGULATIONS) (ORDER 2002) (CROSS-A-MOOR)
VARIATION ORDER 20><

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 and 64 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to introduce the following restrictions, as part of the realignment of existing roads and the creation of the new Cross-a-Moor roundabout: -
 - (a) "No Waiting At Any Time" restrictions around the new turning heads of the U5954 to Pennington road (formerly the C5036) and the U5696 Swarthmoor road; and
 - (b) "Prohibition of Motor Vehicles (No Exemptions)" restrictions on the U5954 to Pennington road (formerly the C5036) and the U5696 Swarthmoor road, from their junctions with the A590 for 11m and 10m respectively.

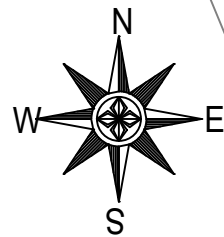
PLEASE REFER TO THE DOCUMENTS ON DEPOSIT AND ON THE COUNCIL'S WEB-SITE FOR FULL DETAILS.

3. Full details of the proposed Order, together with a plan showing the length of road concerned, a statement of the Council's reasons for proposing to make the Order, may be inspected at: -
 - (i) Ulverston Library, Kings Road, Ulverston, LA12 0BT;
 - (ii) on the Council's website using the following link: -
<https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>;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 31 March 2022, marking your correspondence with reference KB/4.4.1084/15.001786

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

Dated 10 March 2022

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Key

- Proposed No Waiting at Any Time (Double Yellow Lines)
- Proposed Prohibition of Motor Vehicles
- Area to be stopped up

C5036

Charnwood

New Road Number U5954

Cross Moor



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

Proposed Restrictions
U5954
Pennington

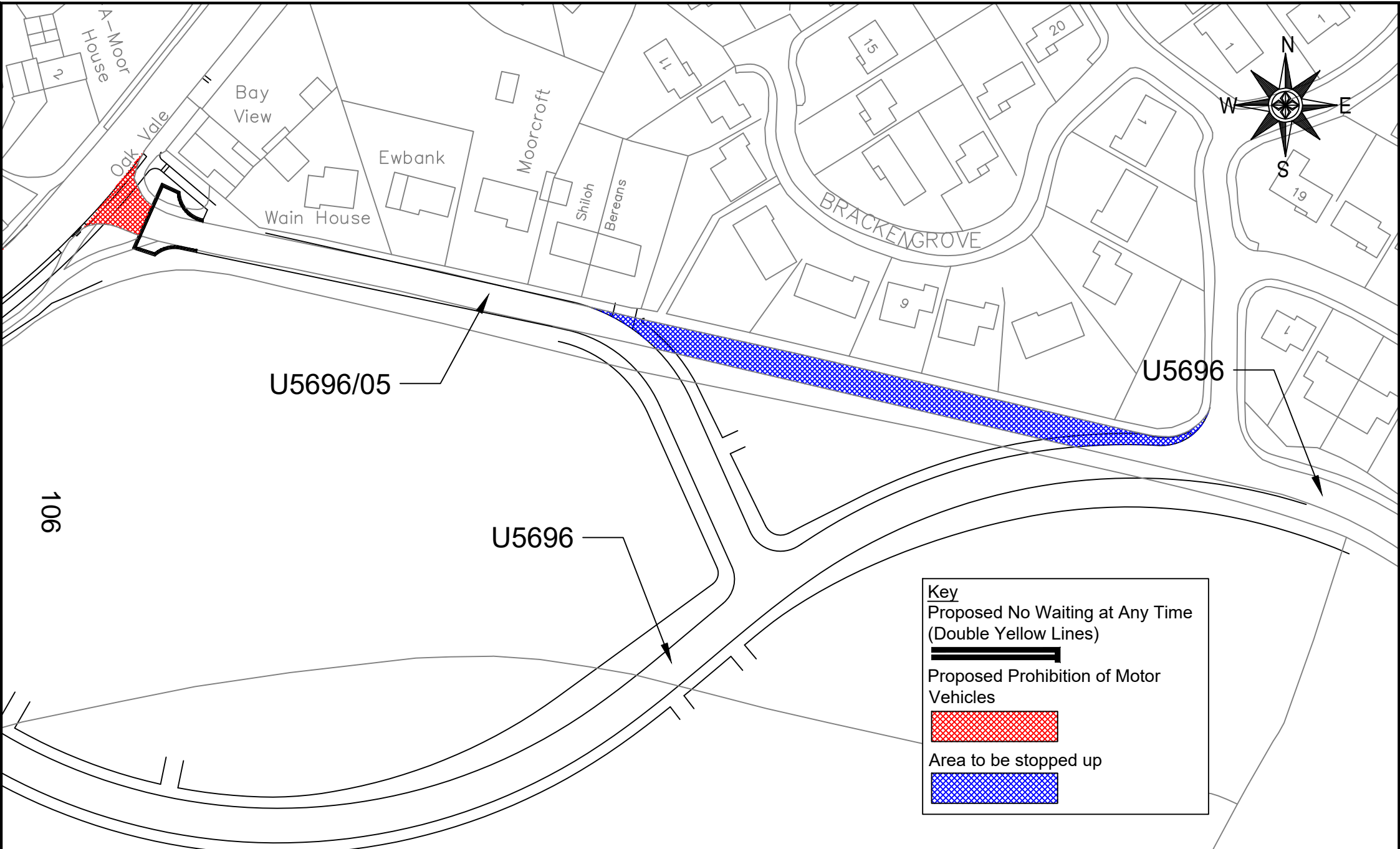
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Drawing No. 20220126-NH-002p

Drawn by BD

Scale NTS

Date Jan 2022



Key

Proposed No Waiting at Any Time
(Double Yellow Lines)

Proposed Prohibition of Motor
Vehicles

Area to be stopped up



County Hall
Busher Walk
KENDAL
Cumbria
LA9 4RQ
Tel. 0300 303 2992

Proposed Restrictions
U5696
Swarthmoor

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Drawing No. 20220126-NH-003p

Drawn by BD	Scale NTS	Date Jan 2022
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THE COUNTY OF CUMBRIA (VARIOUS ROADS, SOUTH LAKELAND AREA)
(CONSOLIDATION OF TRAFFIC REGULATIONS) (ORDER 2002)
(CROSS-A-MOOR) VARIATION ORDER 20><

STATEMENT OF REASONS

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

chose the ones which apply and delete the others.

(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

Due to highway layout improvements on the A590 at Cross-a-moor it is proposed to implement the following restrictions to facilitate to highway improvements

Prohibition of Motor Vehicles

C5036

It is proposed to implement a new prohibition of motor vehicles from its junction with the A590 for a distance of 11m

U5696 Main Road

It is proposed to implement a new prohibition of motor vehicles from its junction with the A590 for a distance of 10m

U5696 Main Road

It is proposed to implement a new prohibition of motor vehicles from its junction with the Trinkeld Avenue for a distance of 98m

No Waiting at Any Time

C5036

It is proposed to implement a new prohibition of motor vehicles from its junction with the A590 for a distance of 9m

U5696 Main Road

It is proposed to implement a new prohibition of motor vehicles from its junction with the A590 for a distance of 10m

Cross-A-Moor Parking Restrictions Traffic Regulation Order

Consultation Summary

RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

Ref No.	Support/ Conditional / Object	Comment(s)	CCC Comments
1	Support	<ul style="list-style-type: none"> No objection to the proposed works & speed restrictions 	<ul style="list-style-type: none"> Supports proposals. Recommended the proposals are approved.
2	Conditional	<ul style="list-style-type: none"> Raised concerns at a meeting held at the Memorial Hall on the 4th of March for the refuse vehicle turn around in property drive. Shown on the drawing referencing U5954 outside 10 Cross-A-Moor (which is marked number 8 on the drawing) numbers 8 and 10 are one house. The drive to number 10 is on the Deeds with access and egress at all times. 	<ul style="list-style-type: none"> Proposals are being drawn up for a turning area for the Refuse vehicles away from the properties on the U5954. Recommended the proposals are approved.

** Response received requesting information regarding location of details of the consultation on Cumbria County Council website for statutory consultation. This has not been included as an enquiry with bit comments or feedback regarding the proposals.

Summary

- Reponses received; 1 in support and 1 conditional. Conditional responses have requested a turning area for the refuse wagons. Proposals are being drawn up for this away from the residential properties.
- Having considered all the responses and that overall reduction in the speed limit is supported it is recommended that the proposals are approved and implemented as advertised.

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COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
--

Meeting date: 12th May 2022

From: Executive Director – Economy and Infrastructure
--

CROSS-A-MOOR SPEED LIMIT TRAFFIC REGULATION ORDER

1.0 EXECUTIVE SUMMARY

- 1.1 *This report sets out the responses to the statutory consultation and advertising of the Order referred to at paragraph 3.1 of this report. All of the proposals are summarised in the statutory notice which is attached as Appendix 1.*
- 1.2 *The plans attached as Appendix 2 to this report shows the details of the proposed restrictions.*
- 1.3 *The Councils' statement of reasons for proposing to make the Order is attached as Appendix 3.*
- 1.4 *The report seeks a resolution on the proposed introduction of the Order.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The introduction of Traffic Regulation Orders is a devolved function of this Local Committee and helps support the County Council objective of meeting its casualty reduction targets and its delivery of Community Strategy and Cumbria Agreement outcomes and Council Plan priorities, which are*
- *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***
 - ***To be a modern and efficient council***
- ***Members are advised that generally the measures contained in the proposals contribute to these commitments by continuing to ensure that the council are able to provide an effective and safe Highway Network.***

3.0 RECOMMENDATION

- 3.1 ***Having taken into account the objections and representations which were received during the statutory consultation and advertisement, and having also 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, that The County of Cumbria (Various Roads, South Lakeland Area) (Consolidation of Provision of Speed Limits) (Order 2018)Variation Order (NO.9) 20>< (“the Order”), be brought into operation as advertised.***

4.0 BACKGROUND

- 4.1 As part of the construction of the new roundabout on the A590 at Cross-A-Moor the exiting access to the U5954 road to Pennington (formerly known as C5036) and the U5696 road to Swarthmoor are to be stopped up.
- 4.2 It is proposed to replace the existing 30mph speed limits with a new 20mph speed limits from the stopped up areas directly adjacent to the A590 for the entire lengths of the U5696 for its entire length to its junction with the (new) U5696), and U5954 (formerly known as C5036) to its junction with the (new) C5036.
- 4.3 It is proposed to introduce a new 30mph speed limit on the newly constructed C5036 and U5696 from the new northern A590 Cross-a-Moor Roundabout spur; and from the new eastern A590 Cross-a-Moor Roundabout spur respectively.
- 4.4 The full background to the proposals is presented in the appendices; Appendix 2 Plans of the Proposals; Appendix 3 Statement of Reasons and Appendix 1 Statutory Notice.
- 4.5 The proposals were consulted upon and advertised on 10th March 2022, with the statutory 21 days statutory consultation and advisement period ending on 31st March 2022.

- 4.6 Appendix 4 summarises and recommends the outcome from various comments received to the proposals.
- 4.7 A total of 2 responses were received
- 4.8 Of the responses received 1 was in support and 1 was conditional.
- 4.9 The conditional request asked that a turning area be provided for the refuse wagons away from the residential properties as initial plans provided by National Highways showed a turning area in front of the properties which is privately owned.
- 4.10 Proposals for a turning head away from the residential properties is being drawn up and will be presented to South Lakeland Highways Working Group and Local Committee at a later date.
- 4.11 Having considered all the comments and objections received it is recommended that the Order is introduced as advertised.

5.0 OPTIONS

- 5.1 Local Committee may accept, amend or reject the Recommendation at paragraph 3.1

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 If Local Committee decide to agree recommendation 3.1 the estimated £5,000 all costs associated with preparing and consulting on the Order would be met through a private works agreement with National Highways. Should the proposals be approved National Highways will implement the signs and lines with no additional costs to Cumbria County Council.
- 6.2 Local Committee are asked to note that if it is decided to agree recommendation 3.1 the ongoing maintenance of road markings and signage based on a ten year cost estimation is approximately £25 per year which would need to be met from within the Highways revenue budget devolved to Local Committee. (SR 3.5.2022)

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 3, 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

(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. (25.4.2022)

8 CONCLUSION

8.3 It is recommended that the Order be brought into force in accordance with the recommendation in paragraph 3.1.

Angela Jones

Executive Director – Economy and Infrastructure

April 2022

APPENDICES

Appendix 1 – Statutory notice

Appendix 2 – Plans of proposals

Appendix 3 – Statement of Reasons

Appendix 4 -Summary of responses

Electoral Division(s): Low Furness

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"/>

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: Helen Karaaslan Tel: 0300 303 2992

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CUMBRIA COUNTY COUNCIL

THE COUNTY OF CUMBRIA (VARIOUS ROADS IN THE DISTRICT OF SOUTH
LAKELAND)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) (ORDER 2018)
VARIATION ORDER (NO.9) 2022

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) Replace the existing 30 mph speed limit on the U5696 with a new 20 mph speed limit, from the stopped up area directly adjacent to the A590, for its entire length, to its junction with the (new) U5696;
 - (b) Replace the existing 30 mph speed limit on the U5954 (formerly known as the C5036) with a new 20 mph speed limit, from the stopped up area directly adjacent to the A590, for its entire length, to its junction with the (new) C5036;
 - (c) Introduce a 30 mph speed limit on the newly constructed C5036 Cross-a-Moor - Pennington - Loppergarth Road, from the new northern A590 Cross-a-Moor Roundabout spur; and
 - (d) Introduce a 30 mph speed limit on the newly constructed U5696 Main Road, from the new eastern A590 Cross-a Moor Roundabout Spur.

