



To: **Members of the South Lakeland Locality Board**

Agenda

Dear Member

SOUTH LAKELAND LOCALITY BOARD

A meeting of the South Lakeland Locality Board will be held as follows:

Date: Thursday 25 April 2024
Time: 6.00 pm
Place: County Council Chamber - County Hall, Busher Walk,
Kendal, LA9 4RQ

Linda Jones
Chief Legal and Monitoring Officer
Westmorland and Furness Council

Enquiries and requests for supporting papers to:
Adam Moffatt - Democratic Services Officer
Direct Line: 01539 793319
Email: adam.moffatt@westmorlandandfurness.gov.uk

MEMBERSHIP

Cllr G Archibald	Cllr E Hennessy
Cllr R Audland	Cllr H Hodgson
Cllr J Batty (Vice-Chair)	Cllr V Hughes
Cllr S Bavin	Cllr H Irving
Cllr J Boak	Cllr A Jama
Cllr M Brereton	Cllr A Jarvis
Cllr J Brook	Cllr D Jones
Cllr H Chaffey (Chair)	Cllr H Ladhams
Cllr W Clark	Cllr I Mitchell
Cllr B Cooper	Cllr S Pender
Cllr J Cornthwaite	Cllr D Rathbone
Cllr P Dixon	Cllr S Sanderson
Cllr J Drake	Cllr M Severn
Cllr S Evans	Cllr P Thornton
Cllr J Filmore	

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 Westmorland and Furness website

<https://westmorlandandfurness.moderngov.co.uk/ieListDocuments.aspx?CId=270&MIId=1109>

A G E N D A

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST/DISPENSATIONS

To receive declarations of interest by members of any interests on respect of items on this agenda, and to consider any dispensations.

Members may however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared in the Register, as well as any other registerable or other interests.

3. EXCLUSION OF PRESS AND PUBLIC

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

4. MINUTES OF THE PREVIOUS MEETING

To consider the minutes of the previous meeting held on 25 January 2024 (copy enclosed).

(Pages 7 - 20)

5. PUBLIC PARTICIPATION

To receive any questions or statement which have been received from members of the public and to receive any petitions.

(note questions or statement must be received in writing (including email) by the Council at least 3 clear working days before the day of the meeting (not including the day of the meeting). So, for example, if the meeting is on Tuesday requests must be received by 11.59 pm on the previous Wednesday by the person named on the front of the agenda. Petitions must have been presented to the Monitoring Officer 9 working days before the date of this meeting to be valid).

6. PRESENTATION FROM NATIONAL HIGHWAYS AND KIER CONSTRUCTION

To receive a presentation from the M6 Lune Gorge Project Team.

7. PRESENTATION FROM ACTIVE CUMBRIA FOR SOUTH LAKELAND

To receive a presentation from Active Cumbria regarding its investment programme in South Lakeland.
(Pages 21 - 24)

8. PRESENTATION ON THE LOCAL PLAN

To receive a presentation on the Local Plan.

9. PRESENTATION ON THE LOCAL NATURE RECOVERY STRATEGY

To receive a presentation on the Local Nature Recovery Strategy.

10. SAFE AND STRONG COMMUNITIES

To consider a report from the Senior Manager, Safe and Strong Communities.
(Pages 25 - 54)

11. EVENTS AND FESTIVALS GRANTS PANEL ARTS CULTURE AND HERITAGE GRANTS PANEL

To receive nominations and appoint a Member of the South Lakeland Locality Board to sit on the Events and Festival Grants Panel.
(Pages 55 - 58)

12. HIGHWAYS WORKING GROUP REPORT

To consider a report from the Area Highways Network Manager.
(Pages 59 - 64)

13. LOCAL SUSTAINABLE TRAVEL AND TRANSPORT FUND UPDATE

To note the update in relation to the Local Sustainable Travel and Transport Fund.
(Pages 65 - 68)

14. 20 MPH PRIORITISATION

To receive an update on the background, applications received and the prioritisation process undertaken for the Council's 20 MPH Policy.
(Pages 69 - 98)

15. SPEED LIMIT CONSOLIDATION ORDER WITH OLD HUTTON AND ULVERSTON 20 MPH

To consider a report from the Traffic Management Team Leader regarding Speed Limit Consolidation Orders at Old Hutton and Ulverston.
(Pages 99 - 160)

16. OUTSIDE BODIES

To receive feedback from members on the outside bodies they attend.

17. URGENT ITEMS

To consider any urgent items of business.

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WESTMORLAND AND FURNESS COUNCIL
SOUTH LAKELAND LOCALITY BOARD

Minutes of a Meeting of the **South Lakeland Locality Board** held on Thursday, 25 January 2024 at 6.00 pm at District Council Chamber - Kendal Town Hall - Kendal Town Hall, Lowther Street, Kendal, LA9 4DQ

PRESENT:

Cllr G Archibald
Cllr R Audland
Cllr J Battye (Vice-Chair)
Cllr S Bavin
Cllr J Boak
Cllr J Brook
Cllr H Chaffey (Chair)
Cllr W Clark
Cllr B Cooper
Cllr J Cornthwaite
Cllr J Drake
Cllr S Evans
Cllr J Filmore
Cllr E Hennessy
Cllr H Hodgson
Cllr V Hughes
Cllr A Jarvis
Cllr D Jones
Cllr H Ladhams
Cllr S Pender
Cllr D Rathbone
Cllr M Severn
Cllr P Thornton

Officers in attendance:

Mike Conefrey	Senior Manager (Safe and Strong Communities)
Heather Donaldson	Democratic Services Officer
Claire Hodgson	Streetworks Area Lead Compliance Officer
Gill Holmes	Community Development Officer
Peter Hosking	Local Area Network Manager (Highways Delivery)
Linda Jones	Chief Legal and Monitoring Officer (Solicitor)
Helen Karaaslan	Traffic Management Team Leader
Austin Shields	Senior Manager Sustainable Transport
Catherine Weldon	Programme Officer, Connecting Cumbria

Others in Attendance:

Paul Cretney	Fibrus
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**PART I ITEMS CONSIDERED IN THE PRESENCE OF THE
PUBLIC AND PRESS**

37. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M Brereton, P Dixon, P Ensor, H Irving and S Sanderson.

38. DECLARATIONS OF INTEREST/DISPENSATIONS

The following declarations of interest were made:

On agenda item 7 (Safe and Strong Communities):

In respect of recommendation 2.1, Councillor J Battye declared an interest – ‘other’ and left the meeting during consideration of and voting on this item.

In respect of recommendation 2.3, Councillor H Chaffey declared an interest – ‘other’ and left the meeting during consideration of and voting on this item.

In respect of recommendations 2.5 and 2.8, Councillor G Archibald declared an interest – ‘other’ and left the meeting during consideration of and voting on this item. Councillor M Severn declared a personal and non-prejudicial interest, remained in the meeting during consideration of and voting on the item, and abstained from voting on this item.

In respect of recommendation 2.12, Councillors V Hughes, A Jarvis and D Jones declared an interest – ‘other’ and left the meeting during consideration of and voting on this item.

39. EXCLUSION OF PRESS AND PUBLIC

There were no excluded items on the agenda.

40. PUBLIC PARTICIPATION

No members of the public had requested to speak, and no petitions were received.

41. MINUTES OF THE PREVIOUS MEETING

RESOLVED: that the minutes of the meeting held on 18 October 2023 be agreed as a true and accurate record.

42. COUNCILLOR LEITH HALLATSCH

The Board held a minute's silence to mark the recent passing of Councillor Leith Hallatsch, Mayor and long-serving Member of Windermere and Bowness Town Council.

43. PRESENTATION FROM FIBRUS

Members received a presentation from Fibrus, regarding the Hyperfast GB Project which aimed to deliver fast and reliable broadband connections to rural homes and businesses, and to urban areas with a history of poor connectivity. The presentation set out the following:-

- the background to the project and its budget;
- the project's key stages and the timescales, including surveying and planning, building the network, and testing readiness for service;
- employment opportunities arising from the project, including 90 apprenticeships over a three-year period and the creation of a training academy in Penrith;
- the offsetting of possible environmental impact through the use of sustainable materials;
- various community projects supported through Hyperfast GB.

The Chair invited members to raise any questions following the presentation.

Following a question about how areas of poor connectivity were being identified, Members were informed that Fibrus was working in partnership with BDUK to identify postcodes that were eligible for assistance. In addition, part of Fibrus's outreach strategy involved publicity directed at villages, hamlets and other small communities, plus individual farms, through social media, mailshots, attendance at events such as agricultural shows and direct contact with Parish Councils. To date, over one thousand properties in Cumbria had been identified as requiring additional support for broadband provision, and work was being carried out with rural groups to ensure inclusion. It was anticipated that 99% of rural properties would be covered by the project at its conclusion.

In response to a question, it was confirmed that Hyperfast GB networks would exclusively use underground fibre optic cables that were entirely separate to those of BT. The project would achieve broadband speeds of approximately one gigabit.

Members were informed that the network would ultimately be open to competition from any interested providers in the long-run, which could bring the benefit of competitive pricing in favour of customers.

44. SAFE AND STRONG COMMUNITIES

The Senior Manager (Safe and Strong Communities) introduced a report which set out information from across the Thriving Communities Teams, including community development, and provided an update on the work undertaken by three of the four

working groups created by the Locality Board at its meeting held on 18 July 2023. Members were also given an update on current issues and an overview of the Locality Board budget position.

The Chair thanked the Senior Manager (Safe and Strong Communities) and his team for the extraordinary work they had undertaken over the preceding 12 months, and then invited the three Working Group Chairs to provide an update on the work undertaken in the initial meetings.

The Chair of the Building Community Assets and Addressing Inequalities Working Group informed Members that the Working Group had discussed the two devolved budgets, which related to Building Community Assets and Local Sustainable Travel and Transport. Members were informed of the issues considered, as set out in the Action Notes of the meeting which were attached at Appendix II to the report.

The Chair of the Children and Young People Working Group informed Members that the Working Group had received presentations about the recent activities of the Children in Care Council and Care Experienced Young People, from Em Fenton, Deputy Member of Youth Parliament about her role, and an update on the changed to the Public Health Nursing Team. A number of grant submissions had been considered with respect to the two devolved budgets as set out in the Action Notes of the meeting which were attached at Appendix I to the report. In respect of a request from the Board for a presentation on the Council's corporate parenting role, it was noted that this was now likely to be a full Council presentation later in the year.

The Chair of the Climate Action and Increasing Biodiversity Working Group apprised the Board of presentations received from the Cumbria Wildlife Trusts on the Pollinator Programmes in Cumbria including seven South Lakeland site that were part of the 2023/24 'Planting for Pollinators' project, and on the Home Upgrade Grants 2 scheme providing energy efficiency upgrades to energy inefficient and off-gas-grid homes. It was also reported that the former South Lakeland District Council's Biodiversity Toolkit had been updated as requested at the Board's last meeting. The Action Notes of the Working Group were attached at Appendix III to the report.

To further the efficient transaction of business, and to take account of Members' various declarations of interest and associated requirements to leave the meeting during consideration of matters (Minute 38 of these Minutes refers), the Chair proposed that Members consider the recommendations in the following order:

Recommendation at paragraph 2.3 in the report;
Recommendation at paragraph 2.1 in the report;
Recommendation at 2.12 in the report;
Recommendations at paragraphs 2.5 and 2.8 in the report;
Recommendations at paragraphs 2.2, 2.4, 2.6, 2.7, 2.9 and 2.10 in the report;
Recommendation at paragraph 2.11 in the report; and
Recommendation at paragraph 2.13 in the report.

A motion to approve recommendation 2.3 was proposed and seconded.

A vote was taken and Members unanimously approved the recommendation set out at 2.3. *[Note: the Chair, Councillor H Chaffey, left the meeting for the duration of this item and the Vice-Chair, Councillor J Battye, took the meeting.]*

A motion to approve recommendation 2.1 was proposed and seconded.

A vote was taken and Members unanimously approved the recommendation set out at 2.1. *[Note: Councillor J Battye left the meeting for the duration of this item.]*

A motion to approve recommendation 2.12 was proposed and seconded.

Members expressed their strong support for the proposals and thanked those involved in the administering of grants. Referring to the grant for 10p swims for children awarded to Greenwich Leisure Limited, it was reported that the funding, initially aimed at the Christmas holidays, would now apply to the half-term break due to requiring sufficient time to publicise the event.

A vote was taken and Members unanimously approved the recommendation set out at 2.12. *[Note: Councillors V Hughes, A Jarvis and D Jones left the meeting for the duration of this item.]*

A motion to approve recommendations 2.5 and 2.8 was proposed and seconded.

In respect of recommendation 2.5, Members welcomed the provision of a climate hub and waste food project which had prevented 30 tonnes of food waste in 2023. The Senior Manager (Safe and Strong Communities) was asked to obtain information about the medium-term financial plan of the Waste into Wellbeing project, and confirmed that he would follow this up after the meeting.

A vote was taken and Members unanimously approved the recommendations set out at 2.5 and 2.8. *[Note: Councillor G Archibald left the meeting for the duration of this item.]*

A motion to approve recommendations 2.2, 2.4, 2.6, 2.7, 2.9 and 2.10 was proposed and seconded.

In respect of recommendation 2.6, it was reported that the Pollinators' Project was open to the inclusion of new sites and that suggestions would be welcomed.

A vote was taken and Members unanimously approved the recommendations set out at 2.2, 2.4, 2.6, 2.7, 2.9 and 2.10.

A motion to approve recommendation 2.11 was proposed and seconded.

Members noted the South Lakeland Locality Board Plan and offered strong support for the themes, the work, and for addressing the identified challenges contained therein. Referring to the Housing information in Appendix 4 to the Plan (Page 51 of

the agenda refers) a Member asked a question about what actions could be taken to address the 29.5% of South Lakeland dwellings which were estimated not to meet the decent homes standard, and to link this to the Plan's priorities, particularly in relation to raising the number of affordable homes and improving rented accommodation and standards for landlords. The Senior Manager (Safe and Strong Communities) would draft a Members' briefing note on the subject to assist with monitoring and review as part of the Plan and to identify any areas where the Board might contribute. On Member's request, this would include rural and agricultural dwellings.

A vote was taken and Members unanimously approved the recommendation set out at 2.11.

A motion to approve recommendation 2.13 was proposed and seconded.

In response to a question about what remaining 2023/24 grant funding would be carried over into the next financial year, the Senior Manager (Safe and Strong Communities) reported that requests for grants were still being received, and that some funding would continue to be allocated as appropriate up to the end of the financial year, using powers delegated to officers under the Council's Scheme of Delegation. Should there be an instance of urgent funding being required for an amount of over £5,000, then there was provision in the Council's Constitution to request an extraordinary Board meeting. He confirmed an amount of £13,000 remaining in the 2023/24 funding reserve, and added that he had also requested an estimate of funding which could be carried over into 2024/25, which would require Cabinet approval.

In response to a request, the Senior Manager (Safe and Strong Communities) agreed to circulate information to Members in between Board meetings about the grant funding approvals and refusals made under delegated powers.

A vote was taken and Members unanimously approved the recommendation set out at 2.13.

RESOLVED that:-

- (1) the award of £10,000 from the 11-19 Universal Youth Services budget to Levens Playing Fields for refurbishment of playing fields in Levens be approved.
- (2) the award of £10,000 from the 0-19 budget to St John's Hospice to support the delivery of Bereavement Support Services for Children and Young People be approved.
- (3) the award of £8,870 from the 0-19 budget to Comic Arts to support the Manga Mash Up Library Project in Kendal Library be approved.

- (4) the award of £12,500 from the 0-19 budget to the Kent Estuary Youth Project to support the Life & Community Skills Project be approved.
- (5) the award of £15,000 from the Priority Investment Fund, Strong and Connected Communities Programme to Waste into Wellbeing be approved to support Phase 1 development of a new climate hub/food waste project.
- (6) the award of £35,000 from the Priority Investment Fund, Strong and Connected Communities Programme to Cumbria Wildlife Trust to support continuation of the Planting for Pollinators Project be approved.
- (7) the award of £25,000 from the Priority Investment Fund, Strong and Connected Communities Programme to Stricklandgate House Trust be approved to support preliminary phase of proposed large scale building refurbishment and redevelopment.
- (8) the award of £8,000 from the Priority Investment Fund, Strong and Connected Communities Programme to Waste into Wellbeing to support installation of an accessible toilet be approved.
- (9) the award of £7,000 from the Priority Investment Fund, Strong and Connected Communities Programme to Ambleside Parish Centre (Community Hub) towards Centre costs be approved.
- (10) the award of £6,500 from the Priority Investment Fund, Strong and Connected Communities Programme to Arnside Sailing Club be approved to support building changing facilities and a meeting room in the boat house.
- (11) the Draft South Lakeland Locality Board plan be approved as set out at Appendix IV.
- (12) the award of the following grants be noted in accordance with the delegated authority agreed by the locality Board at its meetings on the 18th of July 2023 and the 18th of October 2023 (Ref: Westmorland and Furness Council South 18 Lakeland Locality Board, meeting 18th October 2023, Minutes sec. 29 (3, 4 & 6); Westmorland and Furness Council South Lakeland Locality Board, meeting 18th July 2023, Minutes sec. 19 (7 & 12)).