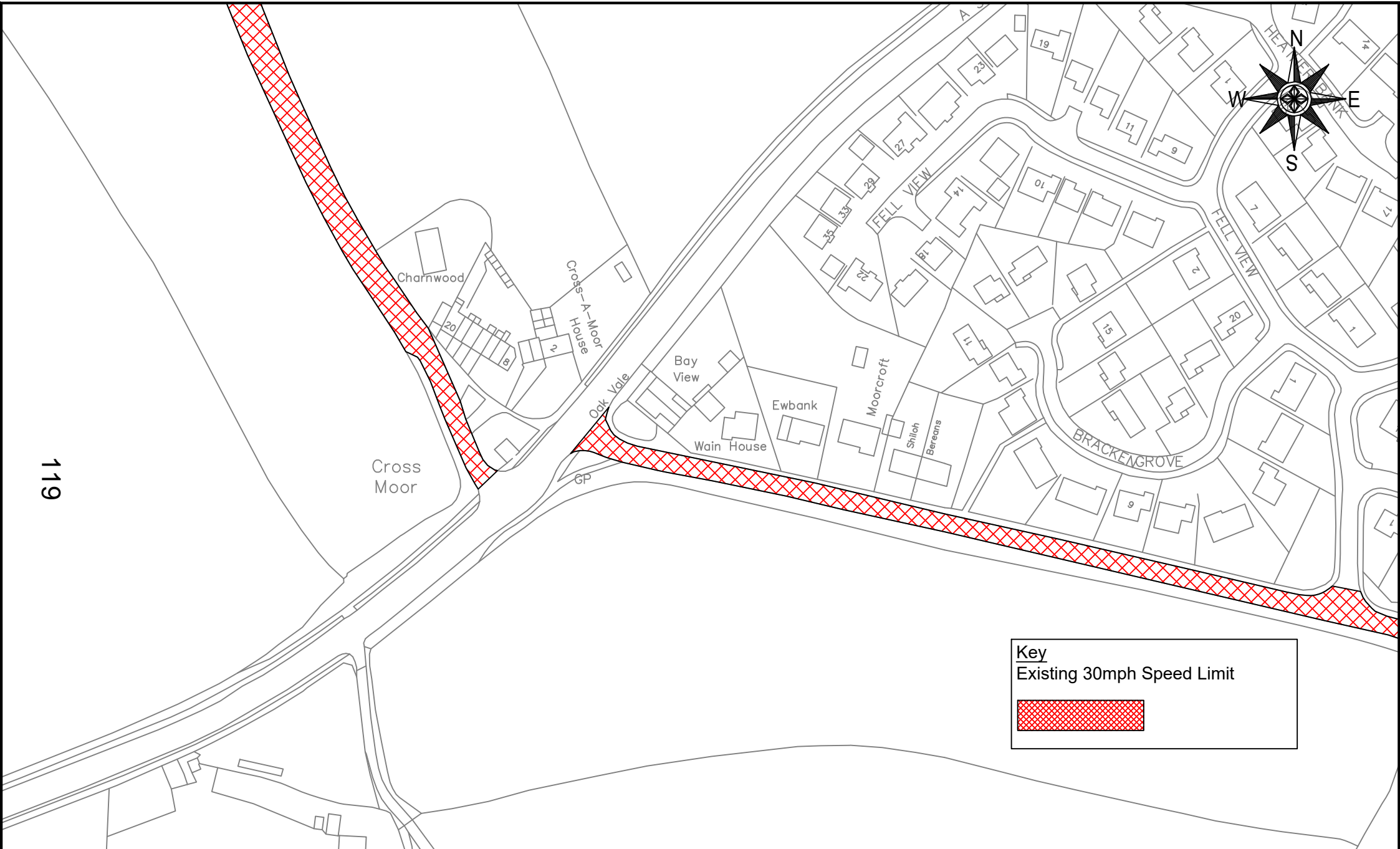
PLEASE REFER TO THE DOCUMENTS ON THE COUNCIL'S WEBSITE AND ON DEPOSIT FOR FULL DETAILS.

3. Full details of the proposed Order, together with a plan showing the length of road concerned, a statement of the Council's reasons for proposing to make the Order, may be inspected at: -
 - (i) Ulverston Library, Kings Road, Ulverston, LA12 0BT;
 - (ii) on the Council's website using the following link: -
<https://www.cumbria.gov.uk/roads-transport/highways-pavements/highways/notices.asp>;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 31 March 2022, marking your correspondence with reference KB/4.4.1083/15.001777

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

Dated 10 March 2022

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Key
Existing 30mph Speed Limit



County Hall
Busher Walk
KENDAL
Cumbria
LA9 4RQ
Tel. 0300 303 2992

Existing Road Layout
Speed Limits
SWARTHMOOR

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Drawing No. 20220126-NH-003e

Drawn by BD

Scale NTS

Date Jan 2022

Pennington ↑

C5036

Stopped up




Swarthmoor



C5036

New Road Number U5954

Key

- Proposed 20mph Speed Limit 
- Proposed 30mph Speed Limit 
- Areas to be Stopped Up 

120

Cross Moor

U5696/05

Stopped up

U5696

U5696



County Hall
Busher Walk
KENDAL
Cumbria
LA9 4RQ
Tel. 0300 303 2992

New Road Layout
Proposed Speed Limits
SWARTHMOOR

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Drawing No. 20220126-NH-003p

Drawn by BD

Scale NTS

Date Jan 2022

THE COUNTY OF CUMBRIA (VARIOUS ROADS IN THE DISTRICT OF SOUTH LAKELAND)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) (ORDER 2018) VARIATION ORDER (NO.9) 20><

STATEMENT OF REASONS

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

- (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
- (f) for preserving or improving the amenities of the area through which the roads run

Due to the construction of a new roundabout on the A590 at Cross-a-Moor and the stopping up of the existing accesses to the former C5036 and the U5696, it is proposed to implement the following restrictions: -

20 mph Speed Limits

U5696

It is proposed to replace the existing 30 mph speed limit with a new 20 mph speed limit, from the stopped up area directly adjacent to the A590, for its entire length, to its junction with the (new) U5696.

U5954 (Formerly known as C5036)

It is proposed to replace the existing 30 mph speed limit with a new 20 mph speed limit, from the stopped up area directly adjacent to the A590, for its entire length, to its junction with the (new) C5036.

30 mph Speed limits

C5036 Cross-a-Moor - Pennington - Loppergarth Road (New Northern Roundabout Spur)

It is proposed to introduce a new 30 mph speed limit on the newly constructed C5036 from its junction with the A590 Cross-a-Moor roundabout.

U5696 Main Road (New Roundabout Eastern Spur)

It is proposed to introduce a new 30 mph speed limit on the newly constructed U5696 from its junction with the A590 Cross-a-Moor roundabout.

Cross-A-Moor Speed Limit Traffic Regulation Order

Consultation Summary

RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

Ref No.	Support/ Conditional / Object	Comment(s)	CCC Comments
1	Support	<ul style="list-style-type: none"> No objection to the proposed works & speed restrictions 	<ul style="list-style-type: none"> Supports proposals. Recommended the proposals are approved.
2	Conditional	<ul style="list-style-type: none"> Raised concerns at a meeting held at the Memorial Hall on the 4th of March for the refuse vehicle turn around in property drive. Shown on the drawing referencing U5954 outside 10 Cross-A-Moor (which is marked number 8 on the drawing) numbers 8 and 10 are one house. The drive to number 10 is on the Deeds with access and egress at all times. 	<ul style="list-style-type: none"> Proposals are being drawn up for a turning area for the Refuse vehicles away from the properties on the U5954. Recommended the proposals are approved.

** Response received requesting information regarding location of details of the consultation on Cumbria County Council website for statutory consultation. This has not been included as an enquiry with bit comments or feedback regarding the proposals.

Summary

- Reponses received; 1 in support and 1 conditional. Conditional responses have requested a turning area for the refuse wagons. Proposals are being drawn up for this away from the residential properties.

- Having considered all the responses and that overall reduction in the speed limit is supported it is recommended that the proposals are approved and implemented as advertised.

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
--

Meeting date: 12th May 2022

From: Executive Director – <i>Economy and Infrastructure</i>

DIVISIONAL HIGHWAY PRIORITY WORKS 2022/2023

1.0 EXECUTIVE SUMMARY

- 1.1 ***This report is for the Divisional Highway Priority Works schemes to be funded via the devolved 2022 /2023 highway capital budget for South Lakeland. An allocation of £108,000 is proposed for approval allowing for £6,000 per division.***
- 1.2 ***The Local Committee is asked to approve Appendix 1 as the scheme of works for 2022 / 2023.***
- 1.3 ***Early identification and discussion with Officers is essential to aid delivery. Members are thanked for their engagement with identifying schemes in this year at the earliest opportunity.***

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 ***The allocation of funding to Member Division allows for consideration of divisional priorities enabling funding to meet local aspirations and relates directly to supporting delivery of Community Strategy and 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***
- ***To be a modern and efficient council***

2.2 The Local Committee is able to vire funding between budget lines during the course of the financial year, subject to Corporate Policy and Service Standards. The Committee is not able to vire money from capital budgets into revenue budgets.

2.3 There are no equality implications contained in this report.

3.0 RECOMMENDATION

3.1 That the Local Committee approves the current Divisional Highway Priorities Works Programme 2022 / 2023 (“the Programme”) set out in Appendix 1. An entry for new schemes is shown for each division as this is the first report for this financial year. (Note: New schemes or amendments are shown for the current year, which is coloured in blue, with **Bold and italic** font with a comment in red mostly indicating ‘new request’).

4.0 BACKGROUND

4.1 The proposed budget allowed for £6,000 for each Division to be spent on capital highway related works enabling members to have a greater influence on small highway improvement priorities within their Division.

4.2 Appendix 1 to this report shows Divisional Highway Priorities with outstanding schemes from previous years at the top and new requests for allocation for 2022 / 2023 schemes highlighted below for each division. All outstanding schemes are being progressed to completion as quickly as possible and all enquiries should be directed to the Team Leader for Traffic Management in the first instance.

4.3 Members are asked to note that Traffic Regulation Orders generally take a minimum of 6-9 months to deliver depending on whether initial consultation is required.

4.4 There are currently 10 Traffic Regulation Order (TROs) outstanding to progress which have previously been agreed. Due to the time it takes to progress a TRO and capacity within the Traffic Team it is not possible to progress any further to conclusion in the coming financial year. It is recommended that divisions who have one of the outstanding TRO’s already agreed to be progressed, allocate funding to these schemes for the coming financial year. Any new requests for TRO’s can be considered however they may only be able to progress to the design or initial consultation stage before the end of March 2023. In these cases, it will be for consideration of the new authority and its members to decide whether these can be progressed further.

- 4.5 Members are asked to note that where a TRO forms a request for approval in Appendix 1 that there is agreement in principle of any such scheme and that there will be subsequent progression to statutory consultation and advertising of the relevant TRO. The outcome of any TRO following statutory consultation and advertising will be reported to the Local Committee for the required approval to implement the TRO in line with the County Council constitution.

5.0 OPTIONS

- 5.1 Approve the recommendation in paragraphs 3.1.
- 5.2 Not approve, or approve in part the recommendation in paragraph 3.1.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 It is for Local Committee to allocate resources within the devolved Highways capital budget to specified programmes of Highways work. Any changes in allocation that Local Committee may agree should have regard to remaining within the overall Highways capital budget devolved to Local Committee.
- 6.2 It is requested to consider and allocation of the devolved Highways Capital budgets for 2022/23. The proposed allocations to be considered at the meeting include £108,000 for Divisional Highway Priority Capital Works 2022/2023. Appendix 1 gives details of new schemes up to the value of the proposed allocation of £108,000, for Local Committee to consider for inclusion in the 2022/23 programme of works, subject to the approval of the Divisional Highway Priority Capital Works 2022/23 allocation at that same meeting. (Recommendation 3.1).
- 6.3 Also shown in Appendix 1 are Divisional Highway Priority Works agreed in previous years but not yet expended as at 31 March 2022. The underspending brought forward from previous years on Divisional Highway Priority works is included within the overall net accelerated spend for devolved highways capital. (SR 3.5.2022)

7.0 LEGAL IMPLICATIONS

- .1 The recommendations in this report do not contain any legal implications however Local Committee could take decisions that could have future legal implications.
- 7.2 When allocating and moving money between budgets, Local Committee must follow the rules set by the Council following its consideration of the "Draft Revenue Budget 2022/23 and Medium Term Financial Plan (2022 – 2027) and Draft Capital Programme (2022 – 2027)" report ("the Report") on 10 February 2022 and any such additional restrictions set by Cabinet and or Council regulating the use of such funds.

7.3 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 (f), of the Constitution, agree and keep under review the implementation of, the highways revenue budget and capital programme for the local committee's area to support the Council to carry out its statutory duty to maintain the highway in a safe condition as far as reasonably practicable. (KB – 27.4.2022)

8.0 CONCLUSION

8.1 Members are asked to note the requirement for early identification of scheme allocations, particularly for any future budget allocations, to allow effective programming and delivery of schemes.

Angela Jones
Executive Director – Economy and Infrastructure

May 2022

APPENDICES

Appendix 1 Divisional Highway Priority Works 2022 / 2023

Electoral Division(s): All South Lakeland

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"/>

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

None

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Helen Karaaslan Tel: 0300 303 2992

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SOUTH LAKELAND LOCAL COMMITTEE
Divisional Highway Priority Works Programme 2022/2023

Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Cartmel	QSLNPRN20	Improvements to footway between Flookburgh to new playground on Moor Lane (additional contributions will be required)		£6,000		25/07/2017	Stuart Braithwaite has indicated that the caravan park development is able to pay rest of (£20K) this – no further funding required. Aiming to make improvements in 2020/21
		Additional contribution to footway improvements (listed above)		£2,000		19/07/2018	
		Haggs Lane new 30mph sign (remove old sign & relocate)		£1,500		29/01/2020	Works ordered to be completed summer 2020
		Review of Cartmel Parking Restrictions for possible future amendments to the TRO (additional future year funding required for any TRO)	£6,000	£6,000	£0	21/07/2021	Ongoing from previous year
		Hazelrigg Canny Hill Not suitable for HGV Signs	£6,000	£500	£0		Signs Ordered
		Cartmel parking review possible measures		£5,500			Ongoing
		Lining improvements Backbarrow area	£6,000	£2,500	£2,800		New request
		Pedestrian in road signs Low Wood area		£700			New request
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
		Lindale HGV ban scheme Staff time for design		£500		29/09/2016	Enquiries have been sent to HE for costs / implications
		Allocation to complete TROs for Windermere Road, Cragg Drive junction and No Loading on Kents Bank Road		£2,500		19/07/2018	TRO approved. Awaiting installation of signs and markings. Delayed by Covid-19
		Drainage improvement at Strawberry Bank on Cartmel Fell		£2,000		19/07/2018	Peter Hosking to follow up

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Grange	QSLNPRN21	ED owned SID (checking roads with Cllr and CRASH) - be Allithwaite Road , The esplanade and Windermere Road		£4,000		30/09/2019	To be progressed in 2020/21
		Problem of children crossing the road in Lindale near Bell Hill Park		£1,500		30/09/2019	To be progressed with the implementation of the TRO
		Allocation towards the replacement of the Grange SID – to be solar and moved around	£6,000	£4,000	£0	21/07/2021	Ongoing from previous year
		Possible options for measures at Kents Bank in connection with Cross Bay walks		£2,000		21/07/2021	Ongoing from previous year
		<i>Allocation for Kents Bank Cross Bay walk related TRO- Initial & Formal consultation (further matching allocation required from next tax years funding to implement TRO) Wilson Bends Lindale sign and line improvement</i>	£6,000	£4,000	£0		Signs Ordered
		<i>Temporary SID which can be moved around the area similar to last years ordered device</i>		£2,000			Ordered
		SID installation The Esplanade	£6,000	£1,000	£0		New Request
		School Parking Signs		£300			New Request
		SID for Kents Bank Road near Fire Station (subject to prodecure via CRASH)		£3,200			New Request
		Post for SID at Kents Bank Road near Fire Station		£500			New Request
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
High Furness	QSLNPRN22	Improvements to signing and road markings as traffic calming through Blawith / Water Yeat and Torver		£4,000		19/07/2018	Works tickets currently being prepared to order
		Improvements to signing and road markings as traffic calming for Coniston: Ship Inn to Adams Bridge		£2,000		19/07/2018	Works tickets currently being prepared to order
		Spark Bridge red hatching entrance		£2,500		29/01/2020	Works to be ordered in conjunction with scheme for Low Furness in coming months
		Broughton 20mph scheme - reallocation from other scheme which are not to be progressed at this time		£3,500		29/01/2020	Formal consultation on hold due to covid-19. Technical design works ongoing to ensure consultation is done as soon as possible

		Broughton 20mph scheme	£6,000	£6,000	£0	21/07/2021	Completed
		Lowick relocation of sat nav sign futher allocation	£6,000	£1,000	£0		Signs Ordered
		Coniston/Torver road marking improvements		£1,000		Ongoing	
		Hawkshead Squares project contribution		£1,500		Hawshead PC leading project	
		Satterthwaite consideration of measures regarding parking concerns		£500		Ongoing	
		Coniston consideraton of ammendments to parking restrictions		£1,500		Ongoing	
		Skewith Bridge consideration of measures with regard to pedestrian		£500		Ongoing	
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Kendal Castle	QSLNPRN23	Additional contribution to Castle Estate entrance improvement works and also to TRO for 20mph scheme		£6,000		29/01/2019	Works underway for the scheme but delayed due to Covid-19. Works set to restart in coming month.
		Additional contribution to Castle Estate entrance improvement works and also to TRO for 20mph scheme		£5,500		30/09/2019	As above
		Re-locate children crossing warning sign by shop to a better location.		£500		30/09/2019	Works ordered for sign. Completion delayed due to Covid-19. Sign expected to be made soon.
		Hayclose Road / Kendal Parks parking assessment / review	£6,000	£6,000	£0	21/07/2021	Ongoing from previous year
		Hayclose Road / Kendal Parks parking assessment subsequent measures	£6,000	£6,000	£0		Review completed report to be sent to Councillor Hogg
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
		Consideration of improvements on Greenside at Sunny Brow Nursery access -initially staff time		£500		29/09/2016	Initial plan drawn to discuss with Member

Kendal Highgate	QSLNPRN24	Gillinggate - speed concerns - initial options work	£6,000	£3,000	£0	21/07/2021	Ongoing from previous year
		Improvement of road markings in Highgate division		£3,000		21/07/2021	Ongoing from previous year
		Gillinggate speed concerns – traffic scheme Reallocated to Road Marking scheme across kendal Highgate Division	£6,000	£6,000	£0		Reallocated
		Road marking scheme across Kendal Highgate Division	£6,000	£6,000	£0		New Request
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Kendal Nether	QSLNPRN25	Warning signs and road markings on Sedbergh Road to encompass both Eller Raise and Sandylands junctions		£3,500		30/11/2017	In progress
		TROs - Allocation of funding to complete Appleby Road and Shap Road parking scheme		£3,000		30/09/2019	Initial consultation completed. Formal TRO Spring 2020
		TRO - Speed review on A684 Singleton Road junction with Castle Green		£3,000		30/09/2019	Incororate with Speed limit TRO for various South Lakes 2020
		Shap Road Area TRO	£6,000	£6,000	£0	21/07/2021	Completed
		Castle Street consideration of improvement to No Entry Signs	£6,000	£3,000			In progress
		Shap Road signage improvements		£1,000			Completed
		Castle Crescent - Residents only signs		£700			Works ordered
		Castle Streets area - residents only signs		£1,300			Works Order
		Parking review Castle Street area	£6,000	£1,500	£0		New Request
		T junction sign for Castle Green Close Cul-de-Sac		£500			New Requeust
		Shap Road pavement improvement works		£4,000			New Request

Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Kendal South	QSLNPRN26	Additional allocation to a pedestrian crossing on the A65 Burton Road near Helmside Road junction		£4,000		19/07/2018	Funding not sufficient, new request gone in to apply for CIL funding
		Additional allocation to a pedestrian crossing on the A65 Burton Road near Helmside Road junction		£5,000		30/09/2019	Funding not sufficient, new request gone in to apply for CIL funding
		Additional funding for pedestrian crossing of the A65 near Helmside Road junction	£6,000	£6,000	£0	21/07/2021	Ongoing from previous
		Additional funding for pedestrian crossing of the A65 near Helmside Road junction	£6,000	£6,000	£0		Ongoing scheme
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Kendal Strickland and Fell	QSLNPRN27	Junction improvement consideration for Horncop Lane / Sparrowmire Lane		£1,000		21/03/2017	Officers working on ideas to come back with. (Additional funding to implement any changes would then be required)
		Bus stop build out at Greenside		£3,000		19/07/2018	Design detailed – works to be instructed. Delivery may be delayed due to Covid-19
		Cycle Barriers on Fellside / rail on High Garth footpath		£1,000		19/07/2018	Need to ensure correct location to place works instruction. To be followed up
		Kendal Green stones or bollards	£6,000	£2,000	£0	30/09/2019	To be ordered summer 2020
		SID on Greenside		£4,000		30/09/2019	New request - additional funding required
		SID on Greenside - additional contribution	£6,000	£2,000	£0	21/07/2021	Ongoing scheme
		Improvement of 2 sections of currently unmade desire line footpath, Beast Banks and Tenterfell		£4,000		21/07/2021	Ongoing scheme
		Low Mead Footpath works (subject to ownership confirmation) Reallocate to Horncop Lane/Sparrowmire junction improvements	£6,000	£1,000	£0		Reallocated
		Junction improvement consideration for Horncop Lane / Sparrowmire Lane - implmentation of proposals		£5,000			Ongoing scheme
		Kendal Green Traffic Review	£6,000	£500	£0		New request
		Junction improvement consideration for Horncop Lane / Sparrowmire Lane - implmentation of proposals		£5,500			New request
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status

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Kent Estuary	QSLNPRN28	TRO-Traffic Calming and speed related measures for Arnside		£6,000		19/07/2018	Initial consultation completed Autumn 2019. Formal consultation currently on hold. Works continuing to prepare for formal TRO consultation as soon is possible
		TRO - Additional allocation to Speed related measures for Arnside		£5,000		30/09/2019	As above
		TRO - Measures to address speeding and large vehicles using Guard Hill Lane at Carr Bank On hold		£2000 (only £1,000 available)		30/09/2019	New request - On hold as funding not sufficient, pursuing funding options
		Unsuitable for caravans sign for Beetham village		Privately funded (£500)		30/09/2019	New request Beetham PC to pay for (need to arrange this)
		TRO - Measures to stop motorhome parking in Arnside		Privately funded (£500)		30/09/2019	New request Arnside PC to pay for Being undertaken with 20mph speed limit therefore as above
		Arnside TRO and Traffic Calming scheme	£6,000	£6,000	£0	21/07/2021	Completed
		Arnside TRO and Traffic Calming scheme	£6,000	£6,000	£0		Completed
		Implentaion to keep clear bar marking (once new service procdure released)	£6,000	£200	£5,800		Implentaion to keep clear bar marking (once new service procdure released)
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Lakes	QSLNPRN29	Consideration of concerns raised at Chapel Hill for initial consulation and a possible future TRO (any TRO will requie funding in a future year)		£1,000		19/07/2018	Initial consultation undertaken March 2020. Interrupted by Covid-19 and assessment of next steps required
		Wansfell Road Rothay Road signage for the filter lane		£1,000		30/09/2019	Order to be placed in Summer 2020
		Rydal welcome sign replacment		£700		30/09/2019	Completed Spring 2020
		Consideration of concerns raised at Kirkfield and St Anne's Close, for initial consulation (If TRO is will required it will need funding in a future year)		£1,000		30/09/2019	Parking assessment to be progressed from March to Sept 2020 – Parking assessment currently on hold due to Covid-19.
		Chapel Hill and Low Gale initial consultation and measures (additional funding may be required in a future year)		£3,000		21/07/2021	Ongoing scheme
		Kirkfield and St Anne's Close parking assessment (future funding may be required for any TRO) —Reallocated TRO for Lakes area parking restricitons	£6,000	£3,000	£0	21/07/2021	Completed

		Chapel Hill and Low Gale statutory consultation and measures	£6,000	£4,000	£0		Ongoing request
		Wansfell Road Rothay Road signage for the filter lane		£500		Completed	
		Installation of poles for a SID at Grasemre		£200		Completed	
		Consideration of parking concerns at Rugby Club, Ambleside & Elterwater (future funding may be required for any TRO) Reallocated to consideration of a TRO for A591 Jenkins Fields area, Ambleside (if TRO is to progress further funding allocation will be required in a future year.)		£1,300		Ongoing	
		Parking Review: Kirkfield & St Anne's, Ambleside, Loguhrigg Park area	£6,000	£3,000	£0		New Request
		Consideration of a TRO for Rugby Club area Ambleside and A591 Jenkins Fields area Ambleside		£3,000		New Request	
Division	Project Code	Description	Divisional Total for works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Low Furness	QSLNPRN30	Scales 20mph speed limit extension - additional funding required to be implemented		£2,000		19/07/2018	To be progressed with various speed limit TRO 2020 Currently on hold due to Covid-19. Will be progressed as soon as possible in 2020
		A5092 40mph extension - Farmers Arms through to Penny Bridge - additional funding required to be implemented				19/07/2018	
		Cumbria Way sign 'Pedestrians in the road' Broughton Beck		£1,000		19/07/2018	Works ticket prepared – for completion summer 2020
		Loppergarth reflector posts		£500		19/07/2018	Works ordered to be completed summer 2020
		Measures to reduce speeding in Spark Bridge part funded by Cllr Breteton	£3,000	29/01/2020	Works ticket in progress in conjunction with High Furness area contribution		
		Greenodd initial options work	£3,500	21/07/2021	Ongoing scheme		
		Mill Room, Broughton Beck	£500	21/07/2021	Order May 2021		
		Main Road, Swarthmoor signs and road markings	£2,000	21/07/2021	Ongoing scheme		

		<i>Greenodd initial options work</i>		£1,500			<i>Ongoing</i>
		<i>Penny Bridge area further improvement of ped's in road</i>	£6,000	£1,500	£0		<i>Ongoing</i>
		<i>Main Road, Swarthmoor signs and road markings</i>		£3,000			<i>Ongoing</i>
		<i>Speed gun for community speed watch</i>	£6,000	£6,000	£0		<i>New request</i>
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Lower Kentdale	QSLNPRN31	Road safety schemes for village entry treatments (signs and road markings) to Burton-in-Kendal and Holme villages as discussed with the CRASH group		£6,000		29/01/2020	New request in January 2020. Works instruction being progressed for Autumn 2020 implementation
		Gatebeck - traffic management options (to be confirmed once met with PC)	£6,000	£5,000	£0	21/07/2021	Completed
		Sign for Crooklands / A65 junction opposite Memorial Hall		£1,000		21/07/2021	Completed
		<i>Contribution towards resurfacing works (Heversham & Leasgill Princes Way) Further dicussion required with the Network Manager</i>	£6,000	£6,000	£0		Completed
		<i>Contribution towards resurfacing works in the Lower Kentdale Division</i>	£6,000	£6,000	£0		New request
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Lyth Valley	QSLNPRN32	Additional funding for improvements to Helsington Church Corner	£6,000	£4,550	£0	31/01/2018	Landowner permission requiried - NFA possible at this time
		Assessment of speeds on A592 for consideration of speed limit review and future TRO	£6,000	£6,000	£0	29/01/2019	Traffic monitoring completed - report to Member Summer 2020
		Assessment of speeds on A592 for consideration of speed limit review and future TRO	£6,000	£6,000	£0	30/09/2019	As above
		<i>TO BE REALLOCATED TO LEVENS FOOTPATH WORKS 'Helsington Church corner visibility improvements (pending landowner permission NT) T</i>	£6,000	£6,000	£0	21/07/2021	<i>New request - PREVIOUS ALLOCATION TO BE REALLOCATED</i>
		<i>Levens footpath works</i>	£6,000	£6,000	£0		<i>Ongoing</i>
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status

Sedbergh & Kirkby Lonsdale	QSLNPRN33	Feasibility, costing and designs for a traffic Island / safe crossing on A65 Biggins Road / Biggins Lane junction		£1,000		25/07/2017	Detailed design to be progressed in 2020 / 2021
		Make official shared use cycleway / foot way A65 / Main Street Kirkby Lonsdale- Reallocate to TRO parking restrictions A65		£2,000		25/07/2017	Progressed as far as possible no further works planned - transfer funding to TRO Parking restrictions A65
		Allocation to a footway improvement through the Countryside Access Team with YDNPA		£5,000		19/07/2018	Completed - YDNPA works in 2020/2021
		Market Sq, Kirkby Lonsdale- Review of Road Marking and Signage- Reallocate to TRO parking restrictions A65		£1,500		30/09/2019	Originally allocated in error Reallocated
		A new cyclepath just to the north of Levens Hall in a field owned by the estate, to get cyclists off the A6, in Lyth ED working with Cllr Bland.		£4,500		30/09/2019	Being progressed by Mark Brierley
		Zebra crossing installation for Dodgson Croft Kirkby Lonsdale		Privately funded (£25K)		30/09/2019	Safety audit completed. Equipment ordered and works to be programmed early Summer 2020
		A65 Biggins Road / Biggins Lane - Detailed design and costing (including road widening) to accommodate a pedestrian island.	£6,000	£6,000	£0	21/07/2021	Progressing an earlier scheme
		Shared Cycle way footpath improvements Levens Hall- Reallocated to TRO parking restrictions A65 (will require a further allocation in future years)	£6,000	£6,000	£0		To be progressed
		Allocation to a footway improvement through the Countryside Access Team with YDNPA	£6,000	£6,000	£0		New request
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Ulverston East	QSLNPRN34	Surface improvement for rear of North Lonsdale Road from E. end to Hoad View and Steel St to junction (details to confirm with Member)		£6,000		19/07/2018	Network team preparing works order
		Bus Stop Clear way marking on Oakwood Drive near number 4		£1,000		30/09/2019	To be progressed
		Ulverston Market Street- No Entry Sign to be improved at Co-op shop		£500		30/09/2019	To be progressed
		Conishead Road - TRO for DYs on Railway side - funding for initial consultation. Additional funding required for formal TRO		£2,000		30/09/2019	Consultation began in Spring 2020. Additional funding required in 2020 / 2021
		TRO-Ainsworths Transport services at NLRoad. Establishment of a safety zone near to playground. Ainsworths agreed to pay towards scheme.		Private Works		30/09/2019	Funded by Ainsworth Transport. Options prepared and scheme progressing spring 2020
		Progress of Conishead Road TRO		£4,000		21/07/2021	Ongoing scheme
		Sir John Barrow and Croftlands School signs and lines improvements	£6,000	£2,000	£0	21/07/2021	New request