Name of Group / Organisation	Purpose of Grant	Grant Awarded
Burton Memorial Hall	Feasibility survey to assess suitability of solar panels	£3,350
Kent Estuary Youth (KEY)	The purchase of a range of equipment	£1,500
Pennington Parish Council	Repair works to a car park located in Loppergarth	£1,450
Sedbergh Allotments	Towards hedge laying at	£900

Association	Sedbergh Community Allotments	
Sustainability & Energy Network in Staveley (SENS)	Purchase of bike trailer	£400
Manna House	Household support costs	£5,000
Outside In Cumbria	A Tuesday evening session, offering a warm place to eat and drink, for families	£2,130
Kirkby Lonsdale Community Cupboard	Winter 2023 warm spaces project	£3,980
Cartmel Peninsula Holiday Boxes	The cost of food boxes	£2,660
Grange-over-Sands Community Lunch/Foodshare	Household support costs	£5,000
Milnthorpe Area Food Bank	The cost of providing food parcels	£2,000
Sandylands Residents Association	Weekly Foodshare costs	£3,500
Ambleside Parish Centre	The running of a weekly food club	£3,180
Windermere & District Foodbank	Household support costs	£4,950
Staveley with Ings Together	The cost of weekly food parcels	£3,200
Coniston Parish Council	Supporting the Community Pantry/Fridge project	£1,000
Kendal Food Club	The running costs of the food club	£3,600
Zero Waste Sedbergh CIC	Household support costs	£2,000
Ulverston Food Waste Project	Food share and warm spot costs	£2,000
Kirkbarrow Residents Association	Household support costs	£5,000
St Johns Hospice	2 items of specialist equipment for in-patient ward	£5,000

Waste into Well Being	Towards an accessible toilet	£5,000
Youth Presence	Year 6 transition project	£4,950
Action for Children	To provide hygiene products at each children's centre	£905
Ambleside Parish Centre	Contribution to projects	£4,500
Greenwich Leisure Ltd	10p swims for children	£4,284
Kirkby Lonsdale & Lune Valley Community Interest Company	Supporting the Annual Christmas Fair	£2,110
Levens Methodist Church	Towards costs for a winter warm spot	£748
Inspira	Catering to support return to work courses	£4,000
Cumbria Action for Sustainability CAfS)	Small grants programme for groups to run Great Big Green Week events	£2,500

(13) the Summary Budget Position be noted as set out at Appendix V.

45. HIGHWAYS WORKING GROUP REPORT

The Area Highway Network Manager introduced a report which set out the Action Notes of the Highways Working Group (the Working Group), held on 28 November 2023.

Members were provided with details of the Action Notes as attached at Appendix 1 to the report.

The Chair invited Councillor R Audland, the Chair of the Working Group to provide an update on the work done by members at the meetings since the Locality Board's last meeting on 18 October 2023. Members were informed that the working group would review its progress over the past year to help inform its future work.

The Area Highway Network Manager was asked to advise on the Council's gritting strategy for villages and C Roads, and he confirmed that during periods of ice and snow, the Council's website provided daily updates on Priority 1 and 2 gritting routes. Priority 3 routes were gritted thereafter if resources remained after Priority 1 and 2 routes were deemed to be gritted and safe. Priority 3 information was not generally published on the website. Noting that some Parishes had undertaken additional gritting in their areas, he said that he would welcome discussions with

individual Ward Members about this. As part of best practice there would be a general review of the Council's winter road resources strategy which would consider all aspects including, for example, budgets, future priorities, road closure strategies and plant equipment.

In response to a question about the increased levels of road damage following inclement weather, it was confirmed that the Council had received around 1,400 reports of potholes during the past week, and that there was a separate budget to cover exceptional extreme weather responses. A reallocation of Central Government funding to Local Authorities was expected to be realised in the wake of the cancellation of part of the HS2 rail project, to assist with improving the resilience of local road networks.

The Board expressed thanks to the Highways Teams for their excellent work over the winter period and during the recent storms. The Board paid particular thanks to the Area Highway Network Manager who would shortly retire, and wished him well for the future.

RESOLVED: that the Actions Notes of the Working Group meeting of 28 November 2023 at Appendix 1 to the report be noted.

46. LOCAL SUSTAINABLE TRAVEL AND TRANSPORT FUND

The Senior Manager Sustainable Transport introduced a report which presented Members with a list of schemes that the South Lakeland Locality Board – Building Community Assets and Addressing Inequalities Working Group had recommended approving to utilise the Local Sustainable Travel and Transport Fund (the Fund) allocation.

The report set out the funding for the Local Sustainable Travel and Transport Fund, as agreed by Cabinet at its meeting held on 6 June 2023 as well as the process and funding delegations for considering any bids from the relevant groups, which would be submitted to a South Lakeland Community Transport Grants Panel for approval.

Members were being asked to endorse the phase of schemes as attached at Appendix 1 to the report, which had been considered by the Building Community Assets and Addressing Inequalities Working Group at its meeting held on 6 December 2023.

The Senior Manager Sustainable Transport highlighted an application from the Morecambe Bay Partnership for the Arnside to Grange Trail. This application had initially been submitted to the Council's Partnership Fund; however did not receive any funding through this mechanism. Full details of the application were provided as set out at Appendix 2 to the report.

With reference to a question on the M6 Junction 36 Park and Ride scheme, the Senior Manager Sustainable Transport would check progress on the data collection and feasibility study elements of the project and report back.

The following points were raised in discussion:

With reference to the remaining £47,201 contingency of the Local Sustainable Travel and Transport Fund, Members requested to be kept informed of any funding allocations made to projects still being considered. In addition, Members indicated that they would support the carrying over of funds into the 2024/25 budget.

Members welcomed any information on alternative means of funding those projects which had been unable to receive funding, and requested that the eligibility of any of the schemes for Community Infrastructure Levy funding be explored as one alternative.

RESOLVED: that the Director of Thriving Places, in consultation with the Chair of the Locality Board agree the list of recommended schemes to utilise the remaining balance of the Local Sustainable Travel and Transport Fund as set out at Appendix 1.

47. BRIDGE RESTRICTIONS TRAFFIC REGULATION ORDER

The Traffic Management Team Leader introduced a report, which set out the responses to the statutory consultation and advertising of the Order as set out in the report.

The Council had been requested by the Bridges and Structures Team to consult upon weight and traffic restrictions on the following proposals:-

- Introducing a prohibition of all motor vehicles on that length of the U5528 heading towards Middle Fell Farm, near Great Langdale, from a point 24 metres north of the centre of its junction with the U5528 towards Stool End, extending over the full expanse of Middle Gell Bridge;
- Introducing a 7.5 Tonnes Maximum gross vehicle weight limit on the following bridges:-
 - (a) U5614 Main Drain Bridge, near Levens;
 - (b) U5082 Water Yeat (Old) Bridge, near Water Yeat
 - (c) U5001 Bridge End Bridge, near Little Langdale; and
 - (d) U5001 Fell Foot Bridge, near Little Langdale.
- Introducing a 10 Tonnes maximum gross vehicle weight limit on the U5518 Newland Mill Bridge, near Newland Bottom.

Full details of the proposals were out in the report and attached appendices, which included:-

- the statutory notice used for advertising and consultation (Appendix 1)
- the plans detailing the extents of the proposals (Appendix 2)
- the Council's Statement of reason for proposing to make the Order.

- A summary of the responses to the consultation, as set out at Appendix 4 to the report.

Members asked the Traffic Management Team Leader about enforcement of the bridge restrictions and consultation with emergency services and she advised that enforcement fell within the jurisdiction of the local police, and the emergency services were routinely consulted on all bridge restrictions. She confirmed that the proposed bridge restrictions would also apply to emergency vehicles.

Members expressed their support for the proposals, citing the paramount importance of safety, the protection of assets and the need to avoid repair expense and detours.

In addition, the Board requested that a presentation on bridge restrictions be given at a future Board meeting.

A motion to approve the recommendation as set out in the report was proposed and seconded. A vote was taken and it was

RESOLVED: that, having taken into account the 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 8.1 of this report, that the “Westmorland and Furness Council (Various Bridges - South Lakeland Area) (Traffic Regulation) Order 20><”, be brought into operation as advertised.

48. PARKING RESTRICTIONS TRAFFIC REGULATION ORDER

The Traffic Management Team Leader introduced a report, which set out the responses to the statutory consultation and advertising of the Order as set out in the report.

Parking restrictions had been brought in under emergency powers followed by a Temporary Traffic Regulation Order (TTRO) made by Cumbria County Council in the summer of 2022 in response to parking taking place which had caused an obstruction at the following locations:-

- (a) A65 Bentnick Drive, Kirkby Lonsdale;
- (b) U5527, U5528 and B5343 at Dungeon Ghyll, Great Langdale;
- (c) B5343 Near Elterwater; and
- (d) A591 Jenkins Field, Ambleside

Members were informed that TTROs could remain for a maximum of 18 months, and if a benefit was found from the temporary restrictions, it was proposed that the restrictions were made permanent through a Traffic Regulation Order.

Further Parking restrictions were proposed to be implemented on Birch Street in Windermere, which would enable enforcement to take place to prevent obstructive parking.

Additional “No Waiting at Any Time” restrictions were proposed at U5532 Pelter Bridge to prevent obstructive parking that had prevented access to properties.

Police Parking Bays were proposed at the following two locations to allow police vehicles and speed camera vans only to park and carry out proactive enforcement of the speed limits at these locations without being impeded:-

- (a) A591 between Benfield and Greenhead Fold Grasmere; and
- (b) A6 Shap Road in Kendal.

Further proposals were set out for the removal of the “No Waiting, 8.00 a.m. – 7.00 p.m., Full Week” restrictions on the U5527 Great Langdale and the B5343 Great Langdale as well as the removal of the “No Waiting at Any Time” restrictions on the A591 Lake Road (south of Waterhead the northbound cycle bypass pull-in) and on the U5532 Steps End Road, Pelter Bridge.

Members were informed that to enable the implementation of the restrictions listed in the report, the revocation of several TRP entries would be required across the locations as listed in the notice.

The report and attached appendices set out full details of the proposals, which included:-

- Summaries of the proposals in the statutory notice (Appendix 1)
- Plans showing the extents of the proposed restrictions (Appendix 2)
- The Council’s statement of reason for proposing to make the Order (Appendix 3)
- A summary of the responses to the Statutory Consultation (Appendix 4).

In relation to the Police Parking Bays proposed at the A591 between Benfield and Greenhead Fold Grasmere and the A6 Shap Road in Kendal, the Traffic Management Team Leader reported that she had been asked to provide speed camera data and confirmed that to date, 747 Notices of Intention to Prosecute had been issued in respect of the Shap Road. Members expressed support for the police parking bays which would assist greatly with enforcement of speed limits and traffic monitoring in the area.

A motion to approve the recommendation as set out in the report was proposed and seconded. A vote was taken and it was

RESOLVED: that having taken into account the 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 8.1 of this report, that the “Westmorland and Furness Council (Various Roads, South Lakeland Area (Traffic Regulation) Order 20><”, be brought into operation as advertised.

[Note: Cllr J Boak left the meeting at the end of this item.]

49. APPOINTMENTS TO OUTSIDE AND OTHER BODIES

The Chief Legal and Monitoring Officer introduced the report which asked the Board to appoint three members to the Windermere School Endowment. The appointed Members would act as Governors, would be required to attend two meetings per year and would be consulted by email on some matters throughout the year. It was noted that the term of appointment would be three years.

Councillor V Hughes nominated Councillors S Bavin, W Clark and A Jarvis as the three Members of the Windermere School Endowment, and this was seconded by Councillor E Hennessey.

No further nominations were received.

RESOLVED: that Councillors S Bavin, W Clark and A Jarvis be appointed as the Council’s representatives on the Windermere School Endowment.

50. OUTSIDE BODIES

Members provided verbal updates following Outside Body meetings they had attended since the last meeting of the Locality Board. The Chief Legal and Monitoring Officer reported that the Corporate Overview and Scrutiny Committee was currently conducting a full review of outside body memberships and would report in due course.

51. URGENT ITEMS

There were no Urgent Items for consideration.

52. DATE OF THE NEXT MEETING

The next meeting of the South Lakeland Locality Board was scheduled for Thursday 25 April 2024 at 6 p.m. The meeting would be held in the District Council Chamber at Kendal Town Hall.

The meeting ended at 8.55 pm

Locality Board: **South Lakeland**

Date: **March 2024**

Investment awards made by Active Cumbria:

Organisation	Project / Activity	£
Reconditioning Fund		
St Mary's Hospice, Ulverston	<p>ACTIVATE AT THE MEMORY LANE CAFÉ – HP Activities provided delivery of Activate sessions using stimulating activity kit to patients with dementia and their enablers over a period of 3 months. Hospice staff have received training in planning, risk assessing and using the kit.</p> <p>SPORTING MEMORIES – The Compassionate Communities team will work in partnership with Sporting Memories Foundation to deliver additional activities at the hospice and in community settings with older people 65+ in South Cumbria. This project is a pilot project of Sporting Memories activities within a hospice. The project will support and connect frail older sports fans through meaningful reminiscence and physical activities designed to improve mental and physical well-being and to reduce loneliness.</p>	5724.00
GLL – Better Kendal Leisure Centre	Funding to purchase kit to set up an Age Friendly Community Pickleball session at Kendal Leisure Centre for older adults.	872.00
The Hiking Household	6 maps produced (one for each former locality - total project investment £3565) aimed at older adults, showing a trail and highlighting where the benches are with a different activity (exercise, mindfulness suggestion at each point). The map for South Lakeland is in Lightburn Park, Ulverston and the launch event is planned for 27 th March.	609.00
Together Fund (ended September 2023)		
Kendal & Dist. Parkinson Group	Funding for the 'Stepping Stones' projects, contributing to 3 different themed sessions and 1-2-1 home visits for service users unable to access group activity to accommodate all levels of need.	6,034.00
Headway South Cumbria	Headway moved their monthly meetings to Kendal Leisure Centre. Supported by the staff at the leisure centre each of their meetings included an hour of physical activity ranging from boccia, table tennis through to gentle seated circuits. The group have been able to resume their in-person activities, increase their social interactions, and start to move that little bit more.	6,212.00
Furness MIND	Funding was used to provide 12 weeks of 90 min Tai Chi sessions for service users in Ulverston.	750.00
Riverside - DWP Kendal	The aim of the project was to improve the lives of each Youth Hub user through the inclusion of physical activity, to build the confidence of each	950.00

	individual while helping them to be able to interact with others and step back into the social world. Trusted provider Garry Holmes from Home Grown Sports Development provided 12 sessions of both activity delivery and coaching to enable both the service users and staff to participate in activities	
South Lakes Housing - Tyson Square, Ulverston	South Lakes Housing received £800 from the Together Fund. This was for the Tyson Square resident to purchase some activity equipment (Activate) kit to purchase and keep as well as for 12 sessions to be delivered by a local provider HP Activities.	800.00

Programme Delivery:

Programme	Outputs and progress
Street Tag	<ul style="list-style-type: none"> - On 03 January 2024, the previous school based programme was relaunched with a whole new format. - The previous locality leader boards were merged to match the two new unitary authorities, and it was opened up to include more settings other than just schools. Workplaces, community organisations, sports clubs, and families etc., are now all able to create teams and compete on one of the two leader boards. - We are now seeking people to come forward and become team captains to create teams for their respective settings – for more information please contact Oliver.carswell@cumberland.gov <p>Season 1 of the new programme finishes on the 13 March 2024, so Active Cumbria will be able to share the results and outcomes of that first season in due course.</p> <p>Currently 13 schools are engaged within South Lakeland</p>
Active Travel to School	<p>Bikeability training has been delivered in the following school in the panel area:</p> <ul style="list-style-type: none"> - Grange CofE Primary School(LA11 7JF)– 18 pupils in Year 5 - Milnthorpe Primary School(LA7 7QF) – 21 pupils in Year 5
Ramblers Wellbeing Walk	<ul style="list-style-type: none"> - Walk Leader (WL) training sessions: - Wellbeing Walks currently taking place: <ul style="list-style-type: none"> - Advantage! Rambling Raiders (Ulverston & Barrow Multiple Start Locations) - Cartmel Wellbeing Walk (LA11 6QF) - Grange-over-Sands Wellbeing Walk (LA11 6DY) - Kendal Sunday Walks'n'Wags (LA9 4PY) - Wander and Ponder - Kendal Wellbeing Walk (LA9 4DA)
Active Lives Survey	<p>Spring/Summer terms</p> <p>Contact has been made to those schools randomly selected by Sport England to take part in term 2 for the 23/24 academic year. The more schools that actively take part means more data to be collated for the county offering a more realistic outlook on the physical activity habits of CYP.</p>

Cumbria PE Network meetings	Our Cumbria PE Network meetings are termly meetings include CPD input from a keynote speaker, county updates and breakout rooms for the locality areas. Last held - Wednesday 24 th January 2024 Next meeting - Thursday 2 nd May 2024
CYP conference	Our primary conference 'Physical Activity and Movement – The Curriculum and Beyond!' took place on Thursday 7 th March at North Lakes Hotel, Penrith with over 100 delegates attending. A range of guest speakers presented and schools shared best practice and participated in three CPD workshops.
Cumbria School games	County wide event that approx. 800 C&YP attended, from across both Cumberland and W&F.
Live Longer Better in Cumbria	Within Westmorland and Furness: <ul style="list-style-type: none"> • 16 different engagements with partners, reaching approx. 670 people to promote optimal ageing through PA • 41 eLearning codes shared with partners to develop understanding of the importance of physical activity for older adults

General Comments:

*Officer observations of the difference we are making in this community.
Identification of any gaps in provision or areas of identified need / support from
Community Services and/or Members*

UK Shared Prosperity Funding – pipeline capital projects for both Ulverston Sports Centre (supporting Ulverston Rugby FC, Ulverston Cricket Club and Ulverston Rangers Football Club), Ulverston Climbing Wall and Ford Park.