		Ulverston town centre 20mph scheme	£6,000	£6,000	£0		Ongoing	
		South Terrace Advisory sign for turnign circle	£6,000	£500	£0		New Request	
		Ulverston town centre 20mph scheme					Additional Funding to ongoing request	
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status	
Ulverston West	QSLNPRN35	TRO - Church Walk consultation for residents parking scheme		£3,000		30/11/2018	Further proposals being prepared - consultation completed 2019. Options now being completed for formal consultation	
		TRO - Residents parking Garden Terrace, one side only and 1 permit per house. Reallocated to Signage for Hazel Tree Road & Church Walk TRO		£2,000		30/09/2019	Reallocated	
		TRO - DYL by Bici Café, Upper Brook Street		£2,000		30/09/2019	New request - Funding £3,000 to be reallocated to Garden Terrace scheme	
		Bollards on Upper Brook Street - on left from Shop onwards.		£1,000		30/09/2019		
		TRO - Allocation to Church Walk residents parking scheme options for statutory consultation		£1,000		30/09/2019	Further proposals being prepared - consultation completed 2019. Options now being completed for formal consultation	
		Church Walk TRO	£6,000	£6,000	£0	21/07/2021	Ongoing scheme	
		Ulverston town centre 20mph scheme	£6,000	£6,000	£0		Ongoing scheme	
		Bollards for pavements in Ulverston Town Centre	£6,000		£3,000			
		Ulverston town centre 20mph scheme			£3,000	£0		Additional Funding to ongoing request
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status	
		Assessment of road safety and pedestrian crossing options near St Oswalds, Burneside		£500		31/01/2018	Assessment completed, report to Member June 2020	
		Jack Castling corner works		£2,000		26/03/2018	Allocation to highway improvements with Parish Council	

Upper Kent	QSLNPRN36	Firbank Parish - flap signs for diversion (detail to be agreed with parish and Member)		£3,000		19/07/2018	To be progressed
		Lavrock Bridge - funding towards measures including possible bollards to restrict bridge entry		£1,000		19/07/2018	Designs completed - awaiting Member update
		Additional sign / bollards for Back Lane Staveley to prevent vehicles especially HGVs		£1,000		19/07/2018	To be progressed – Summer 2020
		TRO -Speed limit and introduction of Parking Restriction on Main Street, Staveley		£5,000		30/09/2019	Initial consultation November 2019 completed. Next steps on hold due to Cobid-19
		<i>Staveley Parking and Speed limit TRO scheme</i>		£5,000		21/07/2021	<i>Ongoing scheme</i>
		<i>St Oswald's School Burneside measures to assist crossing (yet to be finalised)</i>	£6,000	£1,000	£0	21/07/2021	<i>Ongoing</i>
		Staveley Parking and Speed limit TRO scheme	£6,000	£1,000	£0		<i>Ongoing</i>
		Grayrigg meaures for the village entry points		£1,000			<i>Ongoing</i>
		Burneside Village signs		£500			<i>Ongoing</i>
		Meal Bank Bridge safety measures to protect the bridge		£3,500			<i>Ongoing</i>
Division	Project Code	Description	Divisional Total for new works (£)	Estimate Cost (£)	Remaining Balance (£)	Local Committee Approval Date	Status
Windermere	QSLNPRN37	Bend warning signs and speed monitoring for A591 Elleray Rd - Cooks House Corner		£1,500		19/07/2018	Designs to be progressed Spring 2020
		TRO for St Mary's Park, Lake Road and Craig Walk & Droomer Drive - residents parking proposal (future contribution needed for implementation if progressed)	£6,000	£3,000	£0	19/07/2018	Initial consultation completed Dec 19 / Jan 20. Further consultation on hold due to Covid-19
		TRO for St Mary's Park, Lake Road and Craig Walk		£5,000		21/07/2021	<i>Ongoing scheme</i>
		Droomer Drive - initial options	£6,000	£1,000	£0	21/07/2021	<i>New request</i>

		Dropped Kerb for wheelchair access Princes's Road		£1,400	£1,500		<i>Ongoing</i>
		College Road Consideration of improvement scheme		£3,100			<i>Ongoing</i>
		Droomer Drive area parkign review	£6,000	£1,500	£0		<i>New Request</i>
		Contribution towards Traffic calming repair work Calife Avenue		£4,500			<i>New Request</i>
Total			Budget	Proposed for approval	Remaining to commit		
			£108,000	£69,400	£38,600		

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND
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Meeting date: 12th May 2022

From: Executive Director – Corporate, Customer and Community Services

COMMUNITY DEVELOPMENT AND PUBLIC HEALTH ACTIVITY - UPDATE

1.0 EXECUTIVE SUMMARY

- 1.1 *This report draws attention to key Community Development and Public Health Activity undertaken by the South Lakeland Area Support Team and the Locality Public Health Manager.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *Community Development and Public Health Activity contribute to achieving the outcomes set out in the Council Plan 2018-2022 in particular;*

- *People in Cumbria are healthy and safe, and,*
- *Places in Cumbria are well-connected and thriving.*

The activity embraces the ‘New ways of working’ with a focus on

- *Working with partner organisations and communities to achieve shared aspirations, and,*
- *Exploring new ways to deliver services and maximise our resources.*

Additionally, Community Development and Public Health Activity addresses the overarching ambition of the Cumbria Health and Wellbeing Strategy 2019-2029 “To enable Cumbrian communities to be healthy and to tackle health inequalities”. By identifying and

productively connecting unconnected local assets the Area Support Team and the Locality Public Health Manager are working to progress the Cumbria Joint Public Health Strategy which emphasises the importance of building five types of community assets, namely;

- *Natural assets: A high quality natural environment that provides opportunities for engagement with the natural world.*
- *Human assets: People with the skills, knowledge, and experience that give them the capacity to take part in society and have meaningful and fulfilling lives.*
- *Social assets: A good social infrastructure, with networks and institutions that allow people to connect to each other.*
- *Physical assets: A good physical infrastructure including housing, transport, and a commercial environment that promotes healthy behaviours.*
- *Financial assets: Adequate financial resources that are fairly distributed.*

2.2 *All activities undertaken are assessed to ensure that the equality and diversity impacts are understood and appropriately addressed.*

3.0 *RECOMMENDATION*

3.1 *Members are asked to note the content of this report.*

4.0 *BACKGROUND*

4.1 This report draws attention to key Community Development and Public Health Activity undertaken by the South Lakeland Area Support Team and the Public Health Locality Manager to progress the Council's Strategic aims, the Cumbria Joint Health & Wellbeing Strategy 2019-2029 and the Cumbria Joint Public Health Strategy in South Lakeland.

4.2 As we move to living with COVID-19, the South Lakeland Health and Wellbeing Partnership has reviewed its local priorities within the Cumbria Joint Public Health Strategy. This report describes the role of the South Lakeland Health and Wellbeing Partnership, the agreed priorities of the partnership and provides some rationale.

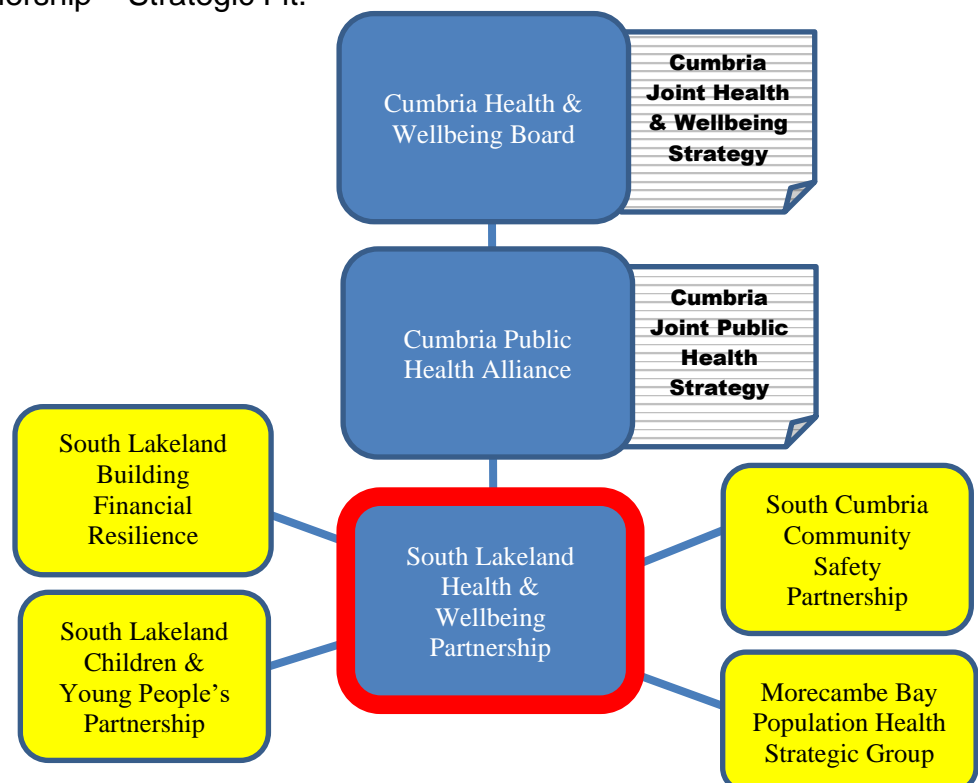
4.3 The South Lakeland Health and Wellbeing Partnership provides a mechanism for collaboration among partner agencies and communities to deliver improved health and wellbeing outcomes for the residents of South Lakeland. It promotes and monitors local implementation of the Cumbria Joint Public Health Strategy. The partnership is recognised by the Cumbria Public Health Alliance as a local influencer and as having a role exploring effective methods of working in South Lakeland. The partnership takes an overview of local issues, providing a means of bringing together partners, and connecting with local communities to mobilise resources to impact on health and wellbeing. Working through the Cumbria Public Health Alliance it has a key role in ensuring that locality issues are represented at the Cumbria Health and Wellbeing Board. The Cumbria Health and Wellbeing Board is a statutory body that exists to provide strategic leadership and promote closer integration of health and care.

Current terms of reference for the South Lakeland Health and Wellbeing Partnership are provided in Appendix I.

The South Lakeland Health and Wellbeing Partnership is one of five key strategic partnerships that each have a key role in local delivery of the Cumbria Joint Public Health Strategy locally, the other partnerships being;

- The South Lakeland Building Financial Resilience Partnership.
- South Lakeland Children and Young People’s Partnership.
- South Cumbria Community Safety Partnership.
- Morecambe Bay Population Health Strategic Group.

Fig I. South Lakeland Health and Wellbeing Partnership – Strategic Fit.



- 4.4 The South Lakeland Health and Wellbeing Partnership, having been instructed by the Cumbria Public Health Alliance to describe its medium/long term priorities with reference to the Cumbria Joint Public Health Strategy, held a workshop on the 28th February 2022, members unable to attend were invited to contribute through a questionnaire. Members were asked to determine both the relative importance of the domains and their attendant sub-domains within the strategy, and which of these the partnership believed it was best placed to influence and/or affect. In addition, partnership members were asked to review the relevance of the partnership's existing 'life course' priorities which had been agreed before the launch of the Joint Public Health Strategy.
- 4.5 Planet, people and prosperity attracted greatest priority among the 5 domains of the Cumbria Joint Public Health Strategy. People was the domain the partnership felt best placed to influence and/or affect; promoting education, skills and lifelong learning was considered the most important of the people sub-domains and was that sub-domain the partnership felt best placed to influence and/or affect. Ensuing meaningful & high quality occupations for all, and tackling discrimination & exploitation were together considered the next most important of the people sub-domains, however respondents felt the partnership was least well placed to influence and/or affect these.

Although the participation domain was considered of relatively less importance than planet or prosperity the degree to which the partnership felt it might have influence and/or affect in this domain indicated that this was an appropriate area for prioritisation. Building stronger communities was clearly deemed both the most important sub-domain and that which the partnership believes it is best placed to influence and/or affect. The degree to which the partnership believes it can influence and/or affect the promotion of social inclusion suggested this should be prioritised above building safer communities albeit it will be appropriate (given comments made) to ensure the partnership maintains its strong links with the Community Safety Partnership to facilitate collaboration in this area.

Place ranked second among the domains when importance and ability to influence and/or affect were conflated. As three of the sub-domains (ensuring high quality and safe housing, developing a sustainable transport system, and promoting healthy town and country planning) are concerned with infrastructure, are addressed in other fora, and are subjects of existing strategy (i.e. the South Lakeland District Council Housing Strategy 2016 to 2025) it was deemed inappropriate for the partnership to seek to provide leadership in these areas. Nevertheless, it is appropriate that the partnership be recognised as a key stakeholder for development programmes e.g. housing and transport infrastructure.

Access to healthy food (a sub-domain of place) was deemed both of relative importance and an area the partnership could influence and/or affect. Access

to healthy food is complex as it includes not only issues of transport and cost but is a function also of ability to prepare food, understanding of nutrition, personal taste etc. Additionally, in the current economic climate there are significant concerns about the ability of struggling households to afford food and much work has been undertaken to support community infrastructure (food hubs etc.) designed to mitigate risk in this area. It was agreed that the partnership collaborates with the South Lakeland Building Financial Resilience Partnership to establish a working group to address issues attendant to ensuring local households have access to sufficient and healthy food.

Given the overriding importance placed by the partnership on planet it was agreed that relatively low confidence the partnership was able to influence and/or affect in this area should not prevent efforts to progress the aspirations of the Cumbria Joint Public Health Strategy. It was agreed that the partnership establish a sub-group or companion partnership to support activity attendant to the sub-domains and to facilitate a coordinated local approach.

The partnership agreed that the existing 'life course' priorities were appropriate and should be maintained. These are;

For Children, Young People and Young Families;

- Diet, exercise and weight management
- Educational attainment
- Emotional wellbeing and mental health

For Those in Midlife;

- Job security and prospects
- Activity and physical health
- Housing

For Older People;

- Loneliness
- Maintaining independence
- Access (to goods, services, etc.)

The partnership met on the 30th March 2022 and agreed the following:

1) The Partnership will collaborate with and support the Education and Skills Sub-Group of the South Lakeland Building Financial Resilience Partnership to develop a medium to long term plan for Promoting Education, Skills and Lifelong Learning.

2) Building on current work the Partnership will develop a medium to long term plan for Building Stronger Communities to include addressing Social Inclusion.

3) Collaborate with the South Lakeland Financial Resilience Partnership to establish a working group to address issues attendant to ensuring local households have access to sufficient and healthy food.

4) Establish a sub-group or a companion partnership to support activity attendant to planet issues (biodiversity, waste reduction, green spaces, climate change and air quality) and to facilitate a coordinated local approach.

5) The Partnership will maintain strong links with the Community Safety Partnership to facilitate collaboration regarding building safer communities including tackling discrimination and exploitation.

6) The Partnership will work to ensure it is recognised as a key stakeholder for local development programmes e.g. housing and transport infrastructure.

7) The Partnership will maintain and strengthen where appropriate, links to:

- South Cumbria Future in Mind Group (children & young people's mental health)
- South Lakeland Children's Partnership (diet, exercise and weight management in children and young people)
- Morecambe Bay Population Health Strategic Group (activity and physical health in midlife, maintenance of independence for older people)

8) The Partnership aspires to develop links with the Local Economic Partnership to;

- explore opportunities to progress meaningful and high quality occupations for all locally,
- explore opportunities to reduce income inequality locally, and
- promote sustainable economic development.

A detailed report on the priority setting exercise is provided in Appendix II.

4.6 Dates for your Diary:

May 2022 – **Maternal Mental Health Month**

Each May the spotlight is shined on Maternal Mental Health with the whole month being Maternal Mental Health Month.

[Maternal Mental Health Month 2022 - Awareness Days Events Calendar 2022](#)

May 2022 – National Walking Month

Encouraging people to walk more during the month of May.

<https://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month>

May 2022 – Make May Purple / Action on Stroke Month

Make May Purple /Action On Stroke Month is arranged by The Stroke Association and runs annually throughout May.

<https://www.stroke.org.uk/take-action/make-may-purple>

9th to 15th May 2022 – Mental Health Awareness Week

Educating the public about mental health issues and promoting better mental health.

<https://www.mentalhealth.org.uk/campaigns/mental-health-awareness-week>

13th May 2022 – National Numeracy Day

Activities and events to encourage everyone to build their confidence with numbers.

<https://www.nationalnumeracy.org.uk/numeracyday>

16th to 22nd May 2022 – National Vegetarian Week

A Chance to Showcase Veggie Food

<https://www.nationalvegetarianweek.org/>

17th to 22nd May 2022 – Dementia Action / Awareness Week

Dementia Action Week is a national event that sees the UK public taking action to improve the lives of people affected by dementia.

<https://www.alzheimers.org.uk/get-involved/dementia-action-week>

An extensive list of national and international awareness days and events can be found using the link below.

[Awareness Days Events Calendar - US, UK & International Awareness Days](#)

5.0 OPTIONS

5.1 Members are asked to note the content of the Community Development and Public Health Activity Report.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 There are no direct financial implications arising from this report, which is for noting. (SR 3.5.2022)

7.0 LEGAL IMPLICATIONS

7.1 There are no direct legal implications arising from the report
7.2 Ps 28.4.22

8.0 CONCLUSION

8.1 the Council's strategic aims and public health objectives is dependent upon robust community engagement and community development. With the support of officers members are ideally placed to ensure effective community development promotes public health and contributes to achieving these aims and objectives in South Lakeland. As a consequence engaged and empowered residents benefit from healthier, happier and more resilient communities.

Colin Cox
Director of Public Health
27/04/2022

APPENDICES

Appendix I. South Lakeland Health and Wellbeing Partnership – Terms of Reference.

Appendix II. South Lakeland Health and Wellbeing Partnership - Priority Setting Exercise (2022)

Electoral Division(s): All South Lakeland

Executive Decision

	No*
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Key Decision

	No*
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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"/>	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"/>	No*	
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	N/A*
Has an equality impact assessment been undertaken?	<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

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SOUTH LAKELAND HEALTH AND WELLBEING PARTNERSHIP

TERMS OF REFERENCE

<p>1. Background and Context</p>	<p>The Cumbria Health and Wellbeing Board is a Statutory body that exists to provide strategic leadership and promote closer integration of health and care, through partners working together to ensure that everyone in Cumbria is able to benefit from improvements in health and wellbeing.</p> <p>To achieve the purpose outlined above the functions of the Health and Wellbeing Board are:</p> <ol style="list-style-type: none"> 1.1. Leadership - To lead and direct the health and wellbeing system to ensure that partners improve services and make the best use of resources to deliver better outcomes for people. 1.2. Understanding - To identify and develop a shared understanding of the needs and opportunities for improving people's health and wellbeing in Cumbria and to lead the development of a Joint Strategic Needs Assessment. 1.3. Strategy - To prepare and publish a Joint Health and Wellbeing Strategy for Cumbria to ensure that the services required to meet the needs identified in the JSNA are delivered in a planned, coordinated and measurable way. 1.4. Assurance - To ensure a collective awareness of the major changes, pressures and risks across health and wellbeing services and provide opportunity to review, comment and consider the opportunities for collaborative approaches to address or manage these. 1.5. Accountability - To be assured that the decisions of the Board and partners, and their subsequent outcomes, are clearly focused on improving the health and wellbeing of people in Cumbria. 1.6. Partnership - To ensure there is effective dialogue, engagement and joint working between county and local health and wellbeing structures and partnerships and with other key strategic partnerships and networks. 1.7. Integration - To promote integration and partnership working between the NHS, social care, public health and other services.
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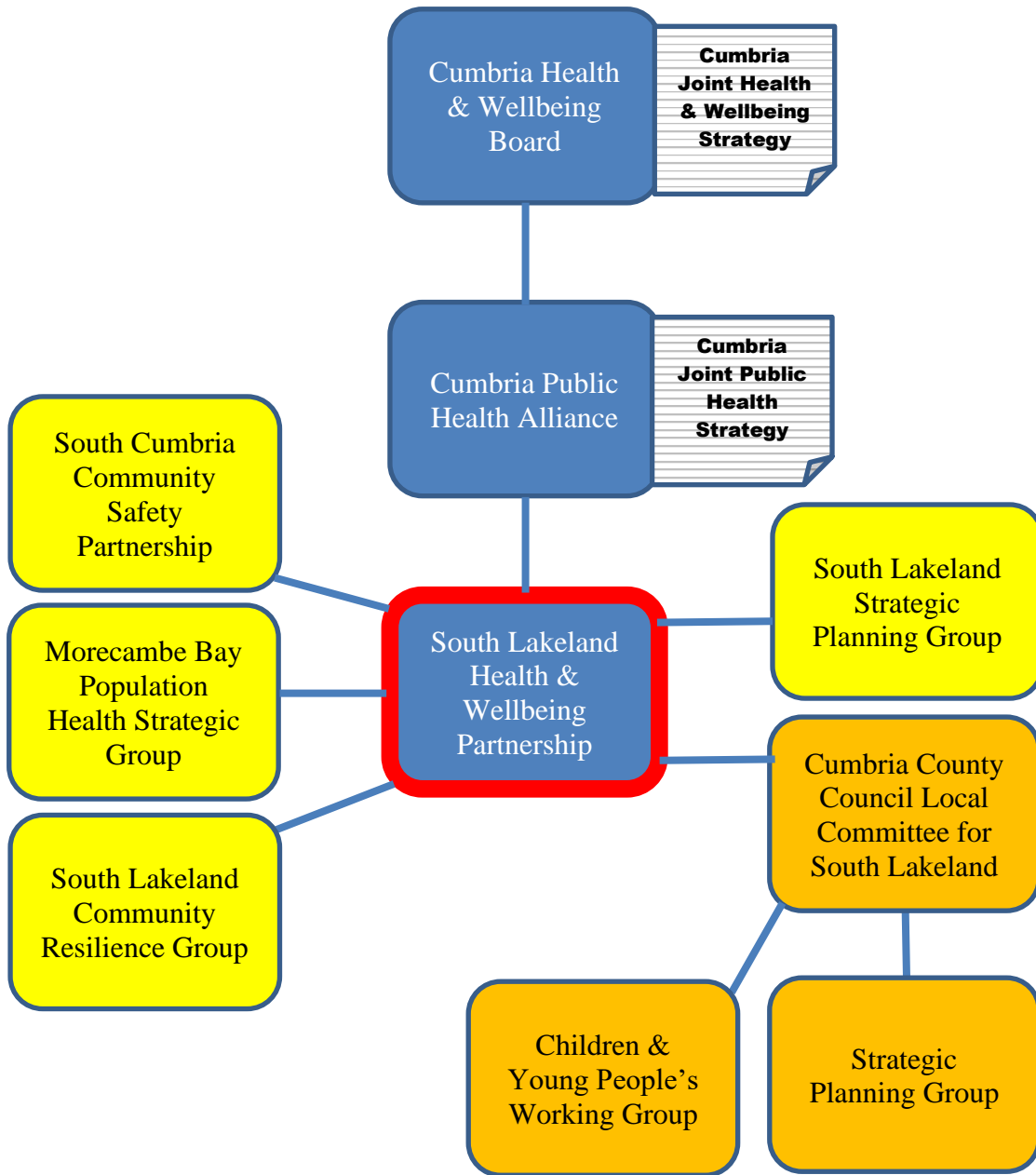
	<p>https://www.cumbria.gov.uk/council-democracy/constitution/part2/decisionmakingbodies/2f.asp</p> <p>1.8. Through The Public Health Alliance the Cumbria Health and Wellbeing Board engages with District Councils and District Health & Wellbeing Forums/Partnerships.</p> <p>1.9. The South Lakeland District Health and Wellbeing Partnership is one of six district area fora; each has a geographical remit coterminous with that of the relevant district council.</p> <p>1.10. The South Lakeland district includes the eight key service hubs of:</p> <p style="padding-left: 40px;">Ambleside Grange-Over-Sands Kendal Kirkby Lonsdale Milnthorpe Sedbergh Ulverston Windermere</p>
<p>2. Morecambe Bay Population Health Strategic Group</p>	<p>2.1. The Partnership will act as a key vehicle to progress the Morecambe Bay Population Health Strategy in South Lakeland.</p> <p>2.2. The Partnership recognises that NHS planning footprints (specifically those of Integrated Care Communities) are not coterminous with those of South Lakeland District Council. Where necessary the Partnership will employ its best endeavours to collaborate with relevant other bodies e.g. Craven District Council to progress the aspirations of the Morecambe Bay Population Health Strategic Group and by inference those of the Morecambe Bay Integrated Care Partnership.</p>
<p>3. Statement of Purpose</p>	<p>3.1. The South Lakeland Health and Wellbeing Partnership provides a mechanism for collaboration among partner agencies and communities to deliver improved health and wellbeing outcomes for the residents of South Lakeland. It promotes and monitors local implementation of the Cumbria Joint Public Health Strategy.</p> <p>https://www.cumbria.gov.uk/elibrary/content/internet/535/702/4384612134.pdf</p> <p>3.2. The Partnership is recognised by the Cumbria Public Health Alliance as a local influencer and as having a role exploring effective methods of working in South</p>

	<p>Lakeland. The Partnership will have an overview of local issues, providing a means of bringing together partners, and connecting with local communities to mobilise resources to impact on health and wellbeing. Working through the Cumbria Public Health Alliance it will have a key role in ensuring that locality issues are represented at the Cumbria Health and Wellbeing Board.</p> <p>3.3. The Partnership will act to promote strategic coherence across South Lakeland in pursuit of priorities determined by the Health and Wellbeing Board and local priorities as determined by the Partnership. Membership will reflect the diverse interests that contribute to physical, mental and social wellbeing of the population in South Lakeland.</p> <p>3.4. The Partnership recognises the importance of action at community level. The Partnership will work closely with Parish Councils and their local communities to develop community assets and to engage these assets in pursuit of improved health and wellbeing.</p> <p>3.5. The Partnership will have oversight of the achievement of health and wellbeing outcomes in the locality. The purpose of the Partnership will be to move “upstream” and focus on primary prevention - preventing disease and illness before it happens.</p> <p>3.6. The Partnership will engage appropriately with statutory and non-statutory bodies to influence those structural factors that impact upon health and wellbeing in South Lakeland (Economy, Housing, Infrastructure etc.). The Partnership will undertake this engagement in pursuit of strategic objectives agreed by partners and described in key documentation, in particular the Cumbria Joint Public Health Strategy.</p> <p>3.7. Partnership members will be expected to agree strategic direction and commit to actions to deliver agreed work programmes where identified.</p> <p>3.8. Task & Finish groups will be set up as required to drive specific work programmes or initiatives as determined by the Partnership.</p>
4. Objectives	<p>4.1. To interpret and ensure delivery of the Health and Wellbeing Board’s agreed objectives at local level using the Cumbria Joint Public Health Strategy to inform activity.</p>

	<p>4.2. To progress the Morecambe Bay Health & Care Partners Population Health agenda locally (see below 4.).</p> <p>4.3. To ensure that local aspirations, opportunities, needs and issues are adequately identified and represented.</p> <p>4.4. To ensure South Lakeland NHS and Local Authority Commissioning plans are accountable to local stakeholders and respond to local needs.</p>
<p>5. Modus Operandi</p>	<p>5.1. To facilitate local collaboration, employing creative processes to ensure that available assets for promoting health and wellbeing are identified and deployed to best effect.</p> <p>5.2. To contribute to the effective mobilisation of statutory resources and community assets in pursuit of the health, well-being and social care agenda.</p> <p>5.3. To promote co-production with local communities.</p> <p>5.4. To be informed by emerging evidence of effective methods of engaging communities to promote wellbeing.</p> <p>5.5. To adopt a strength-based approach to the promotion of community and individual resilience.</p> <p>5.6. The Partnership is not incorporated and therefore cannot enter legal agreements with other bodies. Where bodies represented on the partnership, or other bodies, seek to utilise the Partnership to direct spending financial accountability and responsibility remains with the funding body.</p>
<p>6. Membership</p>	<p>6.1. The membership of the partnership consists of the following:</p> <p>National Health Service</p> <ul style="list-style-type: none"> - Representation from Integrated Care Communities - Representation from Bay Health & Care Partners Population Health Team <p>Third Sector</p> <ul style="list-style-type: none"> - Representation from Cumbria Council for Voluntary Service - Representation from the Gateway Group <p>Chair/vice chair of the Community Safety Partnership</p>

	<p>South Lakeland District Council</p> <ul style="list-style-type: none"> - Portfolio holder or nominee - Relevant Officer/s <p>Cumbria County Council</p> <ul style="list-style-type: none"> - Chair of the South Lakeland Local Committee - Chair of the Children & Young People’s Working Group - Chair of the Strategic Planning Group - All party representation - Area Manager (South Lakeland) - Locality Public Health Manager (South Lakeland) - Public Health Consultant - Cumbria County Council - Nominated Officer - Children’s Services <p>Cumbria Association of Local Councils (South Lakeland District Association) – Nominated Councillor</p> <p>Active Cumbria – Development Officer</p> <p>Representation from Cumbria Local Enterprise Partnership</p> <p>Representation from the National Parks</p> <p>Representation from South Lakeland Schools</p> <p>Representation from Churches Together</p> <p>Representation from Further Education</p> <p>6.2. Associate members i.e. Higher Education, Police etc. may be recruited as desired.</p>
<p>7. Meetings</p>	<p>7.1. Meetings will be held quarterly</p> <p>7.2. One annual meeting will include a review of Terms of Reference, a review of membership and a review of Partnership priorities.</p>
<p>8. Chair</p>	<p>8.1. The Chair will rotate sequentially between Cumbria County Council, the NHS, South Lakeland District</p>

	Council and the 3 rd sector – each will be responsible for chairing one meeting annually.
9. Coordination and Administrative Support	<p>9.1. Co-ordination of the forum, and administrative support to the chair and vice chair will be provided by Cumbria County Council, this will include:</p> <ul style="list-style-type: none"> - Working with the chair to develop the agenda - Taking minutes at forum and other related meetings - Timely distribution of papers - Booking rooms for meetings of the Partnership and any task and finish groups established by the Partnership - Other reasonable duties attendant to the effective functioning of the Partnership
10. Review	10.1. A review of the work of the group and terms of reference will be undertaken on an annual basis (7.2).
11. Reporting and Key Links	<p>11.1. The Partnership will report to Cumbria Health and Wellbeing Board via the Cumbria Public Health Alliance.</p> <p>11.2. Links will be maintained to the following;</p> <ul style="list-style-type: none"> - Cumbria County Council Local Committee for South Lakeland - South Cumbria Community Safety Partnership - South Lakeland Strategic Planning Group - Morecambe Bay Population Health Strategic Group



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South Lakeland Health and Wellbeing Partnership

Priority Setting Exercise - 2022

INTRODUCTION:

This report draws on the workshop for partnership members held on 28th February 2022 and data from returned questionnaires from partnership members. Both the workshop and the questionnaires were designed to seek the views of partnership members on the Cumbria Joint Public Health Strategy, specifically those aspects they felt were most important for the residents of South Lakeland and which of these the partnership was best placed to influence and/or affect.