Sir John Barrow School projects – approx. £1300 funding from Mid-Furness ICC for 2 types of after school activity, climbing and boxing, which Active Cumbria have supported.

Report Update prepared by: Clare Paling (Development Officer)

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Report Title	Safe and Strong Communities
Meeting	South Lakeland Locality Board
Meeting Date	25 th April 2024
Report Author	Mike Conefrey – Senior Manager, Safe and Strong Communities
Lead Cabinet Member(s)	Cllr Virginia Taylor – Sustainable Communities and Localities
Wards Affected	All in South Lakeland
Public. Part Exempt, or Fully Exempt	Public
Appendices (if any)	<p>Appendix I: Children and Young People Working Group - Action Notes</p> <p>Appendix II: Building Community Assets and Addressing Inequalities Working Group - Action Notes (Known as Communities & Equity Working Group)</p> <p>Appendix III: Climate Action and Increasing Biodiversity Working Group - Action Notes</p> <p>Appendix IV: Devolved Budget – Summary Position</p>

1. Executive Summary

1.1 The Safe and Strong Communities report brings together information from across the thriving community teams including community development. This report provides the South Lakeland Locality Board with an update on the work undertaken in Locality Board priority areas as reflected by the Board's attendant Working Groups, namely:

- Children and Young People Working Group
- Building Community Assets and Addressing Inequalities Working Group
- Climate Action and Increasing Biodiversity Working Group

In addition, the report provides an opportunity to highlight current issues and gives an overview of the Locality Board budget position.

2. Recommendations

For the reasons set out in this report, the South Lakeland Locality Board is recommended to:

- 2.1 Approve the award of £8,000 (£5,135 from the 0-19 service allocation fund and £2,865 from the 11-19 universal services fund) to South Cumbria Breastfeeding Support to provide breastfeeding support services across the locality.
- 2.2 Approve the award of £9,500 from the Priority Investment Fund, Strong and Connected Communities Programme to Hallgarth Community Centre for Improvements to outside facilities, soft landscaping - tree planting etc. Note; an additional grant of £1,000 from the Community Grants allocation will (if this recommendation is approved) result in a total grant of £10,500.
- 2.3 Agree the award of £47,550 from the devolved budget for Money Advice Services to South Lakes Citizens Advice (3.6.1).
- 2.4 Recommend that the Community Transport Grants Panel approve reallocation of £20,000 from the Sustainable Travel and Transport Fund to the Friends of the X112 Bus from the previous allocation to Coniston and Colton.
- 2.5 Allocate £108,763 (£76,335 from the 0-19 Services Allocation and £32,428 from the 11-19 Universal Services Allocation) to support children and young people aged 0-19 as described at 3.8.2. and to delegate any decisions on grant awards up to £5,000 to the Senior Manager, Safe and Strong Communities, in consultation with the Chair, Vice Chair and the relevant ward Members provided that these are in accordance with the criteria in the Cabinet Guidance agreed by Cabinet in February 2024.
- 2.6 Allocate £30,000 from the General Provisions Allocation to support a South Lakeland Community Grants Scheme as described at 3.8.3.
- 2.7 Allocate £76,327 ((£50,000 from the Community Planning (Growth Bid) and £26,327 from the General Provisions Allocation)) to support climate action and increased biodiversity as described at 3.8.4 and delegate decisions on grant awards up to £5,000 in respect of the Climate Action and Increasing Biodiversity budget to the Senior Manager Safe and Strong Communities in consultation with the Chair and Vice Chair of the Climate Action and Increasing Biodiversity Working group the Chair and Vice Chair of South Lakeland Locality Board and the relevant ward Member/s
- 2.8 Allocate £76,328 ((£50,000 from the Community Planning (Growth Bid) and £26,328 from the General Provisions Allocation)) to support building community assets and addressing inequalities as described at 3.8.5. and to delegate decisions on grant awards up to £5,000, in respect of the South Lakeland Building Community Assets Budget to the Senior Manager Safe and Strong Communities in consultation with the Chair and Vice Chair of the Building Community Assets and Addressing Inequality Working group the Chair and Vice Chair of the South Lakeland Locality Board and the relevant ward Members;

- 2.9 Note the award of £16,620 from the Priority Investment Fund, Strong and Connected Communities Programme to Hawkshead Parish to progress the local economic initiative 'Destination Hawkshead'. (3.8.6)
- 2.10 Note the award of the following grants in accordance with the delegated authority agreed by the locality Board at its meetings on the 18th of July 2023 and the 18th of October 2023

Name of Group / Organisation	Purpose of Grant	Grant Awarded
Brewery Arts Centre	Dance event	£5,000
Bardsea Malt Kiln Village Hall	Refurbishment of Play Park	£5,000
Windermere & Bowness Town Council	Street Marshalls pilot scheme	£5,000
Field Broughton Parish Rooms	Toward re-slating and insulation of kitchen roof	£5,000
Furness Tradition	Community band tutoring and instruments library	£4,500
Helsington & Brigsteer Village Hall	Cost of new solar panels	£4,000
Grange Town Council (Grange Medical Centre)	Defibrillators	£3,332
Sedbergh Book Town	Children's events at Booktown festival	£3,100
Ambleside Sports Association Ltd	Towards the purchase of equipment	£3,025
Coniston Parish Council	Biodiversity project	£3,000
Windermere & Bowness Town Council	Bowness Marshalls pilot scheme	£1,775
Cornerstone Community Church (Ignite Sedbergh)	Youth club equipment and trip	£1,500
The Heron Theatre	Children's Literary event	£795
Sedbergh PC	Coach parking survey costs	£750
Greenside Kendal (Fellside Forum)	Plug plants and seeds	£500
Coniston Parish Council	Return of the Bluebird celebrations	£500
Ambleside Parish Centre	Major Snow incident Dec '23 consumable reimbursement	£300

Park House Hawkshead (Scout & Guides)	Major Snow incident Dec '23 consumable reimbursement	£300
Rotary Club of Kendal	Technology Tournament	£200

3. Information

3.1 South Lakeland Locality Board Priorities

At the meeting of the South Lakeland Locality Board held on the 18th of July 2023 members resolved to form four Working Groups reflecting the local priorities identified following workshops held in May and June. These Working Groups to be focused on Children and Young People, Building Community Assets and Addressing Inequalities, Climate Action and Increasing Biodiversity, and Highways. At this meeting the Locality Board agreed to combine the Priority Investment Fund Project monies attendant to the Strong and Connected Communities Programmed devolved to the Locality Board ('Priority Investment Fund' £100,000) with £52,655 of General Provisions funding to create two budget lines upon which the Building Community Assets and Addressing Inequalities Working Group and the Climate Action and Increasing Biodiversity Working Group would advise the Locality Board regarding spend. These budget lines respectively 'Building Community Assets' (£76,328) and 'Climate Action and Biodiversity' (£76,327) to be administered as appropriate in accordance with the criteria regarding Community Grants agreed by Cabinet at its meeting of the 12th of September 2023 and/or the terms of the Officer Decision Record (ODR) of August 2023 regarding the Priority Investment Fund, Strong and Connected Communities Programme (Appendix VI, Safe & Strong Communities Report, South Lakeland Locality Board Meeting 18th October 2023).

3.2 Children and Young People Working Group.

3.2.1 The Children and Young People Working group met on the 5th of March 2024 (Action Notes are provided at Appendix I). The Working Group received a verbal report with respect to the Children in Care Council and Care Experienced Young People and a verbal report on the work of the Youth Council/Youth Parliament. A written update on relevant Public Health matters was circulated ahead of the meeting. An overview of Early Help was provided, and the meeting was advised that training on Corporate Parenting was being planned for all members. The Chair and Vice-chair are to attend a National Youth Agency workshop.

3.2.2 At its meeting on the 18th of July the South Lakeland Locality Board agreed that decisions on grant awards up to £5,000 from the 0-19 service allocation fund and the 11-19 universal services allocation be delegated to the Senior Manager, Safe and Strong Communities, in consultation with the Chair, Vice Chair and the relevant ward Members provided that these are in accordance with the criteria in the Cabinet Guidance agreed by Shadow Cabinet in February 2023. (Ref: Westmorland and Furness Council South Lakeland Locality Board, meeting 18th July 2023, Minutes sec. 19 (7)). Accordingly, the Locality Board is recommended to approve the award of £8,000 (£5,135 from the 0-19 service allocation fund and £2,865 from the 11-19 universal services allocation) to South Cumbria Breastfeeding Support to provide breastfeeding support services across the locality.

This is deemed to be consistent with the conditions agreed by the Locality Board at its meeting on the 18th of July 2023, namely that projects address at least one of the following criteria:

- Provide access to play, recreational, leisure or outdoor activities.
- Provide access to care or educational activities.
- Provide access to safe and enjoyable places for children and young people to go.
- Provide access to holiday, weekend or out of school activities.
- Enable children and young people's involvement and participation e.g. forum, youth council, engagement, empowerment, decision-making.
- Support children and young people to take part in volunteering or community action.

3.2.3 The Board is also asked to note the awards that have been made under the delegation to the Senior Manager, Safe and Strong Communities agreed on the 18th of July 2023 meeting:

- The award of £5,000 from the 0-19 service allocation fund to The Brewery Arts Centre to run a dance event.
- The award of £5,000 from the 11-19 universal services allocation to Bardsea Malt Kiln Village Hall for refurbishment of a play park.
- The award of £4,500 from the 11-19 universal services allocation to Furness Tradition for community band tutoring and an instruments library.
- The award of £3,100 from the 11-19 universal services allocation to Sedbergh Book Town for children's events at the Booktown festival.
- The award of £1,500 from the 11-19 universal services allocation to Cornerstone Community Church (Ignite Sedbergh) for youth club equipment and a trip.

- The award of £795 from the 11-19 universal services allocation to the Heron Theatre for a children's literary event.
- The award of £200 from the 11-19 universal services allocation to The Rotary Club of Kendal for a technology tournament.

3.3 **Building Community Assets and Addressing Inequalities Working Group.**

3.3.1 The Building Community Assets and Addressing Inequalities Working Group met on the 12th of March 2024 (Action Notes are provided at Appendix II). The Working Group received a presentation from Kendal Parish Church on development plans and a presentation on the current adult learning offer.

3.3.2 At its meeting on the 18th of October 2023 the Locality Board agreed that awards up to £5,000, in respect of the South Lakeland Building Community Assets Budget be delegated to the Senior Manager Safe and Strong Communities in consultation with the Chair and Vice Chair of the Building Community Assets and Addressing Inequality Working Group the Chair and Vice Chair of the South Lakeland Locality Board and the relevant ward Member/s (Ref: Westmorland and Furness Council South Lakeland Locality Board, meeting 18th October 2023, Minutes sec. 29 (3)). Accordingly, the Locality Board is recommended to approve the award of £10,500 from the Priority Investment Fund (Strong and Connected Communities Programme) to Hallgarth Community Centre (£8,000 from those funds being considered by the Building Community Assets and Addressing Inequality Working Group and £1,500 from those funds being considered by the Climate Action and Increasing Biodiversity Working Group). If this recommendation is approved a further £1,000 will be allocated from Community Grants providing a total grant of £10,500.

This is deemed to be consistent with the priorities agreed by the Locality Board at its meeting on the 18th of July 2023, namely that projects contribute to at least one of the following:

- Building Community Assets.
- Enabling communities to reduce inequalities.
- Enabling communities to build opportunity.
- Enabling communities to achieve greater independence.

3.3.3 The Board is also asked to note the award that has been made under the delegation to the Senior Manager Safe and Strong Communities agreed on the 18th of October 2023 meeting:

- The award of £5,000 from the Building Community Assets and Addressing Inequalities budget to Windermere & Bowness Town Council Inspira for the street marshals pilot scheme.

3.4 **Climate Action and Increasing Biodiversity Working Group.**

3.4.1 The Climate Action and Increasing Biodiversity Working Group met on the 13th of March 2024 (Action Notes are provided at Appendix III). The Working Group received an update on the development of a Parish Council Biodiversity Toolkit. The Working Group agreed to recommend that £1,500 from the Climate Action and Increasing Biodiversity Budget be granted to Hallgarth Community Centre (this in combination with those funds recommended by the Building Community Assets and Addressing Inequalities Working Group (3.3.2) and a £1,000 Community Grant) to contribute to the purchase of trees and shrubs as part of a large-scale outdoor improvement project.

3.4.2 At its meeting on the 18th of October 2023 the Locality Board agreed that awards up to £5,000, in respect of the South Lakeland Climate Action and Increasing Biodiversity Budget be delegated to the Senior Manager Safe and Strong Communities in consultation with the Chair and Vice Chair of the Building Community Assets and Addressing Inequality Working group the Chair and Vice Chair of the South Lakeland Locality Board and the relevant ward Member/s (Ref: Westmorland and Furness Council South Lakeland Locality Board, meeting 18th October 2023, Minutes sec. 29 (4)). No recommendations for grants exceeding £5,000 were made at this meeting of the Working Group.

3.4.3 The Board is asked to note the awards that have been made under the delegation to the Senior Manager Safe and Strong Communities agreed on the 18th of October 2023 meeting:

- The award of £4,000 from the Climate Action and Increasing Biodiversity Budget to Helsington & Brigsteer Village Hall towards the cost of new solar panels.
- The award of £3,000 from the Climate Action and Increasing Biodiversity Budget to Coniston Parish Council towards a biodiversity project.
- The award of £500 from the Climate Action and Increasing Biodiversity Budget to Greenside Kendal (Fellside Forum) for the purchase of plug plants and seeds.

3.5 Community Grants

3.5.1 The Board is asked to note the following Community Grants awarded in accordance with the criteria regarding Community Grants agreed by Cabinet at its meeting of the 12th of September 2023 and under the authority delegated to the Senior Manager Communities by the Board at its meeting on the 18th of July 2023.

- £5,000 to Field Broughton Parish Rooms toward re-slating and insulation of kitchen roof.
- £3,332 to Grange Town Council (Grange Medical Centre) towards Defibrillators.
- £3,025 to Ambleside Sports Association Ltd. towards the purchase of equipment.
- £1,775 to Windermere & Bowness Town Council towards the Bowness Marshalls pilot scheme.
- £750 to Sedbergh Parish Council for coach parking survey costs.
- £500 to Coniston Parish Council for return of the Bluebird celebrations.
- £300 to Ambleside Parish Centre to reimburse consumables utilised in the major snow incident in Dec 2023.
- £300 to Park House Hawkshead (Scout & Guides) to reimburse consumables utilised in the major snow incident in Dec 2023.

3.6 Money Advice

3.6.1 Council has allocated £47,550 to South Lakeland's Money and Debt Advice service which is currently delivered by South Lakes Citizen's Advice, these funds are delegated to the Locality Board which is recommended to approve the award of a grant of £47,550 to South Lakes Citizen's Advice for continuation of this service.

3.7 Sustainable Travel and Transport Fund

3.7.1 At its meeting on the 25th of January 2024 the Locality Board approved the award of £20,000 to Coniston and Colton for Improving sustainable travel including signage and road markings at Coniston Church of England Primary School and Bandrake Head, Colton. Works on this have been previously ordered therefore the Locality Board is recommended to recommend the Community Transport Grants Panel approve reallocation of this £20,000 to the Friends of the X112 Bus.

3.8 Devolved Communities Budget

3.8.1 At its meeting of the 13th of February 2024, the Cabinet for Westmorland and Furness approved the South Lakeland Locality Board revenue allocation totalling £1,270,968 as described below:

- 0 to 19 Services Allocation - £76,335
- 11 to 19 Universal Services Allocation - £32,428
- Money Advice Allocation - £47,550
- General Provisions - £82,655
- Community Planning (Growth Bid) Fund - £100,000
- Highways Revenue - £932,000

To facilitate continuation of the working practices established by the Locality Board it is recommended that:

3.8.2 The Board allocate £108,763 (£76,335 from the 0-19 Services Allocation and £32,428 from the 11-19 Universal Services Allocation) to support children and young people aged 0-19. Recommendations with respect to the use of this funding to be made by the Children and Young People Working Group for consideration by the Board or by the Senior Manager Communities as set out in the recommendation above.

This to continue to provide support for local children and young people in accordance with those criteria in the Cabinet Guidance.

3.8.3 The Board allocate £30,000 from the General Provisions Allocation to support a South Lakeland Community Grants Scheme. This scheme to be administered in accordance with the criteria regarding Community Grants agreed by Cabinet at its meeting of the 12th of September 2023 and with authority to approve grants delegated to the Senior Manager Communities as per the decision of the Board at its meeting on 18th of October 2023.