Additionally, partnership members were asked to rank the importance of the current life-course priorities and if desired to comment on these.

If agreed the priorities proposed herein will inform a long term action plan for partners to assist local progression of the Cumbria Joint Public Health Strategy.

WORKSHOP AND QUESTIONNAIRE:

The partnership held a workshop on the 28th of February 2022 where those attending had an opportunity to discuss the 5 domains addressed in the Cumbria Joint Public Health Strategy, namely:

- Planet: Growing our Natural Assets
- People: Nurturing our Human Assets
- Participation: Building Social Connections
- Place: Improving physical assets
- Prosperity: Fair and Inclusive Growth of our Financial Assets

Attendees were asked to complete the questionnaire, subsequently issued to those unable to attend the workshop, which asked partnership members to rank these domains (and sub sets) by importance for South Lakeland residents and by the ability of the partnership to affect or influence.

WORKSHOP ATTENDANCE AND RETURNED QUESTIONNAIRES:

Sector	Representatives on the Partnership	Attended Workshop	Completed Questionnaires after the Workshop	Total
Local Government	13	7	3	10
NHS	9	0	2	2
VCFSE & Other	4	0	1	1

50% of partnership members have contributed to this proposals paper by attendance at the workshop and/or completing the questionnaire.

FINDINGS:

The following diagrams show the collective weight (by percentage) of relative importance and relative ability to influence and/or affect the 5 domains and the attendant sub-domains as assessed by those having completed and returned the questionnaire.

DOMAINS

Fig 1a.

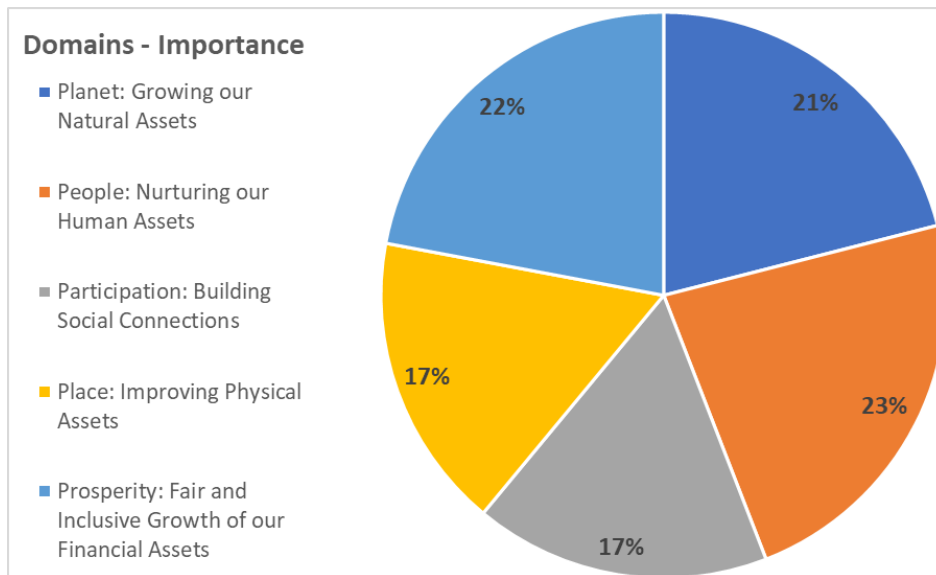
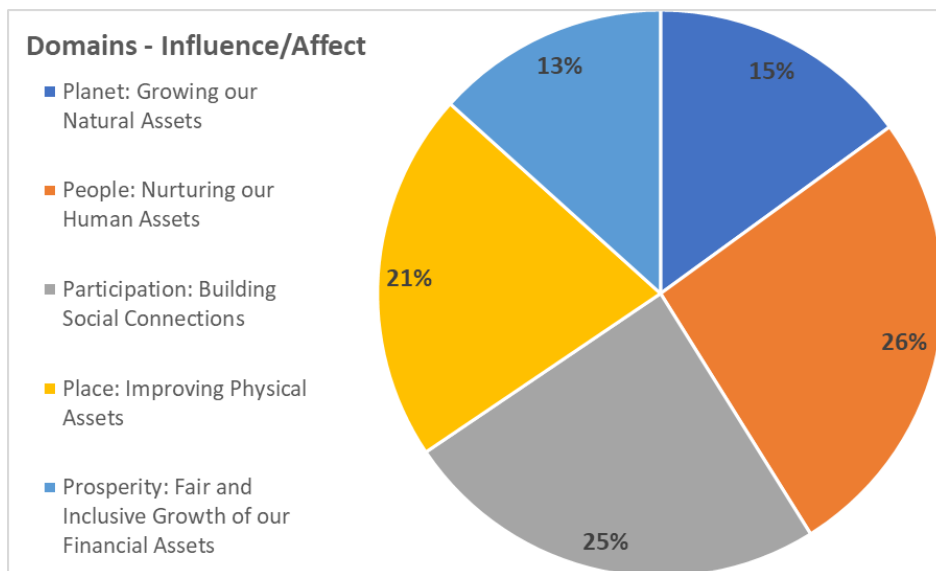


Fig 1b.



COMMENTS - IMPORTANCE:

“In South Lakes we all have access to plentiful green space. Therefore, improving the personal circumstances of people is top priority.”

“All are important and interconnected.”

“Difficult to put Planet or Prosperity as most important. They both come out top to me, with Planet slightly ahead due to the finality of not addressing the climate emergency.”

(People ranked most important) “...because education is really important so people can make informed decisions.” (Then Planet) “...because if we don’t look after our planet then we will not survive as a species to do anything.” (Then Prosperity) “...because if we don’t address poverty, then we will not be able to achieve anything.” (Then Place) “...because it has housing in there, I would really like to rank it higher.” (Finally Participation) “...if we do the other things there will be the opportunity to build social cohesion because people will have the breathing space to consider what they can do to help.”

“They are all important but without Physical assets the health inequality gaps cannot be improved.”

“Climate change is top of the problems that we face and that includes biodiversity – unless we tackle the climate emergency we will not have a planet fit to live on.

Climate justice and social justice are intricately linked and that is why I have chosen inequality as the next priority.

My third priority is linked to the fact that many residents live in homes that are damp and hard to keep warm which effects their health adversely. Tackling lack of insulation in houses would result in less fuel poverty and help the climate emergency at the same time.

In many ways I would like to see a more circular diagram rather than a hierarchy of priorities. That way the issues are clearly shown how they link with each other – the aim being to embrace them all in a holistic way with the state of the planet overarching the whole process.”

“In my opinion everything stems from decent education and decent housing. With those in place anything is possible.”

“Climate change takes long term priority for me, then a more equitable society. I think social connections and especially human assets are dependent upon good physical infrastructure hence the ranking.”

COMMENTS - INFLUENCE/AFFECT:

“We can influence all of the above, however the ranking reflects how I feel we are set up to influence impactful way at the moment.”

“Creating places with access to green space and human interaction is critical.”

“As a local authority SLDC has to concentrate on its strengths. Leave the lower level activity to society to sort out.”

“This is very difficult to answer I am not clear about how the partnership works currently – I am still learning.

My view would be that the partnership makes sure that their voice is heard in all areas of policy that matters to health and well-being – a huge task I know but at least it makes clear that health and well-being encompasses most areas of the Council.”

“I think our community development work can make a huge contribution to community cohesion, I think our capacity to affect climate change and the macroeconomic picture is very limited.”

SUMMARY:

With regard to importance no great distinction is drawn between planet, people and prosperity. Participation and place were collectively viewed as of relatively lower importance for residents of South Lakeland.

People and participation were the domains which it was felt the partnership was best placed to influence and/or affect followed by place. Planet and prosperity were the domains partnership members felt the partnership least well placed to influence or affect.

SUB-DOMAIN - PLANET:

Fig 2a.

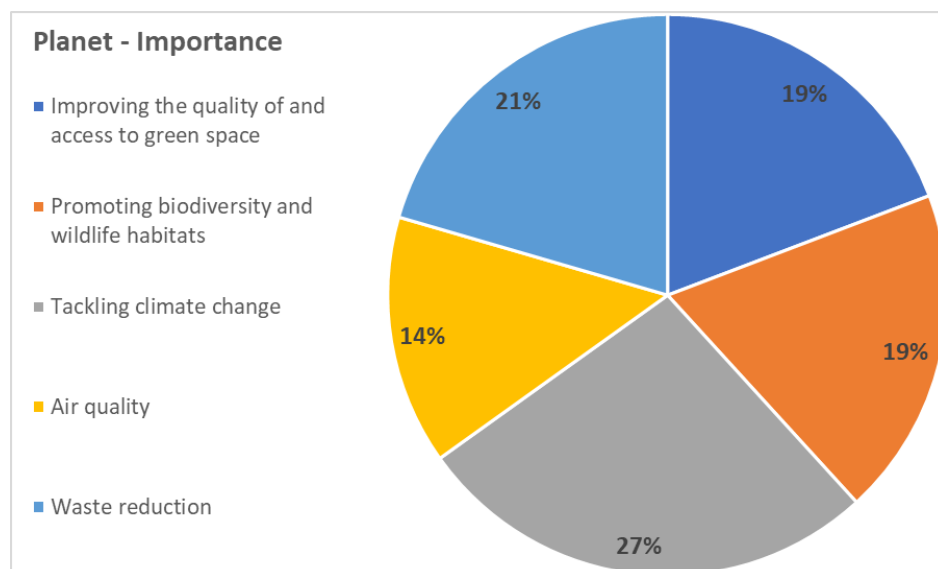
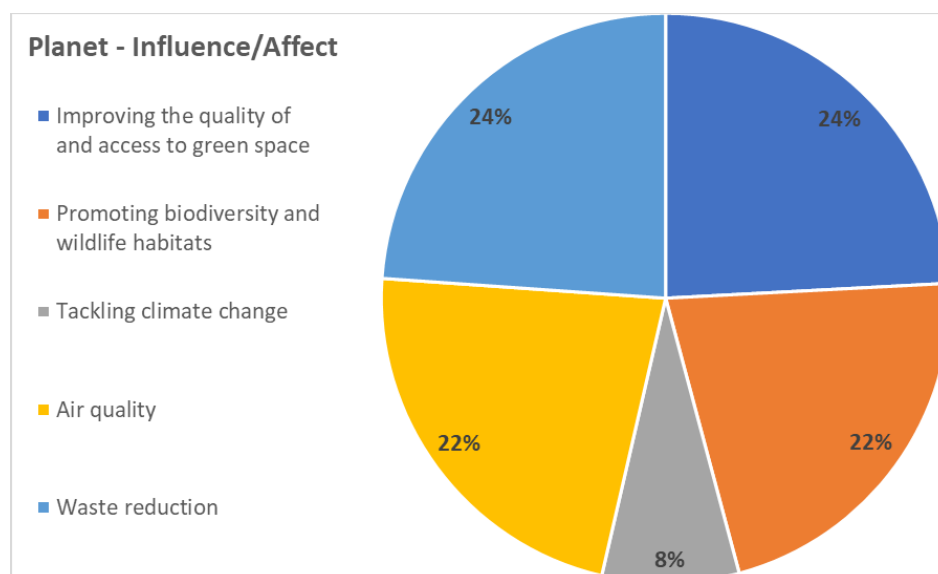


Fig 2b.



COMMENTS - IMPORTANCE:

“I feel the local authority’s place is to address large issues not covered by central government work.”

“Air quality is important but localised in its impact.”

“We must tackle climate change and biodiversity first.

In doing so waste reduction will be reduced and air quality improved and most certainly our green spaces will be more abundant.”

“By improving Biodiversity and wildlife habitats and reducing waste you are impacting upon climate change.”

“I don’t see poor air quality as a pressing local issue and while I think waste reduction is important, I think the importance of our local environment (not least to the local economy) gives it priority only surpassed by the importance of tackling climate change.”

COMMENTS – INFLUENCE/AFFECT:

“There are a lot of low cost interventions which can make big biodiversity impacts growing impacts by post CAP biodiversity net gain.”

“Green space is abundant in S.L. access for all with public transport links already there.”

SUMMARY:

While tackling climate change is considered overall the most important of these sub-domains the partnership members generally feel this is the sub-domain the partnership is least well placed to influence or affect.

Waste reduction, then green spaces and biodiversity are seen as the next most important with all three, along with air quality, seen as sub-domains the partnership is better placed to influence or affect than climate change.

SUB-DOMAIN - PEOPLE:

Fig 3a.

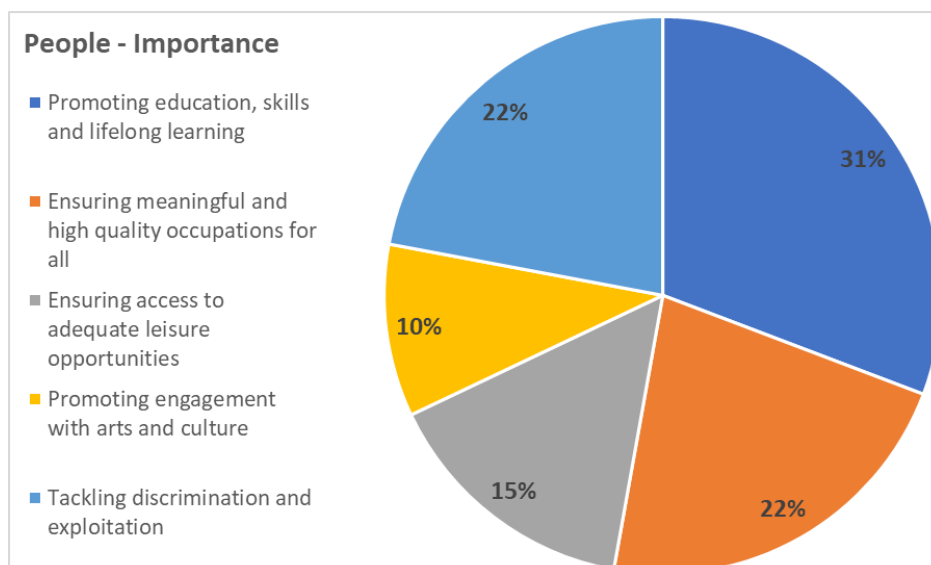
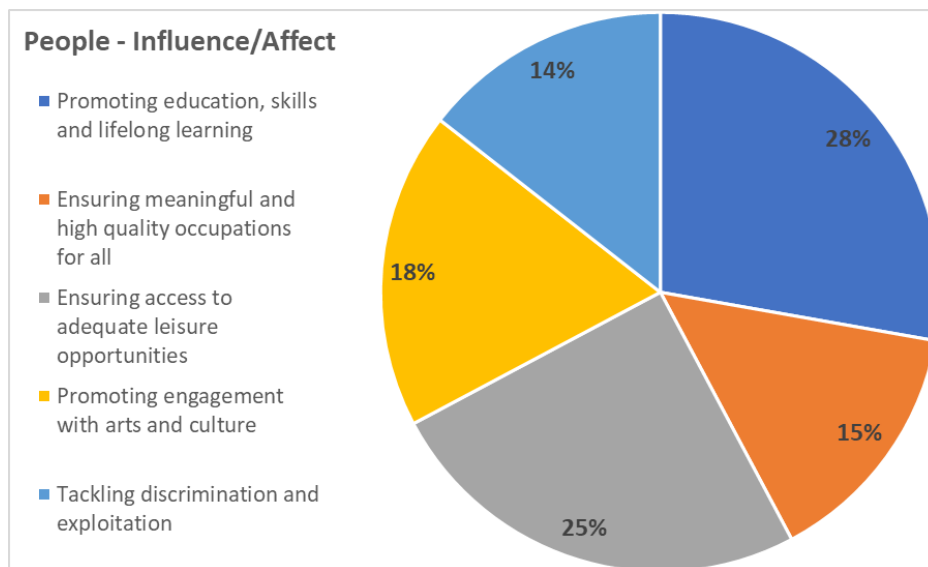


Fig 3b.



COMMENTS - IMPORTANCE:

“Education is the cornerstone of people’s ability to effect their social outcomes.”

“Discrimination is the immediate cause of poor wellbeing and low life chances.”

“I have put tackling discrimination and exploitation as the most important, as for those affected by this, it is top of the list of things to tackle.”

(Promoting education, skills & lifelong learning, and ensuring meaningful and high quality occupations for all) “...= better mental health if people are in satisfying jobs which are well paid i.e. give you enough to live on plus a bit extra to enable you to enjoy your leisure.”

“Happiness in work is important.”

“There are big gaps locally between boys and girls in reading and writing and this should be improved plus looking at encouraging young people into science and technology careers and promoting apprenticeships to get people to stay in the area after school.”

“I think access to education and training throughout life underpins the other four aspects thus it takes priority. Most people do, I believe, engage with arts and culture (albeit maybe through music, cinema and TV etc. rather than theatre or arts exhibitions) and simple leisure opportunities (walking, cycling etc.) are very accessible.”

COMMENTS – INFLUENCE/AFFECT:

“We can put on, promote and improve access to education and training. And we could invest further in leisure, arts and culture. The factors that influence the jobs available locally and discrimination and exploitation are, I believe, harder for us to influence.”

SUMMARY:

Greatest importance has been attributed to promoting education, skills and lifelong learning; second in importance was ensuing meaningful & high quality occupations for all and tackling discrimination

& exploitation, both scoring the same. Ensuring access to adequate leisure opportunities was deemed more important than promoting engagement with arts and culture which received the lowest overall score.

promoting education, skills and lifelong learning was seen as the sub-domain the partnership was best placed to influence and/or affect. Ensuring access to adequate leisure opportunities and promoting engagement with arts and culture were respectively deemed to be second and third of the sub-domains the partnership was able to influence and/or affect, with ensuring meaningful & high quality occupations for all and tackling discrimination & exploitation attracting similar scores as the sub-domains the partnership was least well positioned to influence and/or affect.

SUB-DOMAIN - PARTICIPATION:

Fig 4a.

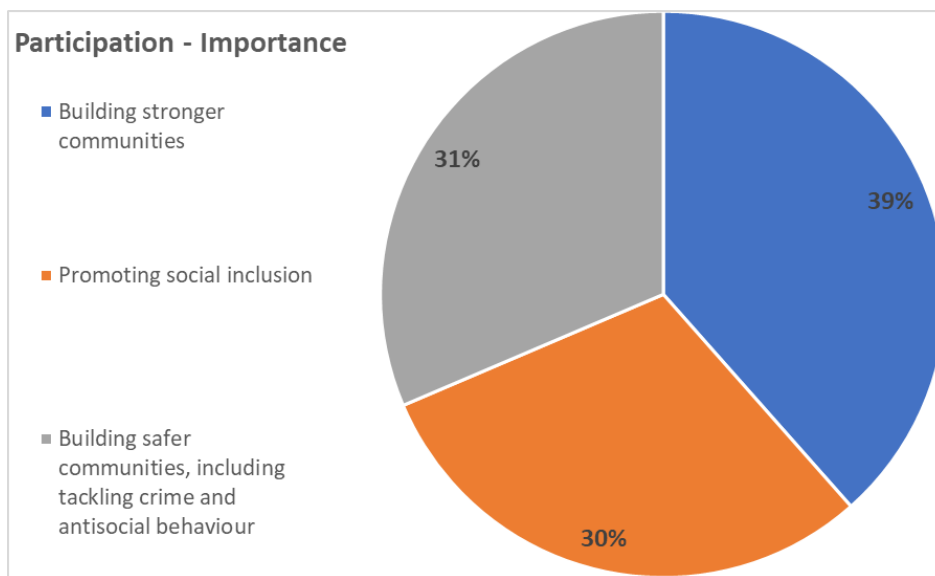
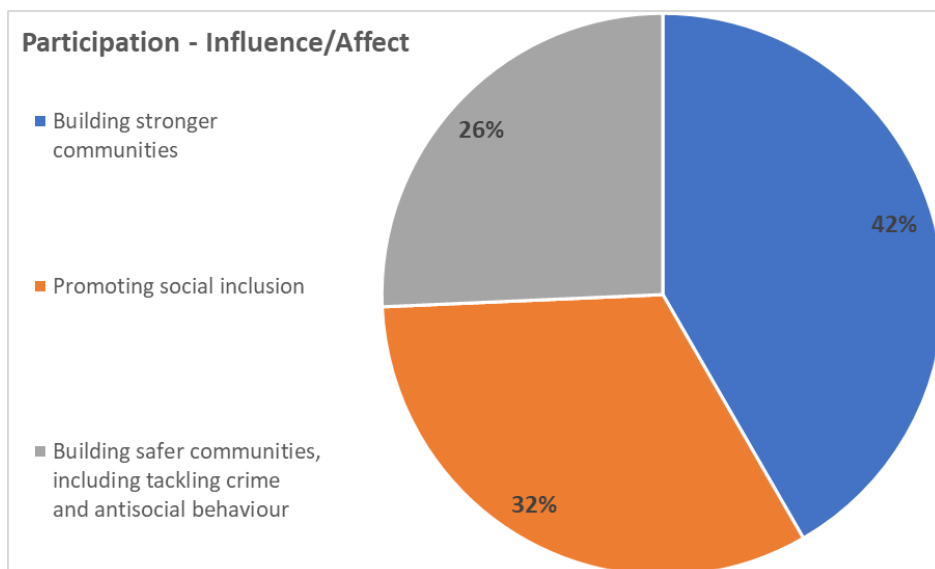


Fig 4b.



COMMENTS - IMPORTANCE:

“All important but crime/ASB not a big issue in SLDC. Strong communities build better communities.”

“Support for youth provision in a localised way – financial – training – advice.”

“Communities have come together during covid and this should be continued as if communities are stronger then crime and antisocial behaviour should fall.”

“If you do not feel safe in your community your mental health will suffer so that is why I put that as no 3.”

“This was a difficult one for me. I know that building stronger communities leads to safer communities, but I responded from what I believe the SL residents would consider most important. I would have liked to put them all down as equally important.”

“All are very important but strong communities mitigate against social isolation crime and antisocial behaviour hence the priority. Loneliness is a big local issue and crime rates are comparatively low thus promoting social inclusion takes priority over crime etc.”

COMMENTS – INFLUENCE/AFFECT:

“Public sector can tackle ASB and create conditions for stronger communities.”

“Can we please prioritise tackling attitudes towards women and girls at a grass-roots level. Primary school and secondary school communications.”

“These are so inter-linked that I would have liked to put them all down as the same (3).”

We can do, and indeed do, a lot to build the fabric of our communities – we could do much more. It can be very difficult to identify, engage with and support those socially isolated which is why I think this is the hardest to influence, but not impossible.

SUMMARY:

Greatest importance is attributed to building stronger communities albeit there is also strong support for the importance of building safer communities and promoting social inclusion which both attract similar scores.

The responses indicate that building stronger communities is the sub-domain the partnership believes it is best able to influence and/or affect with building safer communities including tackling crime and antisocial behaviour being that sub-domain the partnership feels least able to influence and/or affect. Perception of the ability to influence and/or affect the promotion of social inclusion falls approximately half way between the other two sub-domains.

SUB-DOMAIN - PLACE:

Fig 5a.

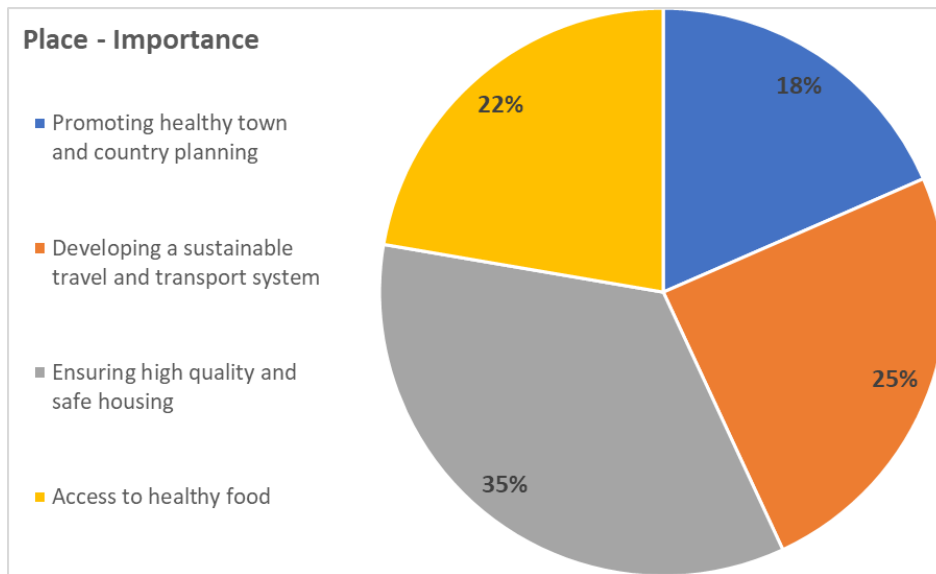
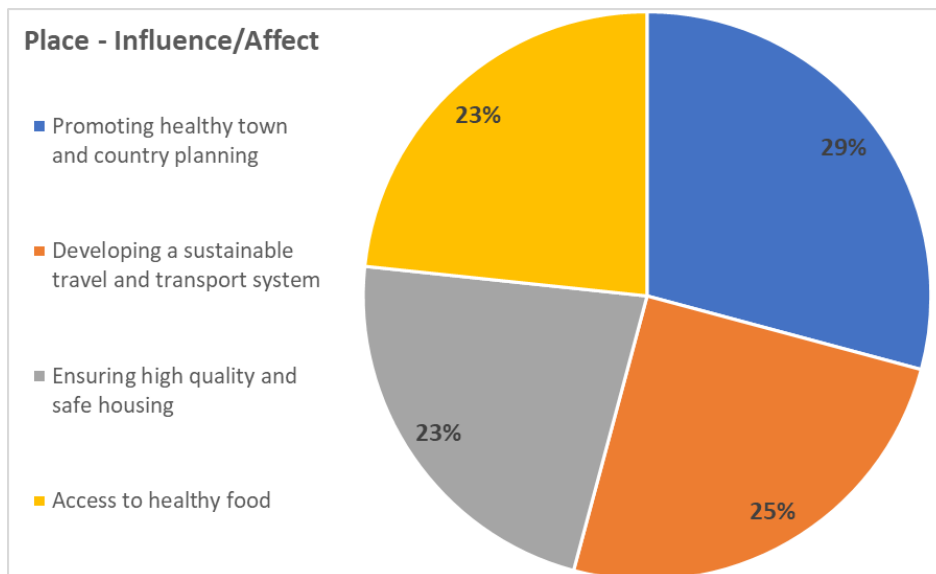


Fig 5b.



COMMENTS - IMPORTANCE:

(Access to health food) “You are what you eat – need help to choose the right food – need help to prepare healthy food – but can you afford it?” (Ensuring high quality and safe housing) “A safe, warm, healthy home is absolutely key to everyone’s health, wellbeing, being able to take advantage of educational opportunities.”

“Once we have our quality education and our good jobs, we can concentrate on gaining quality housing.”

Place is critical. Sustainable and active transport develops health and social interaction. Current market trends – car based, pushing things in the wrong direction. Sustainable town centres are central to civilised life.”

“It is a basic human right to have healthy food and safe housing so this should be priority however without sustainable transport and with rising fuel prices this also needs to be a priority. People need a wider public transport service and free buses to affordable supermarkets such as Aldi, make safe cycling tracks around the area and encourage cycle to work and school schemes.”

“I would like to add that housing is fit for the climate crisis and is well insulated and to a high energy efficiency standard.

Sustainable transport system is not at all clear in my view – enabling people to make the shift out of their cars into an efficient and zero carbon transport system would tackle climate change crisis and provision of safe cycling routes would help with people’s health and well-being.

Recently I read about research in Holland into Dutch teenagers who travel over 2,000km per year on pedal bikes and they take the least anti-depressants and are the happiest young people in the world. You might also be interested to know that Ulverston Town Council conducted a travel survey recently as to how people travel into Ulverston currently and what changes are they prepared to make in terms of more walking, cycling or using public transport. Overwhelmingly they cited lack of infrastructure and not feeling safe on the roads as reasons why they would not change. Conversely if they felt safe and there was provision they would cycle.

I am not sure what healthy town and country planning means – if it means that towns become car free where people shop, I can see how that would improve pollution levels for shoppers and create a place where people can enjoy shopping.”

“I put Access to **healthy** food last, but it could easily be most or 2nd most important after housing if it had simply been access to food, rather than healthy food.

This is quite a difficult question to answer for all of the people of South Lakeland. People living in deprived communities or really struggling to get by might answer this very differently to those who are working and need to travel to employment outside of their area.”

“I think housing affordability is a key local issue hence it’s my top priority. Planning should include transport planning and I think access to healthy food is not the issue, rather it’s choosing healthy food.”

COMMENTS – INFLUENCE/AFFECT:

“Planning system is weakened by Government. Developer influence pushes things in the wrong direction.”

“I find these difficult to rank. As we include planning authorities we should be able to promote healthy approaches and support high quality housing. Many transport issues are dependent upon national investment and challenges around access to the national parks are very complex.”

SUMMARY:

Ensuring high quality and safe housing is seen as of greatest importance; developing a sustainable transport system, access to healthy food and promoting healthy town and country planning ranked 2nd, 3rd and 4th respectively, all three were attributed with fairly similar levels of importance.

Despite the importance attached to ensuring high quality and safe housing it is, along with access to healthy food, the sub-domain the partnership felt least well placed to influence and/or affect. The partnership felt best placed to influence and/or affect healthy town and country planning which attracted a slightly higher score than developing a sustainable travel and transport system. There was little difference between all the sub-domains with respect to the degree the partnership felt they could influence and/or affect.

SUB-DOMAIN - PROSPERITY:

Fig 6a.