3.8.4 The Board allocate £76,327 (£50,000 from the Community Planning (Growth Bid) and £26,327 from the General Provisions Allocation) to support climate action and increased biodiversity. Recommendations with respect to the use of this funding to be made by the Climate Action and Increasing Biodiversity Working Group for consideration by the Board or by the Senior Manager Communities under the proposed delegation in the recommendation. The funding is to be administered in accordance with the criteria set out in the Locality Board report of 18 October 2023. This to continue to progress the priority of the Board 'caring for our climate and reducing our carbon footprint' agreed by the Board at its meeting on the 18th of July 2023.

3.8.5 The Board allocate £76,328 ((£50,000 from the Community Planning (Growth Bid) and £26,328 from the General Provisions Allocation)) to support building community assets and addressing inequalities. Recommendations with respect to the use of this funding to be made by the Building Community Assets and Addressing Inequality Working Group for consideration by the Board or by the Senior Manager Communities under the proposed delegation in the recommendation above. The funding is to be administered in accordance with the criteria set out in the Locality Board report of 18 October 2023. This to continue to progress the priorities agreed by the Board at its meeting on the 18th of July 2023, namely:

- Building Community Assets.
- Enabling communities to reduce inequalities.
- Enabling communities to build opportunity.
- Enabling communities to achieve greater independence.

3.8.6 The Destination Hawkshead grant was approved under the authority delegated to the Senior Manager (Safe and Strong Communities) acting in consultation with the Chair of the South Lakeland Locality Board and the Building Community Assets and Addressing Inequalities Working Group agreed at the meeting of the South Lakeland Locality Board on the 18th of October 2023 (Ref: Minutes of a Meeting of the South Lakeland Locality Board held on Wednesday, 18 October 2023, sec 29).

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

1. South Lakeland Locality Board has a key role in local community leadership, it is ideally placed to progress the Council Plan priorities through enabling collaborative local working across the priority themes. Close working with partner organisations and communities ensures that the interventions undertaken to address these priorities are relevant to our population and that local people are at the heart of council delivery.

2. The priorities of the South Lakeland Locality Board compliment those of the Council as a whole; the work of the Locality Board brings both additionality and emphasis that reflects the particular circumstances of the area.

3. Working Groups aligned to the agreed local priorities ensure the South Lakeland Locality Board is equipped with a decision making infrastructure that enables considered and effective progress with respect these priorities.

5. Consultation Outcomes

5.1 No consultation outcomes.

6. Alternative Options Considered

6.1 Members may choose to either agree the recommendations as presented or suggest alternative proposals.

7. Reasons for the Recommendations

7.1 The recommendations in this report reflect the work of the South Lakeland Locality Board and its attendant working groups in describing local priorities and considering how devolved funds may best be employed to address these priorities.

8. Climate and Biodiversity Implications

8.1 The recommendations in this report include support for local initiatives aligned to the priorities of the South Lakeland Locality Board with respect to Climate Action and Improving Biodiversity.

9. Legal and Governance Implications

9.1 This report seeks approval to allocate the Locality Board budget as set out above. The Constitution provides that the Locality Board remit includes allocation of discretionary budgets, making decisions and developing activities in supporting locality working, projects and activities within the terms of any scheme that may be developed by the Cabinet (Part 2, Section 14, Constitution)

9.2 The Council (March 2024) agreed the Locality Board's revenue allocation. Cabinet (February 2024) agreed guidance in respect of allocations and the limitations of virements.

9.3 Locality Board members must satisfy themselves that the proposals to distribute grants are being made in accordance with agreed criteria to ensure consistency and transparency across the process. Due weight must be given in terms of equalities duties and fairness. Should the Council distribute funds not in accordance with these principles, then it could be at risk of legal challenge. Grant awards should be made subject to appropriate terms and conditions and with regard to the Council's Finance Procedure Rules. Members of the Locality Board will need to satisfy themselves that the proposed grant awards are being determined in accordance with criteria. The Council is under a legal obligation to comply with the Subsidy Control Act 2022. Decisions of the Council may be challenged by judicial review if the subsidy control rules are not followed or not followed completely. Grants or other measures may be suspended, and orders for damages or recovery of any unlawful subsidy made. The Council may suffer reputational damage if an unlawful subsidy is made.

10. Human Resources Health Wellbeing and Safety Implications

10.1 There are no human resources implications resulting from this report.

11. Financial Implications

11.1 The current financial position for the Locality Board is summarised in Appendix IV to this report. There are currently unallocated resources totalling £17,498 in the budget.

11.2 Should recommendation 2.1 in this report be agreed, £5,135 will be committed from the 0-19 Services budget and £2,865 will be committed from the 11-19 Universal Services budget, fully committing both these budgets.

11.3 Should recommendation 2.2 be agreed, £8,000 will be committed from the Building Community Assets budget and £1,500 will be committed from the Climate Action and Diversity budget, fully committing these budgets.

11.4 If both recommendations 2.1 and 2.2 are agreed, the total budget will be fully committed.

12. Equality and Diversity Implications

12.1 A screening Equality Impact Assessment has been undertaken; it is not considered that a full Equality Impact Assessment is required.

13. Background Documents

13.1 Westmorland and Furness Council South Lakeland Locality Board, meeting 18th October 2023, Minutes sec. 29 (3, 4 & 6);

13.2 Westmorland and Furness Council South Lakeland Locality Board, meeting 18th July 2023, Minutes sec. 19 (7 & 12)).

13.3 [Cabinet Meeting 13 February 2024, 2024/25 Budget Proposals, Agenda item - 2024/25 Budget Proposals | Westmorland and Furness Council \(modern.gov.co.uk\) including Locality Board budgets and guidance App 3 Locality Board Budgets Guidance.pdf \(modern.gov.co.uk\)](#)

SOUTH LAKELAND LOCALITY BOARD OF WESTMORLAND AND FURNESS COUNCIL

CHILDREN & YOUNG PEOPLE'S WORKING GROUP

Meeting 5 March 2024

ACTION NOTES

In Attendance:

Core members

Cllr Shirley Evans (Chair), Cllr Janet Battye (Vice-chair), Cllr Will Clark, Cllr Jonathan Cornthwaite, Cllr Vicky Hughes

Other attending members

Cllr Helen Chaffey, Cllr Doug Rathbone, Cllr Andrew Jarvis,

Officers

Mike Conefrey	Area Manager
Gill Holmes	Community Development Officer
Karen Charlesworth	Community Development Assistant
Lynne Murray	Youth Participation Officer
Joanne Gawne	Children's Rights Officer
Clare Paling	Active Cumbria

Guest

Lisa Gledson Early Help Team Manager

Apologies

Cllr Dyan Jones, Cllr Sue Sanderson, Cllr Judy Filmore, Cllr Jackie Drake
Yvonne Rowlinson, Public Health Nurse

1. Welcome and Apologies

The Chair welcomed everyone to the meeting and took apologies as above.

2. Minutes of the last meeting and matters arising

The minutes of the meeting of the Working Group held on 11 December 2023 were presented to Locality Board on 25 January 2024 and confirmed as a correct record.

Gill Holmes noted a correction to the reporting of a funding request for Lakes Comic Arts. It was reported that a recommendation of £8870 was being made to the Locality Board when in fact it was for £7145.

3. Priority Setting

The working group’s priorities have been updated in line with discussions at the last meeting. They are included in the Performance Monitoring and Budget Report.

4. Children in Care Council (CiCC) & Care Experienced Young People

Joanne Gawne confirmed that the children and young people in the CiCC had agreed that they would not now be renaming the group. Joanne gave an update on all the meetings and activities that have taken place or are due to – her report will be circulated following the meeting.

The new Care Leavers Ambassador is starting to plan his timetable for the coming year and Lynne Murray is helping to support him.

Action/s	Who	Financial implication/s
Report to be circulated. Care Leaver Ambassador to be invited to the next working group	Gill Holmes/Joanne Gawne	NIL

5. Youth Council/Youth Parliament

Lynne Murray gave an update on the current British Youth Council’s ‘Make Your Mark’ ballot which is due to end on 8 March. 70 schools in our area have so far taken part with over 200 votes being registered. There are still 19 other schools who we are hoping will encourage their pupils to take part. Following the ballot deadline, Lynne will advise the working group of the top 3 priorities that have been voted for in the Westmorland and Furness footprint.

Action/s	Who	Financial implication/s
Report to be circulated.	Gill Holmes/	NIL

6. Public Health

Yvonne Rowlinson was unable to attend the meeting so had provided some updates which Gill Holmes had circulated to Members prior to the meeting. These included details on the Healthy Habits for Life programme, E- clinics and details of the Public Health 5-19 service. Yvonne is happy to receive questions from Members via email and is expecting to attend the meeting in June.

Cllr Helen Chaffey commented that it would be useful for school governors to receive training on some of the Public Health aspects.

Mike Conefrey commented that obesity levels have increased since COVID and that vaccinations for immunity purposes are on the decline.

Lindsay Ormesher, the Children and Families Public Health lead has confirmed her attendance at the next meeting in June. She will be able to provide us with data on smoking in pregnancies which is causing concern.

7. Early Help

Lisa Gledson gave an overview of the Early Help service and took questions from Members. She advised the group that new guidelines were published in December 2023 with an expectation that family support and the Early Help offer is to be more robust with more emphasis on prevention than intervention.

The Working Group requested that regular data, including the number of open cases and how many progress to Education, Health and Care Plans, for the South Lakeland area be provided. Gill Holmes will liaise with the team before the next meeting in June.

Lisa was informed that through 0 -19 funding, there are a wide variety of children and young people based projects in South Lakeland that have received grant funding, some of which might be able to assist the team when looking for services.

Action/s	Who	Financial implication/s
Data to be gathered before the next meeting. Details of 0 -19 grant recipients to be provided	Gill Holmes	NIL

8. Corporate Parenting

The Chair reported that training on Corporate Parenting will be scheduled soon for all Members. The Corporate Parenting Board (CPB) are looking to create a care experienced covenant to cover the health needs of young people as they leave care.

At the Foster Parents’ steering group meeting, one of the key messages that has come through is that they wish to receive more information on the children who are coming to them for fostering so that they can support the children in the best possible way.

9. Youth Services

The Chair and Vice-chair are to attend a National Youth Agency (NYA) workshop to learn more about the statutory obligations of Local Authorities. Susan Hodkin, Partnerships and Improvement Manager for Westmorland and Furness Council is currently mapping out the existing services on the ground which will help to inform Members as to where the gaps are.

The Chair has been in conversation with a youth worker in Lancashire who shared his experiences and approach to targeted youth work in his area. This may be a model that we could adopt in South Lakeland. Cllr Shirley Evans also reported that Cumbria University is developing a Youth Work course. She will keep the group informed of progress.

Cllr Janet Battye, commented that the NYA workshop will help to re-promote the importance of youth work that was previously seen as discretionary which she now understands to be a requirement.

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10. Performance Monitoring and Budgets Report

Gill Holmes updated on how the working group’s priorities have been included in this report and how we will ensure that all grant funded groups provide timely evaluations on their projects. We have received a report for the grant award for the 10p swims at half term which Gill Holmes will circulate following the meeting. The current budget figures were discussed.

11. Funding Reports

It was noted that the Kendal Rotary Club has been awarded £200 towards the cost of the forthcoming Technology Tournament. This had been agreed by the Area Manager in discussion with the Chair and Vice-chair.

The following funding reports were considered by the group:

- Bardsea Malt Kiln Village Hall Refurbishment of play park area £5000
- Furness Tradition Community Band tutoring and instrument loan library £4500
- Sedbergh Booktown Literacy Trust Children’s events at the Booktown Festival £5000
- South Cumbria Breastfeeding Support Services in South Lakeland £8000
- The Heron Theatre Children’s Literary event £ 795

Action/s	Who	Financial implication/s
Agreed by Area Manager in discussion with core Members of the CYPWG to award the grants to Bardsea Malt Kiln Village Hall, Furness Tradition and The Heron Theatre as detailed above.	Mike Conefrey to note for LB. Gill Holmes to process the awards	£13,595 committed from 11 -19 budget
Agreed by Area Manager in discussion with core Members of the CYPWG to award £3100 to Sedbergh Booktown Literacy Trust		
Recommendation to Locality Board 25 April to award a grant of £8000 to South Cumbria Breastfeeding Support	Mike Conefrey to table for LB	£5,135 committed from 0 – 19 budget £2,865 committed from 11 – 19 budget

12. AOB

None

13. Date of next meeting

Monday, 3 June 2024, 5.30pm to 8.00pm via MS Teams

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SOUTH LAKELAND LOCALITY BOARD OF WESTMORLAND AND FURNESS COUNCIL

COMMUNITIES & EQUITY WORKING GROUP

12th March 2024

ACTION NOTES

In Attendance:

Core members:

Cllr H Ladhams (Chair)
 Cllr J Drake (Vice Chair)
 Cllr Stephen Bavin
 Cllr Giles Archibald
 Cllr Suzanne Pender
 Cllr M Severn

Other attending members:

Cllr H Chaffey
 Cllr P Thornton
 Cllr J Beatty
 Cllr V Hughes

Officers:

M Conefrey
 G Homes
 D St Claire

Apologies:

None

External Parties Attending:

Paul Arnold, Kendal Parish Church
 Shanti Thompson, Kendal Parish Church

NOTES

AGENDA ITEM	NOTES
Welcome and Apologies	No apologies recorded at the meeting.

AGENDA ITEM	NOTES
Minutes of the last meeting and	Minutes of the last meeting approved as a true record.

Matters Arising			
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Check record of last meeting SB apologies and amend appropriately.	C Last	
	CYPWG joint session with this working group early summer, to identify issues around financial hardship around young families and general health outcomes.	M Conefrey	
	MBP Arnside to Grange Trial regular updates to working group.	C Last	

AGENDA ITEM	DECLARATIONS OF INTEREST
Hallgarth Community Centre	Cllr G Archibald declared a personal interest as he has knowledge of the group.

AGENDA ITEM	NOTES		
Kendal Parish Church	Presentation on Kendal Parish Church on current plan, the building is grade 1 listed and requires urgent maintenance works to the chapel roof, removal of pews, replacement of porch, automatic access door and an accessible ramp to enable the building to be safe, watertight and fully accessible. To provide an additional exhibition area and more space for community events. Total cost of works is £3.45m. Alongside these works the church would like to improve the access between the Church and the Art Gallery and improved signage in the car park. It was noted that Westmorland and Furness Council own the land around the footprint of the church.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Link in with Heart of Kendal group, Town Team as part of the broader considerations which will include the Kendal Bid and Kendal Futures	M Conefrey	
	Provide letter of support from South Lakeland Locality Board	M Conefrey	

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AGENDA ITEM	NOTES	
<p>W&F Adult Learning and Global Resettlement Team</p>	<p>Donna St Claire provided an update on current activity, Adult Learning are a hosted service that sits within Westmorland and Furness and Cumberland Council. The service is focused provision that transforms the lives of the most disadvantaged communities, enhances employment opportunities for low skilled residents and meets the needs of local employers. They breadth of curriculum in English, Maths, Arts and Crafts, ESOL, Health and Wellbeing, employability, LLDD and high needs, languages, family learning, digital and greener. Alongside this they have a 3rd sector curriculum to deliver a bespoke programme for the communities or service users. They have a single management structure that operates like a college.</p> <p>Westmorland and Furness Resettlement Team (Barrow and South Lakeland), updates were provided on the team, refugee legal and safe route schemes, accommodation data, service update, 3-year development plan - learning from other local authorities and ensuring refugees have a voice to embed the refugee voice in programme delivery.</p>	
	ACTION/S	FINANCIAL IMPLICATION/S
<p>Regular updates to working group to better understand local delivery on Adult Learning sessions.</p> <p>Ulverston Victoria High School is this used as a venue to deliver sessions.</p>	<p>C Last</p> <p>D St Claire</p>	

AGENDA ITEM	NOTES	
<p>Performance and Budget Update</p>	<p>Members to note that £62,730 has been granted.</p> <p>£13,748 remains.</p>	

Destination Hawkshead Project	Members were updated on the Destination Hawkshead Project, as an award from the C&EWG was made last year to support the develop of a plan to increase the number of visitors and to improve the public realm. Cumbria Tourism are leading on the project, with regular steering group meetings taking place.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Regular updates to be provided to working group members.	Gillian Holmes	

AGENDA ITEM	NOTES		
Funding Requests	(1) Hallgarth Community Centre – to support the Community Garden Project.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Recommendation to Locality Board on 25/4/24 to award £8,000 to Hallgarth Community Centre.	Carol Last	£8,000 earmarked from the C&EWG grant budget.

AGENDA ITEM	NOTES		
Funding Requests	(2) Windermere & Bowness Town Council – to support street marshals to patrol Bowness and Windermere during the busiest tourist dates.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Agreed by core members of the working group to award £5,000.	Carol Last	£5,000 earmarked from the C&EWG
	Reminder of grant request is being considered as a Community Grant to be agreed by Area Manager, Chair of Locality board which will be informed by discussions from the meeting.	Mike Conefrey	
	Regular updates to be provided to working group members.	Carol Last	

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AGENDA ITEM	NOTES		
Funding Requests	(3) Levens Methodist Church Warm Space – to support utility costs.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Agreed by core members of the working group to award £748.00	Carol Last	£748.00 earmarked from C&EWG

AGENDA ITEM	NOTES		
Any other business	AOB		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Extraordinary meeting to be arrange with core members of the working group to develop priorities and a work plan to the end of the Council term. To co-opt 5 representatives on to the Locality Board, offer to each of the working groups to co-op a working group member onto the Locality Board. Add to agenda for next meeting.	Carol Last Mike Conefrey Helen Ladhams Helen Chaffey Carol Last	

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Next Meeting: 12th June at 6.pm on MS Teams

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SOUTH LAKELAND LOCALITY BOARD OF WESTMORLAND AND FURNESS COUNCIL

CLIMATE ACTION AND INCREASING BIODIVERISTY WORKING GROUP

13th March 2023

ACTION NOTES

In Attendance:

Core members:

Cllr E Hennessy (Chair)
 Cllr H Hodgson (Vice Chair)
 Cllr P Dixon
 Cllr H Ladhams
 Cllr J Battye
 Cllr M Brereton

Other attending members:

Cllr H Chaffey
 Cllr G Archibald
 Cllr V Hughes

Officers:

M Conefrey
 L Foster

Apologies:

Cllr Dyan Jones

External Parties Attending:

NOTES

AGENDA ITEM	NOTES		
Welcome and Apologies	Apologies from Cllr Jones		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
None Arising			

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AGENDA ITEM	NOTES		
Minutes of the last meeting and Matters Arising	Minutes of the last meeting approved as a true record.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
None Arising			

AGENDA ITEM	NOTES		
Declaration of interest	None		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
None arising			

AGENDA ITEM	NOTES		
Biodiversity Parish Council Toolkit Update	The Biodiversity Toolkit is currently with the communications team, who are adding updates around the Local Nature Recovery Strategy and the Plan Bee. This will then be promoted to Parish and Town Councils.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
Update to be circulated with Members.		L Foster	None

AGENDA ITEM	NOTES		
Performance and Budget Update	£13 427 remains.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
None arising			

AGENDA ITEM	NOTES		
Funding Requests	(1) Coniston Parish Council – large project which has been funded through the Climate & Nature Partnership Funding. £3000 shortfall.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Agreed by Area Manager in discussion with Locality Board Chair and core Members of the CA&IB WG to award £3000 to Coniston Parish Council for the project.	M Conefrey to note for LB. L Foster to process the award	£3000 committed from CA&IB budget

AGENDA ITEM	NOTES		
Funding Requests	(2) Greenside and Fellside Forum – seeking £500 funding for bulbs and wildflower seed for planting.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Agreed by Area Manager in discussion with Locality Board Chair and core Members of the CA&IB WG to award £500 to Greenside and Fellside Forum for the project.	M Conefrey to note for LB. L Foster to process the award	£500 committed from CA&IB budget

AGENDA ITEM	NOTES		
Funding Requests	(3) Greener Grange (Project not ready. Permissions still being sought)		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S

AGENDA ITEM	NOTES		
Funding Requests	(4) Helsington and Brigsteer Village Hall - Seeking funding towards solar panel and battery to reduce the carbon footprint of the local community hall.		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	Agreed by Area Manager in discussion with Locality Board Chair and core Members of the CA&IB WG to award £4000 to	M Conefrey to note for LB. L Foster to process	£4000 committed from CA&IB budget

Helsington and Brigsteer Village Hall for the project.	the award	
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AGENDA ITEM	NOTES	
Funding Requests	(5) Windermere Food Farm – Members to note this application has not yet been received as the group is currently becoming constituted.	
	ACTION/S	WHO
	FINANCIAL IMPLICATION/S	

AGENDA ITEM	NOTES	
Funding Requests	(6) Hallgarth Community Centre – purchase of trees and shrubs as part of their large-scale outdoor improvement project	
	ACTION/S	WHO
Agreed by Area Manager in discussion with Locality Board Chair and core Members of the CA&IB WG to award £1500 to Hallgarth Community Centre for the project.	M Conefrey to note for LB. L Foster to process the award	£1500 committed from CA&IB budget
	FINANCIAL IMPLICATION/S	

AGENDA ITEM	NOTES	
Any other business	AOB	
	ACTION/S	WHO
Climate Action Part 2 Document to be circulated along with Cllr Battye’s notes.	L Foster	None
Speak to Graeme Wheelhouse re verges (possibilities and maintenance issues). Explore opportunity for joint discussion with CA&IB WG and Highways WG Members.	L Foster	None
Community Orchards – Cllr Battye contact for Brigsteer Community Orchard. Potential for future discussion.	J Battye and L Foster	None
	FINANCIAL IMPLICATION/S	

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W&F website – potential for Climate and Nature to have higher profile. Cllrs Chaffey and Hennessy to approach Helen Blake and Cllr Jones.	H Chaffey and E Hennessy	None
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Next Meeting: Wednesday 24th June 6pm, Microsoft Teams (link to follow)

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APPENDIX IV. South Lakeland Locality Board, Summary Financial Position

SUMMARY FINANCIAL STATEMENT AS AT: 31 March 2024

Discretionary budgets total allocation 2023/24 Council	
Budget Allocation as Council Before Review By Local Committee	
General Provision	82,655
0-19 Services	76,355
11-19 Universal Services	32,428
Total Discretionary Allocation	191,438

Budget Sector	Original Budget 2023/24	Balance B/Fwd	Virement In	Virement Out	Revised Budget 2023/24	Other Contribs	Spending Limit 2023/24	Committed Expenditure	Actual Expenditure to Date	Projected Outturn	Unallocated Resources or Variance
	£	£	£	£	£	£	£	£	£	£	£
Discretionary Budgets											
General Provision	82,655	0	0	(82,655)	0	0	0	0	0	0	0
0-19 Services	76,355	0	0	0	76,355	0	76,355	0	71,220	71,220	5,135
11-19 Universal Services	32,428	0	0	0	32,428	0	32,428	29,565	0	29,565	2,863
Community Grants Fund	0	0	30,000	0	30,000	0	30,000	3,525	26,475	30,000	0
	191,438	0	30,000	(82,655)	138,783	0	138,783	33,090	97,695	130,785	7,998
Other Revenue Budgets											
Money Advice Contract - CAB	47,550	0	0	0	47,550	0	47,550	0	47,550	47,550	0
Local Sustainable Travel & Transport Fund	0	0	419,400	0	419,400	0	419,400	361,914	57,486	419,400	0
Strong Connected Communities Programme	0	0	100,000	(100,000)	0	0	0	0	0	0	0
DWP Household Support Fund	0	0	0	0	0	79,200	79,200	0	79,200	79,200	0
Building Community Assets	0	0	76,328	0	76,328	0	76,328	5,748	62,580	68,328	8,000
Climate Action & Biodiversity	0	0	76,327	0	76,327	0	76,327	11,927	62,900	74,827	1,500
	47,550	0	672,055	(100,000)	619,605	79,200	698,805	379,589	309,716	689,305	9,500
LOCALITY BOARD TOTAL	238,988	0	702,055	(182,655)	758,388	79,200	837,588	412,679	407,411	820,090	17,498

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Westmorland and Furness Council

Report Title	Events and Festivals Grants Panel Arts Culture and Heritage Grants panel– Council member representative for grants panel.
Meeting	South Lakeland Locality Board
Meeting Date	25 th April 2024
Report Author	Joanne Marwood
Lead Cabinet Member(s)	Cllr Virginia Taylor, the Lead Cabinet Member for Sustainable Communities and Localities.
Wards Affected	All
PUBLIC. PART EXEMPT, OR FULLY EXEMPT	Public
Appendices (if any)	N/A

1. Executive Summary

- 1.1 This report seeks approval for a member of the South Lakeland Locality Board to be nominated to sit on the Council’s internal Events and Festival grants panel. The recommendation follows the Council’s successful applications to the UK Government Shared Prosperity fund.

2. Recommendations

For the reasons set out in this report, the Locality Board is recommended to:

- 2.1 nominate a member to sit on the Council’s internal Events and Festivals grants panel which will meet virtually twice a year in summer 2024 and early 2025.
- 2.2 nominate a member to sit on the Council’s internal Arts Culture and Heritage grants panel which will meet in summer 2024

3. Information: the Rationale & Evidence for the Recommendations

- 3.1 Two successful funding bids were submitted to the Uk Government Shared Prosperity fund. One application was for £100,000 to deliver grants to improve the events and festivals offer across Westmorland and Furness. Small grants will be offered internally or externally to small organisations requiring funding to improve the quality and functionality of the event /festival. The objectives for this fund are to support 10 organisations to improve events and festivals, provide 22 organisations with non-financial support to improve their events and festivals offer, support 10 amenities and facilities and reach 1000 people with the project benefits.

3.2 The other successful application was for £200,000 for Arts Culture and Heritage to improve community involvement in existing cultural, creative and heritage organisations, enhance current facilities, increase wheelchair access and footfall. Funding will be offered internally or externally to small organisations requiring funding. The objectives for this fund will be to improve 8 culture or heritage assets, support 7 events, make 50 m2 of land wheelchair accessible support or step free and create 10 facilities. Grants funding in the Barrow area would be used for capital and revenue and grants in Eden and South Lakes would be used for capital only.

3.3 A grants panel consisting of Council Officers and one member from each Locality Board is required to make transparent decisions on grant applications. The first virtual panel meeting is scheduled for Summer 2024.

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

4.1 Events and festivals along with heritage and culture sites contribute to the Council Plan which has a vision of making Westmorland and Furness ‘ a great place to live, work and thrive. ‘The grant programmes fit in with the priorities included in the Council Plan. ‘We will build strong links with parish and town councils, local community groups and other organisations. We will strengthen the local planning process to ensure residents are more involved and can have their say.’

5. Consultation Outcomes

5.1 David Haughian has consulted with Cllr Virginia Taylor, the Lead Cabinet Member for Sustainable Communities and Localities.

6. Alternative Options Considered

6.1 An alternative option is to not appoint a member to the panel, however officers do not recommend this.

7. Reasons for the Recommendations

7.1 This funding will enhance and add value to the current cultural offer in Westmorland and Furness.

8. Climate and Biodiversity Implications

8.1 The programmes contain an element of sustainability through using grants for capital or revenue purposes to improve sustainability at events. We will encourage the use of LED lighting, reusable equipment and compostable cutlery and cups.

9. Legal and Governance Implications

9.1 The report refers to funding that has become available via a successful UKSPF application. The grant panel will need to have regard to any UKSPF

requirements associated with the funding. The Council may distribute grants in accordance with agreed criteria to ensure consistency and transparency across the process. Due weight must be given in terms of equalities duties and fairness. Should the council distribute funds not in accordance with these principles, then it could be at risk of legal challenge.

- 9.2 Grant awards will be made subject to appropriate terms and conditions and with regard to the Council's Finance Procedure Rules and any UKSPF terms and conditions. Officers will liaise with Legal Services in the preparation of appropriate grant funding terms and conditions and with regard to Subsidy Control compliance.
- 9.3 The Council is under a legal obligation to comply with the Subsidy Control Act 2022. Decisions of the Council may be challenged by judicial review if the subsidy control rules are not followed or not followed completely. Grants or other measures may be suspended, and orders for damages or recovery of any unlawful subsidy made. The Council may suffer reputational damage if an unlawful subsidy is made.
- 9.4 Any Members appointed to the grants panel should seek legal advice from the Monitoring Officer where there is any concern that a situation may arise where there might be a problem with an interest arising from their involvement with an applicant.

10. Human Resources Implications

- 10.1 No human resources implications are expected as a result of the contents of this report.

11. Financial Implications

- 11. No financial implications are expected as a result of the contents of this report.

12. Equality and Diversity Implications (including the public sector equality duty, Armed Forces Veterans, Care Experienced, Rurality, and Socio-Economic Inequalities implications)

- 12.1 No equality and diversity implications are expected as a result of the contents of this report.

13. Background Documents

- 11. None.

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Westmorland and Furness Council

Report Title:	Highways Working Group Covering Report
Meeting:	South Lakeland Locality Board
Meeting Date:	25 th April 2024
Report Author:	Graeme Wheelhouse – Area Highway Network Manager
Lead Cabinet Member(s):	Peter Thornton
Wards Affected	All in South Lakeland
PUBLIC, PART EXEMPT OR FULLY EXEMPT	Public
List of Appendices (if any)	Appendix 1 – Action Notes. Highways Working Group 6 th March 2024

1. Executive Summary

- 1.1 *This report provides the Action Notes of the meeting of the Highways Working Group (“the Working Group”) held on 6th March 2024 and includes recommendations for consideration by the Locality Board.*

2. Recommendations

- 2.1 For the reasons set out in this report, it is recommended that the South Lakeland Locality Board:

Note the Action Notes of the Working Group meeting of 6th March 2024 which are attached as Appendix 1;

3. Information: the Rationale and Evidence

- 3.1 The Working Group received the following presentations:-

- The County Bridges Manager delivered a presentation on Bridges and Structures and gave examples of Asset types and maintenance.
- The Local Area Network Manager provided a report on flooding at Harry Brow, Hincaster and Submarine Bridge, Well Heads Lane. Since the meeting, a level survey has been undertaken at Harry Brow and it appears that the road cannot be overlaid without the rebuild of adjacent boundary walls. In addition, there are several other obstacles such as large trees and united utilities apparatus.

A potential option would be to consider whether storage in the adjacent, privately owned fields would be feasible. This would require landowner consent in addition to legal easements. It would also rely on prevailing ground conditions. Flooding incidents at Harry Brow are infrequent and there are short diversions available for local residents.

- The Traffic Management Team Leader presented a briefing covering the consolidation of speed limits Traffic Regulation Order, alongside the Old Hutton and Ulverston 20mph proposals.

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

4.1 A safe, sustainable and serviceable highway network underpins the Council Plan Vision for Westmorland and Furness to be a great place to live, work and thrive and supports many of the Council's priorities. A reliable highway network enables people, goods and services to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their own communities.

5. Consultation Outcomes (with services, ward councillors & public consultation where required)

5.1 No consultation outcomes.

6. Alternative Options Considered

6.1 Members may choose to either agree the recommendations as presented or suggest alternative proposals.

7. Financial Implications and risk

7.1 There are no financial implications resulting from this report. (T. Chew 3.4.2024)

8. Legal & Governance Implications

8.1 There are no direct legal implications arising from this report. The South Lakeland Locality Board has various responsibilities, powers and functions concerning Highways and Transport (para 15 of Part 2 of the Constitution).

8.2 By noting the Action Notes of the Working Group meeting of 6th March 2024 which are attached at Appendix 1 as recommended the Locality Board will be fulfilling its constitutional function. (KB – 2.4.2024)

9. Human Resources Implications

9.1 There are no human resources implications resulting from this report. (People management name and date)

10. Equality & Diversity Implications (including the public sector equality duty, Armed Forces Families, Care Leavers and Health inequalities implications)

10.1 There are no equality and diversity implications resulting from this report. (People Management name and date)

11. Background Information & Sources (used in preparation of this Report)

11.1 No previous relevant decisions.

SOUTH LAKELAND LOCALITY BOARD OF WESTMORLAND AND FURNESS COUNCIL

HIGHWAYS WORKING GROUP

Teams meeting Weds 6th March 2024 10:00 to 12:00

ACTION NOTES

Core Attendees:

Cllr A Jarvis
Cllr Bavin (via TEAMS)
Cllr R Audland
Cllr H Irving
Cllr I Mitchell
Cllr H Hodgson

Apologies:

Cllr H Ladhams
Cllr J Boak
Cllr V Hughes
Cllr S Sanderson
Cllr J Brook
Cllr J Filmore
Cllr S Evans
Cllr J Battye
Cllr D Rathbone

Other Attending Members:

Cllr P Thornton
Cllr H Chaffey
Cllr P Dixon

Officers:

H Karaaslan
P Hosking
G Wheelhouse
Karen Charlesworth
Mike Conefrey (via TEAMS)
M Hardman

NOTES

AGENDA ITEM	NOTES		
Agree minutes and actions from previous meeting 28.11.23.	Chair Cllr Audland ask if all in agreement - Agreed		
OUTSTANDING ACTION/S		WHO	FINANCIAL IMPLICATION/S
FROM 13.09.23 FROM 28.11.23 Cllr Audland taking responsibility to follow up O/S actions.		Cllr Audland	

AGENDA ITEM	NOTES		
(3) Bridges & Structure Presentation	Bridges & Structure Presentation Martin Hardman (County Bridges Manager)		
ACTION/S		WHO	FINANCIAL IMPLICATION/S
(a) PowerPoint presentation to be shared with members. (b) Request made by members for a list of the structures not able to be included in the 2024/25 Capital Programme		K Charlesworth K Charlesworth	

AGENDA ITEM	NOTES		
(4) Flooding	Presented by Peter Hosking <ul style="list-style-type: none"> • Submarine Bridge, Well Heads Lane Sedgwick • Harry Brow, Hincaster 		
ACTION/S		WHO	FINANCIAL IMPLICATION/S
(a) Officer recommendation – 2.1 Option 5 To install additional permanent flap signing at Submarine Bridge that can be activated when required.			
(b) Members requested costings for improvements to Harry Brow,		P Hosking / G Wheelhouse	

to be presented to Locality Board meeting 25.04.24. (c) Cllr Audland confirmed Cllr Rathbone`s approval in his absence		
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AGENDA ITEM	NOTES		
(5) Update Speed Limits / Traffic Regulations Order	Presented by Helen Karaaslan <ul style="list-style-type: none"> • Consolidation of Speed Limits Traffic Regulation Order • Old Hutton 20mph Traffic Regulation Order • Ulverston Town Centre 20mph Traffic Regulation Order 		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	(a) Members discussed various `20mph`. HK shared currently 46+ applications received for assessment. Split 50% Eden & South Lakeland. (b) Cllr Thornton reminded everyone that final decisions on 20mph are ultimately made by the Locality Board. (c) Cllr Audland stated that a recent survey undertaken by Beetham residents, recorded speeds of up to 58mph through a 20mph. Report to be sent to Cllr Thornton. (d) Cllr Audland requested `20mph` agenda standing item.	Cllr Audland K Charlesworth	