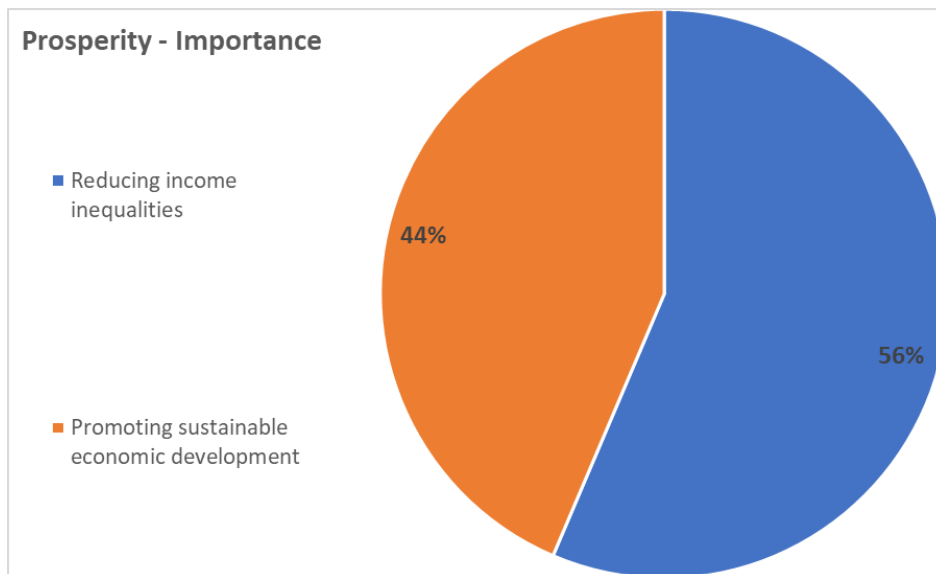
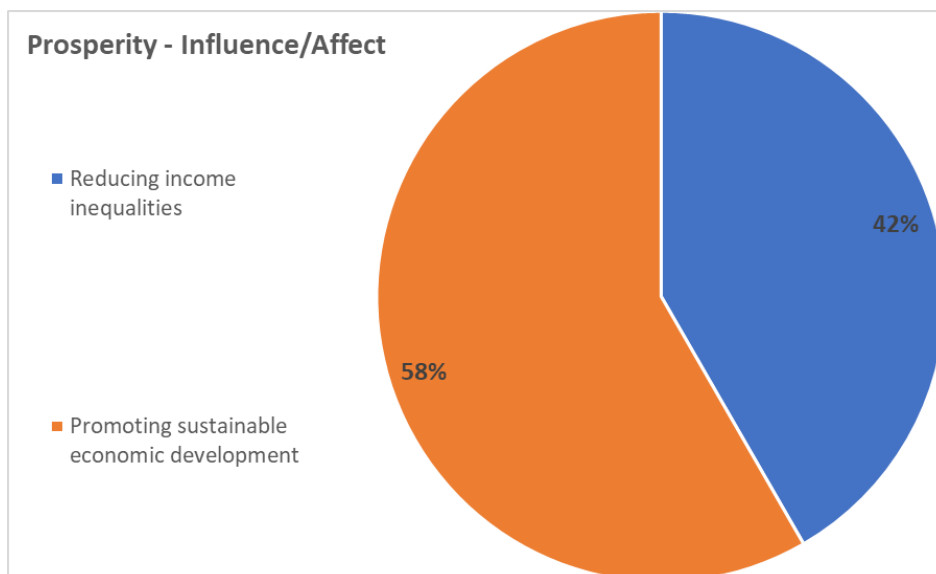


Fig 6b.



COMMENTS - IMPORTANCE:

“If you help with economic development the market will eventually reduce the income inequalities.”

“Two halves of the same coin.”

“I am not sure what sustainable economic development means – another discussion perhaps?”

“I believe widening inequalities in income lead not only to health inequalities but also erode social cohesion hence it’s my priority.”

COMMENTS – INFLUENCE/AFFECT:

“Main influence is our economic growth.”

“We can do much through planning etc. to promote sustainable economic development what we can do to reduce income inequalities, rather that intervene to mitigate the worst of the effects, I’m not sure.”

SUMMARY:

Addressing income inequalities is seen as the more important of the two sub-domains, however both are viewed as being important with 4 of the 13 respondents considering promoting sustainable economic development the most important of these two sub-domains.

A sizable majority (10 of the 13 respondents) felt the partnership better placed to influence and/or affect sustainable economic development than to influence and/or affect reducing income inequalities.

CURRENT LIFE-COURSE PRIORITIES:

Fig 7a.

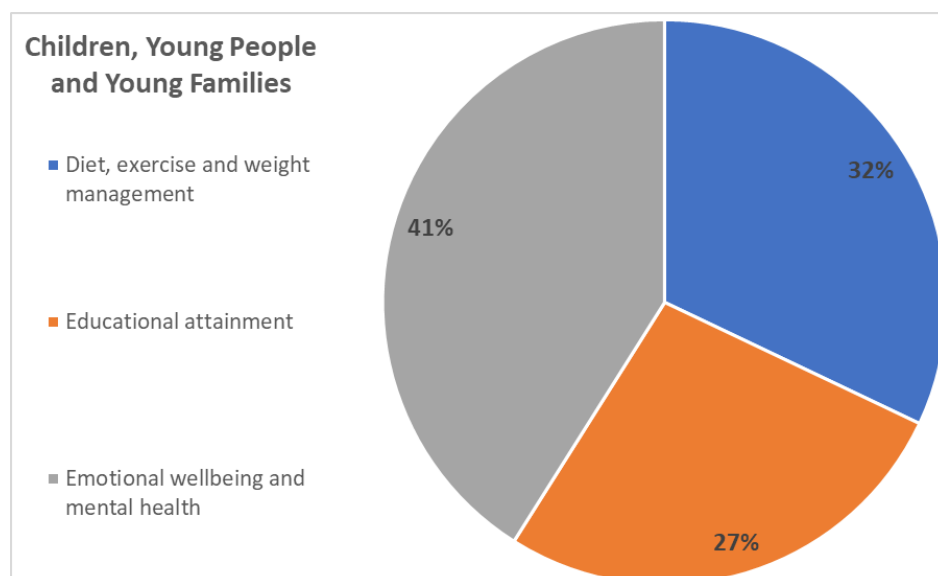


Fig 7b.

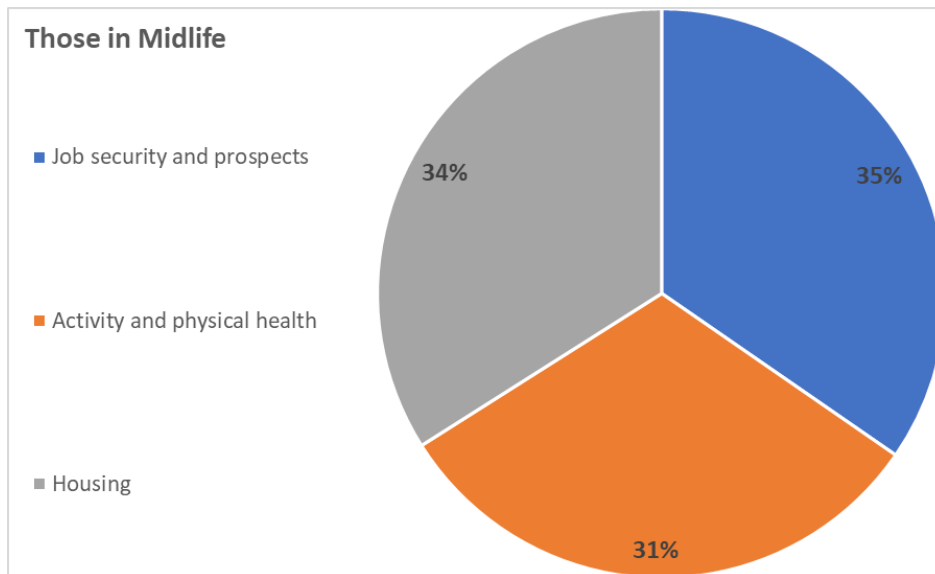
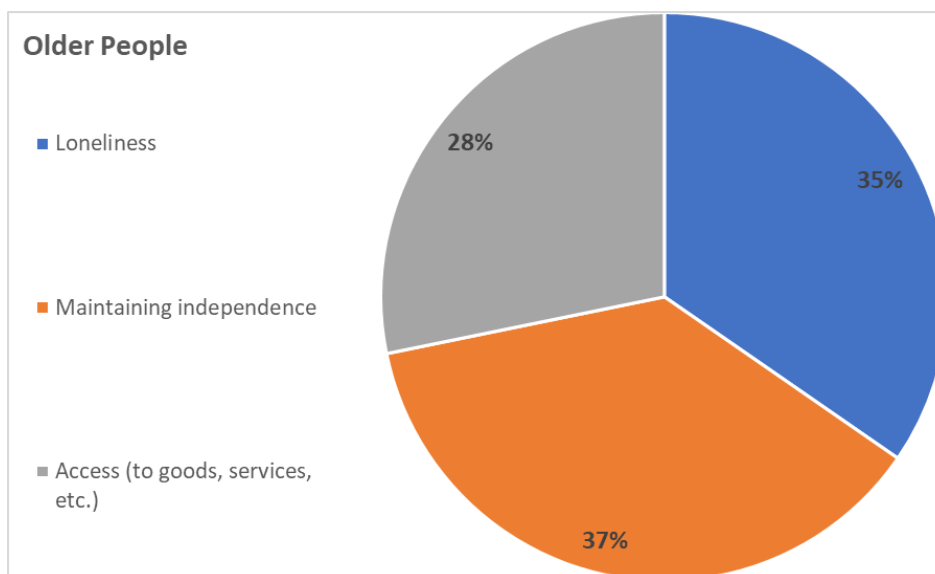


Fig 7c.



COMMENTS:

“Some areas require to be in a top priority and not relegated to a less high priority.”

“Stress the need for Early Help.”

“Mental and emotional wellbeing should be a priority in all age groups along with promoting physical activity and healthy eating particularly since mental health issues have worsened during the pandemic.”

“I think closer dialogue between the partnership and the wider community, sometimes there is a difference between the big picture (e.g. climate change and exercise) verses what an individual might see as important (jobs , housing).”

SUMMARY:

No respondents suggested additional life-course priorities were required. There is strong support for emotional wellbeing and mental health being a priority for children, young people and young families. There was little discrimination between the three current priorities for those in midlife; maintaining independence and loneliness are seen as greater priorities that access to goods and services etc. for older people.

CONCLUSION AND RECOMMENDATIONS:

Many respondents reported difficulty ranking domains and sub-domains, in particular with respect to importance. All were considered important, and interconnectedness exposed some crudity in the approach taken. Nevertheless planet, people and prosperity attracted greatest priority amongst the 5 domains (Figs 1a & 1b), as people was the domain respondents felt the partnership best placed to influence and/or effect it is appropriate to firstly consider priority within the attendant sub-domains.

Promoting education, skills and lifelong learning was considered the most important of the people sub-domains and is the sub-domain respondents felt the partnership is best placed to influence and/or affect (Figs 3a & 3b). Ensuing meaningful & high quality occupations for all, and tackling discrimination & exploitation were together considered the next most important of the people sub-domains, however respondents felt the partnership was least well placed to influence and/or affect these.

RECOMMENDATION:

The Partnership will collaborate with and support the Education and Skills Sub-Group of the South Lakeland Building Financial Resilience Partnership to develop **a medium to long term plan for Promoting Education, Skills and Lifelong Learning.**

PROPOSED ASPIRATION:

The Partnership will develop links with the Local Economic Partnership to explore opportunities to progress meaningful and high quality occupations for all locally.

Although participation attracted a lower score for importance than planet or prosperity the degree to which respondents felt the partnership can influence and/or affect this domain suggests consideration should next turn to priorities among the attendant sub-domains.

Building stronger communities is clearly deemed both the most important sub-domain and that which the partnership believes it is best placed to influence and/or affect. The degree to which respondents feel the partnership believes it can influence and/or affect the promotion of social inclusion suggests this should be prioritised above building safer communities albeit it would be appropriate (given comments made) to ensure the partnership maintains its strong links with the Community Safety Partnership to facilitate collaboration in this area.

RECOMMENDATION:

Building on current work the Partnership will develop a **medium to long term plan for Building Stronger Communities to include addressing Social Inclusion.**

PROPOSED ACTION:

The Partnership will maintain strong links with the Community Safety Partnership to facilitate collaboration regarding building safer communities including tackling discrimination and exploitation.

Place ranks next when importance and ability to influence and/or affect are conflated. As three of the sub-domains (ensuring high quality and safe housing, developing a sustainable transport system, and promoting healthy town and country planning) are concerned with infrastructure, are addressed in other fora, and are subjects of existing strategy (i.e. the South Lakeland District Council Housing Strategy 2016 to 2025) it would be inappropriate for this partnership to seek to provide leadership in these areas. Nevertheless, it is appropriate that the partnership be recognised as a key stakeholder for development programmes e.g. housing and transport infrastructure.

Access to healthy food is a complex issue as it includes not only issues of transport and cost but is a function also of ability to prepare food, understanding of nutrition, personal taste etc. Additionally, in the current economic climate there are significant concerns about the ability of struggling households to afford food and much work has been undertaken to support community infrastructure (food hubs etc.) designed to mitigate risk in this area. It is suggested that the partnership collaborates with the South Lakeland Financial Resilience Partnership to establish a working group to address issues attendant to ensuring local households have access to sufficient and healthy food.

RECOMMENDATION:

Collaborate with the South Lakeland Financial Resilience Partnership to establish a **working group to address issues attendant to ensuring local households have access to sufficient and healthy food.**

PROPOSED ACTION:

The Partnership will work to ensure it is recognised as a key stakeholder for local development programmes e.g. housing and transport infrastructure.

Given the importance placed by respondents on planet the relatively low confidence that the partnership is able to influence and/or affect in this area should not prevent efforts to progress the aspirations of the Cumbria Joint Public Health Strategy. It is therefore recommended that the partnership establishes a sub-group or companion partnership to support activity attendant to the sub-domains and to facilitate a coordinated local approach.

RECOMMENDATION:

Establish a **sub-group or a companion partnership to support activity attendant to planet issues** (biodiversity, waste reduction, green spaces, climate change and air quality) and to facilitate a coordinated local approach.

Final among the domains addressed in the Cumbria Joint Public Health Strategy is prosperity. The respondents generally felt that reducing income inequality was more important than promoting sustainable economic development however the ability to influence and/or affect income inequality was deemed less than that to promote sustainable economic development. It is recommended that the aspiration above to 'develop links with the Local Economic Partnership to explore opportunities to progress meaningful and high quality occupations for all locally' be expanded to include opportunities to reduce income inequality locally and to promote sustainable economic development.

PROPOSED ASPIRATION:

The Partnership will develop links with the Local Economic Partnership to explore opportunities to reduce income inequality locally and to promote sustainable economic development.

The existing life course priorities remain unchanged and are in part addressed by the recommendations, aspirations and actions above. There are however specifics that are being progressed in other fora and it is recommended that the partnership maintain, and strengthen where appropriate, links to those local bodies coordinating activity in these areas.

PROPOSED ACTION:

The Partnership will maintain and strengthen where appropriate, links to:

- South Cumbria Future in Mind Group (children & young people's mental health)
- South Lakeland Children's Partnership (diet, exercise and weight management in children and young people)
- Morecambe Bay Population Health Strategic Group (activity and physical health in midlife, maintenance of independence for older people)