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AGENDA ITEM	NOTES		
(6) AOB	Date of next meeting: <i>Weds 5th Jun 2024 TEAMS 18:00 to 20:00</i>		
	ACTION/S	WHO	FINANCIAL IMPLICATION/S
	(a) Cllr Chaffey recently contacted the WG chairs to identify potential Co-optees to attend LB meetings. N.B Co-optees are not allowed to attend WG meetings. To be added to next WG agenda (b) Cllr Audland – Damage to county lanes caused by Contractors in large, heavy agricultural vehicles. Asked Highway Officers,	K Charlesworth	

<p>how do we control this?</p> <p>(c) Cllr Chaffey requested future presentation, to include Bio-Diversity:</p> <ul style="list-style-type: none"> • Verge Maintenance • Weed Spraying <p>(d) Cllr Audland, Cllr Thornton and Cllr Chaffey wished Peter Hosking a very happy and well-deserved retirement, thanking him for his invaluable support and wealth of information over the years.</p>	<p>Highways</p> <p>Highways</p>	
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South Lakeland Locality Board - 25 April 2024 – Local Sustainable Travel and Transport Fund Update

Schemes approved by South Lakeland Locality Board - 18 October 2023

Location	Proposal	Estimated cost	Update
Burton Road near to Natland Road, Kendal	Footpath request for signs to warn of cyclists crossing	£800	Signs have been ordered and are being made. These will be installed in 2024/25.
Duck pond, Grange over Sands	Zebra crossing for the duck ponds raised table.	£45,000	Work and material have been ordered but will not be delivered until 2024/25.
Bluebell Lane, Cark	Footpath sign in the wrong place EI/124195	£800	Another footpath sign is under consideration.
C5057 section 107 and C5056 Section 105 from Burneside to the A6	Study to assess feasibility, indicative cost and traffic assessment. This improvement would require third-party land and may require improvements to structures (e.g. at River Sprint). It would also impact on hedgerows so may require environmental assessment/planning. A study could be undertaken to assess feasibility, indicative cost and traffic assessment.	£50,000	A scope is being developed to support the procurement of consultants to undertake the study. The aim is for the scope to be out to procurement in April 2024.
Longpool, Kendal	Study to assess feasibility, indicative cost and traffic assessment. This is a constrained junction with lots of access requirements (GP/pharmacy, station, hotel coach parking). Signalisation could help manage conflicting movements.	£20,000	A scope is being developed to support the procurement of consultants to undertake the study. The aim is for the scope to be out to procurement in April 2024.
Burton Road - footpath leading to Natland Road, Kendal	Request for wooden barriers to be removed in order to be accessible to all users.	£200	Awaiting a quote for the work.
Vicars Garth to Vicarage Drive cul-de-sac footpath Kendal	Footpath surface condition/drainage/handrail assessment.	£200	Unable to tarmac due to drainage issues. Meeting contractor on site in early April 2024 to explore possible solutions.
Brumwell Place, Yard, 7, Highgate Kendal	Inspection of public right of way	£200	Path installed, no further work planned.
Shepherd's Bridge Lane, Coniston	Safety signs, road markings and flashing lights.	£8,000	Works ordered. This will be delivered in 2024/25.
X112 Community Group	Operational costs of community transport service	£5,000	Grant has been paid.
Total		£130,200	

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South Lakeland Locality Board - 25 April 2024 – Local Sustainable Travel and Transport Fund Update

Schemes approved by South Lakeland Locality Board - 25 January 2024

Location	Proposal	Estimated cost	Update
Natland Mill/Beck Lane, Kendal	Design cyclist speed mitigation and junction safety improvements	£15,000	This would be incorporated into ongoing Kendal Riverside active travel route design and would be delivered in 2024/25.
Burton Road/Natland Road, Kendal	Footpath request for signs to warn of cyclists crossing	£1,500	Signs have been ordered and are being made. To be installed in 2024/25.
Bigland Hill into Low Wood, Backbarrow	Advisory signage requesting cyclists to reduce speed	£1,500	Road markings to be installed in 2024/25.
Tenterfell, Kendal	Footpath improvements	£5,000	Awaiting transfer of funds to Kendal Town Council.
Queens Road, Kendal	Crossing feasibility assessment	£1,000	The road from its junction at High Tenterfell cannot be considered for a pedestrian crossing as there is no pavement on both side of the carriageway.
Busher Walk, Kendal	Dropped kerbs	£8,000	Order placed for works. To be delivered in 2024/25.
Sparrowmire Road and Burneside Road, Kendal	Crossing feasibility assessment	£1,000	Pedestrian crossing not considered because of reduced visibility.
A591 bus layby near Sizergh	Install signage	£5,000	Bus stop sign being ordered.
M6 junction 36	Data collection for park and ride feasibility	£5,000	Identification of useful dataset and review of existing data is ongoing.
Levens Lane, Levens	Footpath feasibility study	£30,000	Internal study being undertaken to ascertain feasibility before involving external consultants.
Coniston and Colton	Improving sustainable travel including signage and road markings at Coniston Church of England Primary School and Bandrake Head, Colton	£20,000	Works on this have been previously ordered therefore other potential schemes are being discussed.
Chapel Lane/Silverdale Road, Arnside	Resurfacing improvements	£6,000	To be incorporated into 2024/25 Highways and Transport Team`s programme.
Soutergate, Ulverston	Traffic monitoring and signage	£5,000	Data tubes ordered prior to data analysis. To be delivered in 2024/25.
Arnside to Grange trail	Project management, overheads, community delivery, technical and engineering, equipment, events, marketing and public relations materials	£99,999	Grant in process of being paid.

Fir Tree Rise and High Garth, Kendal	Improve lighting on path	£38,000	Orders have been made with 8 weeks delivery period. Scheme to be delivered in 2024/25.
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Total £241,999

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Report Title	20mph Prioritisation
Meeting	South Lakeland Locality Board
Meeting Date	25 th April 2024
Report Authors	Victoria Upton, Traffic Management Manager Steph Davis-Johnston, Road Safety Coordinator
Lead Cabinet Member(s)	Cllr Peter Thornton, Cabinet Member for Highways and Assets
Wards Affected	All wards, Westmorland and Furness
Public. Part Exempt, or Fully Exempt	Public
Appendices (if any)	Appendix 1 – Application pack Appendix 2 – Locations based on applications received. Appendix 3 – Proposed scheme list (2024/25) Appendix 4 – Equality Impact Assessment

1. Executive Summary

- 1.1 This report sets out the background to the 20mph policy, applications received and goes through the prioritisation process undertaken. The outcome of the prioritisation process, and a timetable for delivery of the 20mph schemes across Westmorland and Furness are set out. The Locality Board is asked to consider the recommendation which is to approve the first-year programme of schemes for delivery in their respective areas for 2024/2025 and the indicative programme for future years.

2. Recommendations

For the reasons set out in this report, South Lakeland Locality Board is recommended to:

- 2.1 Having invited applications and undertaken a scoring process to consider the locations requested across Westmorland and Furness, it is recommended approve the 11 schemes for South Lakeland Locality listed in Appendix 3 attached, to be progressed to design, consultation, then legal Traffic Regulation Order process and delivery (subject to local support) for the first-year of the project in 2024/2025.

Members should note that the Locality Boards for Eden and Furness will need to agree the progression of schemes listed in Appendix 3 for their respective areas.

3. Information: the Rationale & Evidence for the Recommendations

3.1 Background

- 3.1.1 20mph schemes has been a priority for the Council since early in its time as Shadow Authority. The 20mph policy was presented to the Highways and Transport Strategic Board at its meeting on 12th September 2023 and agreed, and in doing so the Council has made a commitment to be at the forefront of tackling climate change and the challenges it presents.
- 3.1.2 The introduction of 20mph speed limits aids delivery of the Council Plan and its priorities, including supporting and promoting environmentally friendly forms of travel such as making it easier and safer to walk and cycle in our area.
- 3.1.3 The Department for Transport (DfT) 'Setting Local Speed Limits' circular 01/2013 sets out guidance for implementing 20mph speed limits. The circular 01/2013 was revised in March 2024. The main points of the revised circular are that; *speed limits should be evidenced and self-explaining, seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. Traffic authorities continue to have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local considerations.*
- 3.1.4 Several 20mph schemes have been implemented throughout the Westmorland and Furness area though not in a consistent or strategic way. The policy as set out for 20mph speed limits (signed only) will allow for greater coverage where there is significant local support over a condensed timetable.
- 3.1.5 The extents of each scheme will require a Traffic Regulation Order (TRO) to introduce an enforceable 20mph speed limit. Informal consultation will need to be undertaken within the local community in collaboration with Town or Parish Councils to allow consideration and to address any valid concerns.

Following informal consultation, statutory consultation and advertisement of the proposed TRO will be undertaken. A report will be presented to the Westmorland and Furness Locality Boards following this stage, highlighting any objections received to enable their decision on implementation. Please note locality boards will receive reports updating on all areas but TROs (Traffic Regulation Order) will be agreed for only TROs in each respective area i.e. Eden Locality Board will only approve TROs in the Eden locality area.

3.2 Application Process

- 3.2.1 The application pack comprised of an application form, guidance notes and an example prioritisation matrix to aid completion of the form. A copy of the application pack is attached as Appendix 1.

- 3.2.2 The application pack was distributed to Parish and Town Councils in the Westmorland and Furness area via Cumbria Association of Local Councils (CALC) on Monday 4th December 2023. Town and Parish Councils were invited to make an application by Friday 16th February 2024.
- 3.2.3 Simultaneously, a webpage was created to provide further supporting information and several communications were published through social media channels in December to raise awareness of the project. A dedicated email address was created to respond to enquiries and receive and respond to enquiries related to the project.
- 3.2.4 Officers arranged an evening meeting on Wednesday 7th February 2024, via CALC, utilising Microsoft Teams where Town and Parish Council representatives were given the opportunity to ask questions about the policy, the application process and the 20mph speed limit project.

3.3 Applications Received

- 3.3.1 A total of 49 Town / Parish Councils and one Resident Group submitted applications for 20mph schemes. Within some of the 50 applications received, more than 1 location for a 20mph scheme was requested. In total, applications for a reduced 20mph speed limit for 79 locations across the three Locality areas were received. These are detailed within Appendix 2.
- 3.3.2 The prioritisation process considers both the information provided in application forms submitted by Town and Parish Councils, as well as technical assessment of available data and factors affecting deliverability.

This process considers several factors for each unique location, including; the schemes likely contribution to improved road safety and increased road safety for vulnerable people; ability to encourage and support greater active travel; suitability of the extent requested to maximise the impact of a 20mph scheme; indication of level of local support; and scheme deliverability.

- 3.3.3 First sift of the 79 locations identified 11 applications that did not meet the criteria as set out in the policy and application pack and therefore will not be progressed as part of this process.

This can be further clarified as 10 applications where there is not currently a signed speed limit of 40mph or below; and 1 application not supported by the Town or Parish Council.

The 10 applications where there is not currently a reduced speed limit in place will be listed within the locality area schemes list for separate consideration for progressing as a new speed limit or alternative improvement scheme.

- 3.3.4 Barrow Town Council made several discreet applications and, to ensure a strategic approach to expanding on the areas of 20mph speed limits within Barrow Town, separate engagement with the Town Council has begun. As a result, additional areas of the Town are recommended to extend 20mph coverage, as schemes to be progressed throughout the programme of delivery. These will be listed out within the programme as engagement with Barrow Town Council continues.
- 3.3.5 To ensure a strategic approach for Ulverston Town it is recommended that engagement is undertaken with Ulverston Town Council to look at the residential areas that are key to be taken forward. This will enable a programme of delivery for the areas of Ulverston not already covered, to be put together.
- 3.3.6 To enable proposals in some of the other requested locations to progress, further engagement is required with the applicants to maximise the relevance, compliance, and deliverability of the final scheme.
- 3.3.7 Additionally, collection of traffic data and further engagement with some Town and Parish Councils on the appropriate extents is to be undertaken as part of the first-year project. Traffic data collected and further engagement on extents will be part of the process to take forward schemes for initial consultation, followed by statutory consultation and advertisement of the Traffic Regulation Order, subject to local support.
- 3.3.8 In a small number of cases, the application appeared to primarily request consideration of other improvement measures rather than a 20mph speed limit. In these instances, further engagement with Town / Parish Councils is required to determine most suitable next steps for those locations and progressing improvements which may be outside the scope of this project.

3.4 Proposed Delivery

- 3.4.1 A proposed scheme list for progression in 2024/2025 is attached as Appendix 3. Members should note that the Locality Boards for Eden and Furness will need to agree the progression of schemes listed in Appendix 3 for their respective areas.
- 3.4.2 This initial package of schemes has been scored using the matrix, as included in Appendix 1, and prioritised on a combination of the highest overall scores with a weighting for deliverability. The inclusion of the deliverability weighting is to ensure that schemes with the greatest support, suitable baseline average speed (at or near 24mph or below), highest likelihood of reducing identified safety issues and well-defined extents are progressed initially to promote delivery of schemes on the ground.

3.4.3 Work will begin during 2024/25 on the remaining locations where applications were received, to identify further achievable schemes across the Westmorland and Furness area for delivery in 2025/26 and 2026/27. This will include gathering traffic data, determining appropriate extents, further discussion, and engagement with Town / Parish Councils.

3.4.4 To progress those schemes identified in Appendix 3 for delivery in 2024/2025, next steps will be to engage with the Town / Parish Council on the initial designs and extents for 20mph, agreed final design for initial proposal, and undertake initial consultation within the Parish / Town area.

Following initial consultation and subject to local support, the scheme extents and designs will be finalised following consideration of feedback and progressed to statutory consultation and advertisement of the TRO.

Each scheme may then be progressed to implementation, subject to Locality Board approval of the TRO. If during the detailed design process additional measures are required, we will be following this up with parish councils for their input and potential contributions.

3.5 Further reports to future meetings will propose a scheme list for 2025/26 and 2026/27 as referred to at paragraph 3.4.3.

4. Link to Council Plan Priorities: [OBJ] (People, Climate, Communities, Economy and Culture, Customers, Workforce)

4.1 A safe, sustainable, and serviceable highway network underpins the Council Plan Vision for Westmorland and Furness to be a great place to live, work and thrive and supports many of the Council's priorities. A reliable highway network enables people, goods, and services to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their own communities.

4.2 In addition, the 20mph speed limit policy and implementation was an early priority set out by Westmorland and Furness Council to make a commitment to be at the forefront of tackling climate change and the challenges it presents.

4.3 20mph speed limits are important in supporting local communities and through the Council Plan, aims to promote lower vehicle speeds. The main aims are to promote safer roads, reduce congestion, reduce vehicle pollution, enhance the environment for walking and cycling and support the community having a sense of place.

5. Consultation Outcomes

- 5.1 Consultation on individual schemes is yet to take place, although some Parish / Town Councils did undertake local consultation in advance of submitting their application. Engagement with the relevant Town and Parish Councils will be undertaken to determine extents of the schemes and design proposals for initial consultation with each local community. In progressing 20mph scheme with a requirement for a Traffic regulation Order; there will be extensive initial consultation for each individual scheme followed by the further statutory advertising and consultation where a scheme is supported locally and can progress to that stage. The next stages of consultation will progress in summer 2024 subject to agreement of the scheme list for 2024/2025.

6. Alternative Options Considered

- 6.1 There were no alternative options at this stage.

7. Reasons for the Recommendations

- 7.1 To begin progressing and enable delivery of this priority work on 20mph introduction across Westmorland and Furness it is necessary to identify and secure agreement of a scheme list. Following scoring of all the applications the locations listed in Appendix 3 are the locations recommended to go ahead in 2024/2025. Agreement of the schemes across all 3 Locality Boards respectively is required to progress the project.

8. Climate and Biodiversity Implications

- 8.1 This scheme to introduce 20mph speed limits across Westmorland and Furness is considered to have positive implications for the climate and biodiversity. The scheme aims to increase uptake of active travel as environmentally friendly forms of travel by making it easier and safer to walk and cycle in local areas. Reduced vehicle speeds and less braking through more consistent speeds generally leads to less noise pollution and air pollution.

9. Legal and Governance Implications

- 9.1 On 6 June 2023 Cabinet resolved to provide funding to support Locality Boards to implement 20mph zones where communities want them, improving road safety, reducing noise and encouraging walking and cycling.
- 9.2 On 12 September 2023 the Highways and Transport Strategic Board resolved to: approve the criteria for assessing and prioritising 20mph schemes (as set out in the report to the Highways and Transport Strategic Board); endorse the proposed approach to implementing 20mph speed limits which better reflects local requirements and aspirations; and to develop a prioritised programme of schemes for implementation taking into consideration locations where there have been previous requests.

- 9.3 It was agreed that there would be an annual process to request and assess 20mph schemes for inclusion in the following years programme, and requests for 20mph would be prioritised and ranked.
- 9.4 The eligibility criteria are set out in Appendix 1. Any introduction of 20mph will be subject to consultation and engagement with local communities, Town and Parish Councils and other stakeholders
- 9.5 Each scheme will require a Traffic Regulation Order to introduce a 20mph speed limit with informal consultation to be undertaken first within the local community through Town or Parish Councils to allow consideration and if necessary to address any valid concerns. For each location there will be a requirement for formal statutory advertising and consultation to be undertaken with any objections being heard at Westmorland and Furness Locality Boards ahead of the decision to approve each scheme.
- 9.6 Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards may *“consider and determine traffic regulation orders, speed limit orders, experimental orders, parking places orders and revocation orders, with the exception of those that require urgent determination or are temporary in nature, in all cases, the relevant local member will have been notified of the matter.”*

10. Human Resources Health Wellbeing and Safety Implications

- 10.1 The Council has a responsibility under the Health & Safety at Work Act 1974 to ensure, as far as reasonably practicable, that there are arrangements in place to ensure a healthy and safe working environment for all services for which it has responsibility. The restrictions have been considered carefully and are required on health and safety grounds for the travelling public.
- 10.2 There are no direct HR implications arising from the recommendations in this report.

11. Financial Implications

- 11.1 Funding of £0.300m was allocated to the Priority Investment Fund to support the scheme for 20mph policy and implementation in 2023/24 across the three Localities. c£0.100m of this funding has been used in 2023/24 to purchase a large number of signs and posts for the delivery of the schemes in 2024/25. Therefore, the cost of the implementation of the schemes in providing the enforceable requirements (signs and posts) is secured.
- 11.2 Due to the time taken to determine and agree the policy and the subsequent scheme application process, c£0.200m of the funding allocation remains unspent at the end of 2023/24. This is to be carried forward to 2024/25 to support the cost of consultation, engagement and progressing the TROs and to complete the schemes proposed.
- 11.3 The Council is expecting to receive match funding contributions from Town and Parish Councils during the initial consultation stage. If during the detailed design process additional measures, such as gateway road markings are required, then further contributions will be sought from Town and Parish Councils.
- 11.4 Additional funding will need to be identified for schemes that will be delivered in years two and three.

12. Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance)

- 12.1 Equality Impact Assessment Screening done. Not considered to have any Equality and Diversity implications so full EIA not completed. Attached as Appendix 4.

13. Background Documents

- 13.1 20mph Policy decision at Highways Strategic Board on 12th September 2023. [Agenda item - Approval of a new 20 mph Speed Limit Policy | Westmorland and Furness Council \(moderngov.co.uk\)](#)
- 13.2 Setting Local Speed Limits. DfT circular 01/2013 revised in March 2024.

20mph Application Form

How to apply for a 20mph area where you live

How to apply for 20mph:

- If you are a **resident**, contact your local parish or town council.
- If you are a **parish or town council**, you will need to consider the support of your local elected ward member(s) and then you can apply using the form below.

What you will need:

- A copy (scan or electronic version) of the parish or town council minutes which shows the approval of the proposal at a council meeting
- A location plan or map showing the extent of the 20mph scheme area being put forward for consideration

Declaration

- I represent the town or parish council for the area which is requesting the 20mph restriction.
- This request is supported by the town or parish council, indicated by a mandate at a local meeting, and has support of the Westmorland and Furness local ward member(s)
- The area of the request has an existing speed limit no greater than 40mph **
- The area includes such features as a school, homes, shops, businesses, walking and cycling routes. It may be an area where more active travel is being promoted, where air quality could be improved or is designated as a quiet lane.
- The proposal is within the extents of the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner?

*** Where existing speed limits are higher than 40mph such as national speed limit applies, then additional considerations may be needed, and these will form a second phase for implementation. An application form can be submitted for future consideration – please make this clear in extra information box below.*



Contact details

Name:

Telephone no:

Email:

Address & postcode:

Parish or Town Council represented:

Locality (Eden, Furness, South Lakeland):

Westmorland and Furness Ward Member(s):

Details of the area of the request

What area are you asking for a speed restriction for? A whole village, town or a specific road(s). Please give specific details and road names here.

Insert detail here:

Has a location plan or map of the extent of the proposal been drawn up that can be submitted?

Yes No

Please include a copy of the location plan showing the extent of the 20mph scheme requested if possible.

What level of support has been determined within the local community?

High Medium Low Not known at this point

How was that determined? (e.g. postal or online survey, public meeting, including information on what percentage of the community responded or engaged with consultation)

Insert detail here:



To allow for prioritisation of requests please consider the following questions:

(Please include a separate sheet if needed)

1. How does your application address a known safety issue?

Is there any anecdotal evidence or explanation of how the extent of the requested scheme may address safety issues i.e. any known damage only or unreported incidents? This will be considered along with information obtained from the injury collisions data that the council have from police records.

2. How could your scheme increase safety for vulnerable highway users?

Consideration and explanation with evidence of how your 20mph scheme will make it safer for different users groups. For example; reference could be made to how the 20mph area will make it safer for people to walk to the shops, which in turn may decrease the amount of cars being used to make short trips



3. How could your scheme increase active travel modes within the identified area?

Consideration and explanation of how the 20mph scheme will promote use of active travel modes for specific trips / destinations.

4. Does your application maximise the impact of the introduction of a 20mph speed limit?

Consideration of the area / extent of the 20mph scheme requested and likely compliance of drivers to the 20mph speed limit. How does the scheme work to ensure maximum compliance?

5.The Council has limited funding available; are you aware of any match funding locally that may be considered to assist with deliverability of a 20mph scheme?

Any further details for consideration in determining a 20mph speed limit.

Insert detail here:



I have included copies of:

- Scan or electronic version of the parish or town council minutes which shows the approval of the proposal at a council meeting
- A document which indicates the extent of the requested scheme proposal for 20mph such as a location plan or map

How we use your data

In this form we ask for some personal information (such as name, address, postcode) in order to fulfill your request. This information is held securely and is only used to provide you with the service you have requested. Any processing of your information is carried out in line with the requirements of current data protection legislation.

Signed:

Date:

Please return completed applications and supplementary documents to:
20mph@westmorlandandfurness.gov.uk

20mph speed limit Guidance notes

These notes are intended to assist with consideration of requests for 20mph speed limit schemes and applications.

Which areas are eligible?

In general, a new 20mph limit should be in an area with features that justify a lower speed limit to drivers, for example the following criteria will be considered:

- a) Supported by the Parish or Town Council and the Westmorland and Furness Council ward member(s)
- b) Strong local support is demonstrated when Parish and Town Councils have engaged with the local community and other stakeholders.
- c) Extent of the scheme must be within the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner (except where strong evidence exists that higher speeds are safe)
- d) Have an existing speed limit of no more than 40mph.
- e) In an environment that explains and justifies a lower speed limit to the driver; noting that main roads / arterial routes will need to be considered carefully as to whether they are justified within the extent of the scheme.
- f) Including but not limited to the following environments;
 - Evidence of traffic incidents or potential dangers within an existing 30/40mph
 - Vulnerable road users e.g. pedestrians (of all ability), cyclists, equestrian users and motorcyclists
 - A school or a school walking or cycling route
 - Visible homes, shops and business frontages
 - Village setting with no pavements
 - A cycling route
 - A quiet or green lane designation
 - Have the ability to aid better air quality
 - An area where more active travel is planned such as cycling and walking

Main arterial routes are usually excluded from a scheme (roads with classification 'A' or 'B') and where they currently have average speeds way in excess of 24mph. However where they may need to be included within a logical area or extent, there may need to be consideration of traffic calming measures to compliment a reduction in speed limit. Implementing a 20mph speed limit without a good level of compliance may lead to disregard of the wider benefits of a 20mph speed limit scheme.

The Benefits

The introduction of 20mph speed limits more broadly across Westmorland and Furness was set out as a priority to:

- Make streets safer by reducing speeds and enabling a more equitable use of the road space for all users (vulnerable road users, sustainable transport, businesses and car users)
- Encourage residents to walk and cycle by reducing speeds
- Bring health benefits both physical and mental
- Reduce noise pollution by amending the way vehicles accelerate / decelerate

Prioritisation Framework

The programme for 20mph speed limits will be developed over a number of years and be subject to funding available, which may vary each year. Due to the number of requests that may be received it will be necessary to prioritise schemes to be taken forward. Requests for 20mph will be prioritised and ranked based on the following considerations:

- Recorded Killed or Seriously Injured collisions (KSIs)
- Evidence of minor incidences / near misses
- On a school walking or cycling route
- Level of pedestrians walking along or crossing the road
- Areas of high traffic volume expected for the type of road
- Local contribution of funding that frees up enough funding from the main programme to enable other schemes to be delivered.

A full prioritisation matrix is included as Appendix A for consideration as part of the applications process.

How motorists will know they are in a 20mph area

Signs and lines will be installed in line with the Traffic Signs Regulations and General Directions (TSRGD 2016) and the Traffic Signs Manual published by the Department for Transport (DfT)

If a new area is changing to 20mph local residents will be involved with consultation and there will be media publication and raised awareness in advance of the scheme being implemented.

20mph signs will mark the entrance and exit of a 20mph speed limit area where the speed limit changes. Smaller repeater signs and or road markings will supplement these signs throughout the area of 20mph.

Some of the signs and road markings you can expect to see are as follows:



20mph terminal sign



20mph repeater sign on existing street furniture where possible



20mph roundel road marking

Enforcement of 20mph speed limits

Wherever possible, 20mph speed limits should be 'self-enforcing' and prior to making an application the applicant should satisfy themselves that their proposed 20mph is located in an area where reduced vehicle speeds are achievable. Applicants should also be confident that the majority of motorists will comply with the reduced speed limit.

20mph speed limits are enforceable by the Police and support for enforcement has been indicated by the Police. However, there should be no expectation on the Police to provide additional enforcement beyond their current routine activity.

Next Steps

Westmorland and Furness Council are inviting applications from Town and Parish Councils to determine where there is local support and to allow the provision of additional information to allow for the prioritisation of schemes. Once applications have been received the following steps will be undertaken:

- Consideration of information provided and scheme extent requested through application process.
- Prioritisation scoring as per the matrix in Appendix A for each application.
- Schemes applied for to be taken to Locality Boards for Member discussion and agreement on priorities as per officer recommendations.
- Agreed schemes to be allocated funding to allow progression of the scheme.
- Discussion of Officers with Town and Parish Councils on progression of each scheme to be taken forward; consideration of final extents and level of consultation required.
- Initial consultation and a public meeting (if necessary) to engage with the local community on final extent of the 20mph scheme and determine local support for that extent.
- Statutory legal process to draft the necessary Traffic Regulation Order (TRO). TRO to be advertised for a minimum of 21 days to receive comments and objections.
- Report comments and objections to Locality Board for a decision on whether to make the TRO.
- Implement the traffic signs and make the TRO operative.

My village is currently unrestricted; why can we not have 20mph?

Initially the Council is looking to progress schemes where speed limits are currently at or below a maximum of 40mph. There are examples of villages where there isn't currently a posted speed limit i.e., national speed limit applied, because driver speeds have historically been very low, and it hasn't been necessary to pursue a TRO for a 30mph for example. This can be the case where there is no street lighting and therefore the roads do not automatically become 'restricted roads' which are subject to a 30mph speed limit due to the presence of streetlights. Sometimes in those cases 'urbanisation' of the village with streetlights and sign clutter may not have been desirable.

Where villages may want a speed limit, 30mph or 20mph where there is currently no posted speed limit, then an application may be submitted where this is clearly indicated, and these can be considered for a future phase of speed reduction schemes.



20mph Prioritisation Matrix

Scheme name: _____

Requested by: _____

Scoring framework	Score	Comments / justification
1. Does the application address a known safety Issue?		
<i>Scoring 0 to 5: 0 – No evidence of addressing safety issues, 1- Anecdotal evidence of risk, 2- Substantial anecdotal evidence including photos and collision details; 3- A small no. of slight injury collisions dispersed within the area; 4- A number of slight injury collisions in groups or serious injury collisions; 5- Designated collision cluster or a no. of serious injury collisions within area.</i>		
2. How would a 20mph scheme increase safety for vulnerable road users?		
<i>Scoring 0 to 5: Consideration for how a 20mph scheme will make it safer for different user groups, reference to information from application form. E.g. consideration of lack of pavement in a village, level of visible frontage especially residential, pedestrians / cyclists crossing; presence of school etc 0 – No positive improvements likely as a result of scheme, 1- Minimal improvement to safety; 3 – Substantial evidence of how safety could be improved; 5 – Overwhelming evidence of how the 20mph scheme extent could improve safety for vulnerable road users</i>		
3. Does the 20mph scheme encourage active travel modes in the area?		
<i>Cumulative scoring: 1 score can be given for each trip attractor identified within the application form. Scores will be given for references to any of the following; evidence of suppressed cycle demand (e.g. links through area to existing or proposed cycle routes); local shop(s) i.e. a food outlet; schools; playgrounds; care homes / assisted living accommodation; village hall or similar; no available footway or narrow roads / paths; a high proportion of vulnerable users, pedestrians or cyclists using the area. Other local factors can be listed that may be thought relevant.</i>		

Scoring framework continued	Score	Comments / justification
4. Does the application extent maximise the impact of the introduction of 20mph?		
<p><i>Scoring 1 to 5: Consideration and evidence of area extent covered, current vehicle speeds and likely compliance. 1 – Isolated small area or single road scheme – minimum length or school zone only. 2 – Scheme on small area and/or including main roads, speeds are currently above 24mph and additional measures needed. 3 – Scheme over large area of town or village (excl. major roads) where compliance may be low, additional measures may be needed. 4 - Scheme covering a considerable area of a town / village, mainly residential (excl. major roads) with vehicle speeds at or below 24mph. 5 – Scheme covering a considerable area within a town/village where it is largely residential, and existing speeds are low and compliance is likely to be high. For the purposes of scoring a major road is one which has been designed with an ‘A’ or ‘B’ classification.</i></p>		
5. Does the application have demonstrable support?		
<p><i>Scoring 0 to 5: 0 – No evidence provided of discussion or local support. 1 – Some initial discussion at Parish or Town Council meeting. 3 – Some relevant evidence of support implied through discussions / meetings locally, but further consultation needed. 5 – Relevant evidence of a clear indication of the 20mph area and relevant reference to discussion and consultation to indicate confidence of local support for the scheme and ability to progress without significant objection.</i></p>		
6. Deliverability		
<p><i>How deliverable is the scheme perceived to be by officers based on the application and evidence provided. Scoring 1 to 5: dependant on any of the following – significant unknowns such as extent of area requested, lack of evidence of consultation so unknown level of support, concerns over how a large scheme may be funded or a lack of a clear and defined consideration of merits of the scheme, requirement for additional measures needing funding and significant resources to deliver. 5 - Very easy to deliver with no unknowns, 4 - Easy to deliver, 3 – Some unknowns but not expected to impact on delivery substantially, 2 – Hard to deliver due to lack of supporting evidence, 1 – Very hard to deliver, significant unknowns and lack of supporting evidence.</i></p>		
Total score:		

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Appendix 2

<u>Furness</u>	
<u>Applicant</u>	<u>Location</u>
Barrow Town Council	Barrow Island Cows Tarn Lane, Walney Douglas Street, Walney Newbarns ward Roosecote ward

<u>Eden</u>	
<u>Applicant</u>	<u>Location</u>
Asby Parish Council	Great Asby
Askham and Helton Parish Council	Askham
Bolton Parish Council	Bolton
Clifton Community Council	Clifton (village) Clifton Dykes
Crackenthorpe Parish Meeting	Crackenthorpe
Crosby Ravensworth Parish Council	Crosby Ravensworth Maulds Meaburn
Culgaith Parish Council	Culgaith
Dacre Parish Council	Stainton
Dufton Parish Council	Dufton
Glassonby Parish Council	Gamblesby Glassonby
Greystoke Parish Council	Greystoke
Hunsonby Parish Council	Hunsonby Little Salkeld Winskill
Kings Meaburn Parish Council	Kings Meaburn
Kirkby Stephen Parish Council	Kirkby Stephen
Melmerby Parish Council	Melmerby
Nenthead Parish Council	Nenthead
Orton Parish Council	Orton
Ousby Parish Council	Ousby

<u>Eden (continued)</u>	
Patterdale Parish Council	Glenridding Patterdale
Penrith Town Council	Penrith town (preference) - or - Beacon Edge Castletown Drovers Lane area Fell Lane Macadam Way area New Streets area Raiselands Croft Skirsgill Lane
Plumpton Safety Group	Plumpton
Ravenstonedale Parish Council	Newbiggin on Lune Ravenstonedale
Sockbridge and Tirril Parish Council	Sockbridge and Tirril
Temple Sowerby Parish Council	Temple Sowerby

<u>South Lakeland</u>	
<u>Applicant</u>	<u>Location</u>
Aldingham Parish Council	Gleaston
Allithwaite and Cartmel Parish Council	Allithwaite Cartmel
Broughton East Parish Council	Field Broughton Wood Broughton
Burneside Parish Council	Burneside
Coniston Parish Council	Coniston
Egton-with-Newland, Mansriggs and Osmotherley Parish Council	Greenodd Penny Bridge
Grayrigg Parish Council	Grayrigg
Hawkshead Parish Council	Outgate
Helsington Parish Council	Brigsteer
Heversham Parish Council	Heversham
Kendal Town Council	Kendal Oxenholme

<u>South Lakeland (continued)</u>	
Lakes Parish Council	Ambleside Elterwater Grasmere Langdale Rydal Troutbeck
Levens Parish Council	Levens
Lowick Parish Council	Lowick
Milnthorpe Parish Council	Milnthorpe
Natland Parish Council	Natland
Pennington Parish Council	High Carley Pennington Swarthmoor
Satterthwaite Parish Council	Satterthwaite
Sedgewick Parish Council	Sedgewick
Staveley with Ings Parish Council	Ings (village)
Staveley-in-Cartmel Parish Council	Canny Hill Staveley-in-Cartmel
Ulverston Town Council	Ulverston
Urswick, Bardsea and Stainton Parish Council	Great Urswick Little Urswick
Windermere Town Council	Bowness Windermere
Witherslack, Meathop and Ulpha Parish Council	Meathop Ulpha Witherslack

Appendix 3

Proposed schemes for delivery in 2024/25

<u>Furness</u>	
<u>Applicant</u>	<u>Location</u>
Barrow Town Council	Hawcoat Newbarns Ormsgill Roosecote Walney North

<u>Eden</u>	
<u>Applicant</u>	<u>Location</u>
Askham and Helton Parish Council	Askham
Crosby Ravensworth Parish Council	Crosby Ravensworth
Dufton Parish Council	Dufton
Kings Meaburn Parish Council	Kings Meaburn
Melmerby Parish Council	Melmerby
Nenthead Parish Council	Nenthead
Orton Parish Council	Orton
Ousby Parish Council	Ousby
Patterdale Parish Council	Glenridding Patterdale
Ravenstonedale Parish Council	Ravenstonedale
Temple Sowerby Parish Council	Temple Sowerby

<u>South Lakeland</u>	
<u>Applicant</u>	<u>Location</u>
Aldingham Parish Council	Gleaston
Allithwaite and Cartmel Parish Council	Allithwaite
Coniston Parish Council	Coniston
Kendal Town Council	Oxenholme
Lakes Parish Council	Ambleside
Natland Parish Council	Natland
Pennington Parish Council	Swarthmoor
Sedgewick Parish Council	Sedgewick
Urswick, Bardsea and Stainton Parish Council	Great Urswick Little Urswick
Windermere Town Council	Bowness

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Equality Impact Assessment – Screening

1) Decision/Policy/Service/Function

20mph Prioritisation Decision to take forward scheme in 2024/2025

2) Background and summary of Equality Advice

To progress the Council priority scheme to introduce 20mph speed limits across Westmorland and Furness. It is not considered that there are any impacts to equality or any specific impacts on equality groups.

3) Consultation

Initial consultation will be taken with all this affected by each scheme across the relevant local community. Consultation will take place across the entire community with all stakeholders, statutory consultees and locally affected residents and businesses.

4) Equality screening

Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Age	N			
Disability	N			
Gender reassignment	N			
Marriage or civil partnership	N			
Pregnancy or maternity	N			

Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Race	N			
Religion or belief	N			
Sex	N			
Sexual orientation	N			
Care Experience	N			
People in rural areas	N			
Socio-economic inequality	N			
Armed-forces families	N			
General (other considerations)	N/A			

5) Full EqIA required (evidence of substantial impact)?

Yes

No

Agenda Item 15

Westmorland and Furness Council

Report Title:	Consolidation of Speed Limits Traffic Regulation Order and introduction of new 20mphs for Old Hutton and Ulverston
Meeting:	Locality Board - South Lakeland area
Meeting Date:	25 th April 2024
Report Author:	Helen Karaaslan, Traffic Management Team Leader
Lead Cabinet Member(s):	Cllr Peter Thornton, Cabinet Member for Highways and Assets
Wards Affected?	Consolidation of speed Limits – all wards Old Hutton 20mph- Sedbergh and Kirkby Lonsdale ward Ulverston 20mph – Ulverston ward
PUBLIC, PART EXEMPT OR FULLY EXEMPT	Public
List of Appendices (if any)	Appendix 1 - Statutory Notice Appendix 2 - Plans of the proposals Appendix 3 - Statement of Reasons Appendix 4 - Summary of responses to Statutory Consultation Appendix 5a and b - Equality Impact Assessment's

1. Executive Summary

- 1.1 This report informs Members of the outcome following the statutory advertisement and consultation of the Order referred to in paragraph 2.1 of this report and seeks a resolution on the proposed introduction of the Order.
- 1.2 Details of the proposals for the 20mph at Old Hutton and Ulverston are summarised in the statutory notice which is attached in Appendix 1.
- 1.3 The plans attached as Appendix 2a, 2b and 2c to this report show the extents of the proposed restrictions.
- 1.4 The Councils' statement of reason for proposing to make the Order is attached as Appendix 3.
- 1.5 30 representations were received in relation to the statutory advertisement and consultation. A summary is provided as part of this report which is attached as Appendix 4

2. Recommendation

For the reasons set out in this report, it is recommended that –

2.1 Having taken into consideration representations received during statutory advertisement and consultation of the proposed Order, 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 Locality Board agree that the Westmorland and Furness Council (Various Roads, South Lakeland Area) (Consolidation and Provision of Speed Limits) Order 2018 (“the Order”) be brought into operation, as advertised. The effect of the Order will be to consolidate the restrictions and provisions of the following orders, without any change of substance:-

- i. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) Order 2018*
- ii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.1) 2018*
- iii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.2) 2019*
- iv. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.3) 2019*
- v. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.4) 2021*
- vi. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.5) 2021*
- vii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.6) 2021*
- viii. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.7) 2022*
- ix. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.8) 2022*

- x. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.9) 2013*
- xi. *The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.10) (Staveley) 2022*

AND introduce 20 mph speed limits on the following roads in Ulverston: -

B5281 Fountain Street; B5281 King Street; B5281 Queen Street
 C5016 Daltongate; C5107 County Square Roundabout;
 C5107 Market Place; C5107 New Market Street;
 C5107 Victoria Road; U5713 Benson Street
 U5713 Cavendish Street; U5713 New Market Back Street;
 U5713 Theatre Street; U5714 Boltons Place;
 U5714 Brewery Street; U5714 Brogden Street
 U5714 Cross Street; U5714 Little Union Street
 U5714 Market Street;
 U5714 New Market Street to Brogden Street
 U5714 The Weint; U5714 Union Place
 U5714 Union Street; U5714 Well Street
 U5732 Daltongate; U5897 Deerfield; U5897 Fallowfield Avenue;
 U5897 Machell Close

AND introduce a 20mph speed limit on part of the B6254 Old Hutton

3. Information: the Rationale and Evidence

- 3.1 Approval is sought for the introduction of the Order so as to consolidate the existing speed limits into one concise Order, as well as introducing new 20mph speed limits in Ulverston and Old Hutton.
- 3.2 This Order will put all the speed limits into a more easily understood and administered format which will also enhance enforcement.
- 3.3 The proposed 20mph at Old Hutton and Ulverston town centre have been ongoing for several years with representations made to request implementation going back several years. Due to community support indicated and both schemes meeting the criteria set out in the 20mph policy (as agreed at Highways Strategic Board on 12th September 2023) it has been decided to progress these 2 schemes.
- 3.4 Representations have been made to the proposal to implement the 20mph at Old Hutton and Ulverston town centre. Please refer to Appendix 4 for a summary of the responses received to the consultation.
- 3.5 *Old Hutton* – Following requests from the Old Hutton Primary School, Old Hutton and Homescales Parish Council and residents it is proposed to replace

the 30mph speed limit on part of the B6254 Old Hutton with a 20mph speed limit, from a point 20m northwest of the centre of its junction with the U5647 The Park in a south easterly direction to a point 141m in an easterly direction from its junction with the U5647 St Johns View.

- 3.6 *Ulverston* – Following requests from residents, Westmorland and Furness ward councillors and Ulverston Town Council it is proposed to replace the existing 30mph speed limits (by virtue of the presence of streetlights) with a 20mph speed limit on the entire lengths of the following roads :-

B5281 Fountain Street; B5281 King Street; B5281 Queen Street
C5016 Daltongate; C5107 County Square Roundabout;
C5107 Market Place; C5107 New Market Street;
C5107 Victoria Road; U5713 Benson Street
U5713 Cavendish Street; U5713 New Market Back Street;
U5713 Theatre Street; U5714 Boltons Place;
U5714 Brewery Street; U5714 Brogden Street
U5714 Cross Street; U5714 Little Union Street
U5714 Market Street;
U5714 New Market Street to Brogden Street
U5714 The Weint; U5714 Union Place
U5714 Union Street; U5714 Well Street
U5732 Daltongate; U5897 Deerfield; U5897 Fallowfield Avenue;
U5897 Machell Close

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

- 4.1 A safe, sustainable and serviceable highway network underpins the Council Plan Vision for Westmorland and Furness to be a great place to live, work and thrive and supports many of the Council's priorities. A reliable highway network enables people, goods and service to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their communities.

5. Consultation Outcomes (with services, ward councillors and public consultation where required)

- 5.1 No changes will be made to existing restrictions in the Speed Limit Consolidation TRO (Traffic Regulation order), therefore a notice of making of the order was published in the Westmorland Gazette

- 5.2 For the 20mph speed limit proposals for Old Hutton and Ulverston these do require Statutory Consultation and advertisement, which began on Thursday 15th February 2024 for 21 days finishing on Thursday 7th March 2024.
- 5.3 In response to the Old Hutton consultation 3 representations were made in support of the proposal.
- 5.4 Support was received from the Waste and Environmental Services department of Westmorland and Furness Council stating that the changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposal.
- 5.5 Old Hutton Primary School sent in feedback expressing their support for the proposals.
- 5.6 A representation was made in support of the proposed speed limit at Old Hutton, which in addition requested the implementation of parking restrictions at the blind bend at St Johns View on the B6254. The reason being due to parking taking place which results in vehicles driving on the wrong side of the road around the blind bend.
- 5.7 It is not possible to implement parking restrictions within this TRO as this is for speed limit changes. This request has been noted for consideration of a future TRO for parking restrictions.
- 5.8 In response to the Ulverston consultation the Waste and Environmental Services department of Westmorland and Furness Council supported the proposed 20mph stating that the changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposal.
- 5.9 26 further responses were received, 1 in support, 24 conditional responses in support of the proposals with further requests, and 1 in objection.
- 5.10 The objection received stated that the 20mph was a waste of money; that Ulverston town centre is naturally a speed reduction area due to its shape and size; that the installation of signs for the speed limit would be unnecessary and not commercially viable; that several of the roads are dead end and one-way narrow streets and that no information regarding costs of the proposal and cost benefit analysis has been provided.
- 5.11 The 20mph was requested in the previous authority under which initial consultation was carried out with properties adjacent to the proposals. Responses received in the initial consultation indicated support for the proposal.
- 5.12 Introduction of 20mph have shown to make streets safer by reducing speeds and enabling an equitable use of the road space for all users, encourage residents to walk and cycle by reducing vehicle speeds, bring health benefits

both physical and mental and reduce noise pollution by amending the way vehicles accelerate/decelerate.

- 5.13 Of the 24 conditional responses received all were in support of the proposals but requested additional roads were also included such as Southgate and Town Bank Road and surrounding areas.
- 5.14 It is not possible to make changes within these proposals which are more onerous at the statutory consultation and advertisement stage.
- 5.15 Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.
- 5.16 Having taken into consideration all the support and responses received, as shown in Appendix 4, with those detailed above, in conclusion it is recommended that the Speed limit Consolidation Order with new 20mph speed limits for Old Hutton and Ulverston Town Centre be approved for implementation as advertised.

6 Alternative Options Considered

- 6.1 It is considered that there are not any other measures that can be introduced that will be as effective as these proposed schemes for 20mph speed limit.

7 Reasons for Recommendations

- 7.1 It is recommended that the Locality board approve the introduction of the Order to put all the existing speed limits into a more easily understood and administered format which will also enhance enforcement.
- 7.2 Having taken into consideration the responses received it is recommended that the 20mph at Old Hutton and Ulverston are implemented as advertised since 20mph schemes have shown to reduce speeds; enable equitable use of the road space for all users; encourage residents to walk and cycle by reducing speeds; bring health benefits both physical and mental and reduce noise pollution by amending the way vehicles accelerate/decelerate.

8 Climate Change and Biodiversity Implications

- 8.1 The scheme to introduce 20mph speed limits at Old Hutton and Ulverston town centre is considered to have a positive impact for climate biodiversity. The scheme aims to increase uptake of active travel as environmentally friendly forms of travel by making it easier and safer to walk and cycle. Reduced vehicle speeds and less braking through more consistent speeds generally leads to less noise pollution and air pollution.

9 Legal and Governance Implications

- 7.1 Westmorland and Furness Council, as the 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 bringing the Order into force as per the Recommendation in this Report for the reasons specified at sections 1(1)(a) and (b) of the 1984 Act, 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
- (b) for preventing damage to the roads or to any building on or near the roads.

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

- (1) The desirability of securing and maintaining reasonable access to premises;
- (2) the effect on amenities of an area;
- (3) the national air quality strategy prepared under section 80 of the Environment Act 1995;
- (4) 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
- (5) any other matters appearing to the authority to be relevant.

Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards may *“consider and determine traffic regulation orders, speed limit orders, experimental orders, parking places orders and revocation orders, with the exception of those that require urgent determination or are temporary in nature, in all cases, the relevant local member will have been notified of the matter.”*

10 Human Resources Health Wellbeing and Safety Implications

10.1 The Council has a responsibility under the Health & Safety at Work Act 1974 to ensure, as far as reasonably practicable, that there are arrangements in place to ensure a healthy and safe working environment for all services for which it has responsibility. The restrictions have been considered carefully and are required on health and safety grounds for the travelling public.

10.2 There are no direct HR implications arising from the recommendations in this report.

11 Financial Implications

11.1 There are no financial implications for the Locality Board arising from the Consolidation of the Speed Limit Traffic Regulation Order.

11.2 The proposed 20mph at Ulverston is to be funded through a private works agreement with Ulverston Town Council.

- 11.3 The Locality Board are asked to note that if it is decided to agree recommendation at paragraph 2.1 the ongoing maintenance cost of signage for the restrictions for the Ulverston scheme is approximately £50 a year which would need to be met from within the Highways revenue budget.
- 11.4 The proposed 20mph at Old Hutton is to be funded through the Priority Investment Fund 20mph scheme for which the cost is £10,440.
- 11.5 The Locality Board are asked to note that if it is decided to agree recommendation at paragraph 2.1 the ongoing maintenance cost of signage for the restrictions for the Old Hutton scheme is approximately £25 a year which would need to be met from within the Highways revenue budget.

12 Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance)

- 12.1 Equality Impact Assessment Screening has been carried out. It is not considered to have any Equality and Diversity implications therefore full EIA not completed. Attached as Appendix 5.

13 Background Documents

- 13.1 Full details on the background to this Order referred to within this report can be found in the Appendix documents 1-5.
- 13.2 20mph Policy decision at Highways Strategic Board on 12th September 2023.
- 13.3 Setting Local Speed Limits. DfT circular 01/2013.

Appendix 1
**WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS,
SOUTH LAKELAND AREA) (CONSOLIDATION OF SPEED
LIMITS) ORDER 20><**

1. Westmorland and Furness Council hereby give notice that it proposes to make the above Order under Sections 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
2. The proposed Order will: -
 - i) Consolidate the restrictions and provisions of the following Orders into one concise Order: -
 - i. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) Order 2018;
 - ii. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.1) 2018;
 - iii. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.2) 2019;
 - iv. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.3) 2019;
 - v. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.4) 2021;
 - vi. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.5) 2021;
 - vi. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.6) 2021;
 - vii. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.7) 2022;
 - viii. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.8) 2022;
 - ix. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.9) 2023; and
 - x. The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variations Order (No.10) (Staveley) 2022
 - and
 - ii) Propose to replace the existing 30 mph speed limits (by virtue of the presence of street lights) with a 20 mph speed limit, on the entire lengths of the following roads in Ulverston: -

B5281 Fountain Street; B5281 King Street; B5281 Queen Street
C5016 Daltongate; C5107 County Square Roundabout;
C5107 Market Place; ~~1057~~ 10707 New Market Street;

C5107 Victoria Road; U5713 Benson Street
U5713 Cavendish Street; U5713 New Market Back Street;
U5713 Theatre Street; U5714 Boltons Place;
U5714 Brewery Street; U5714 Brogden Street
U5714 Cross Street; U5714 Little Union Street
U5714 Market Street;
U5714 New Market Street to Brogden Street
U5714 The Weint; U5714 Union Place
U5714 Union Street; U5714 Well Street
U5732 Daltongate; U5897 Deerfield; U5897 Fallowfield Avenue;
U5897 Machell Close

- iii) Propose to replace the existing 30 mph speed limit on part of the B6254 Old Hutton with a 20 mph speed limit, from a point 20m northwest of the centre of its junction with U5647 The Park in a south easterly to a point 141m in an easterly direction from its junction with U5647 St Johns View.

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

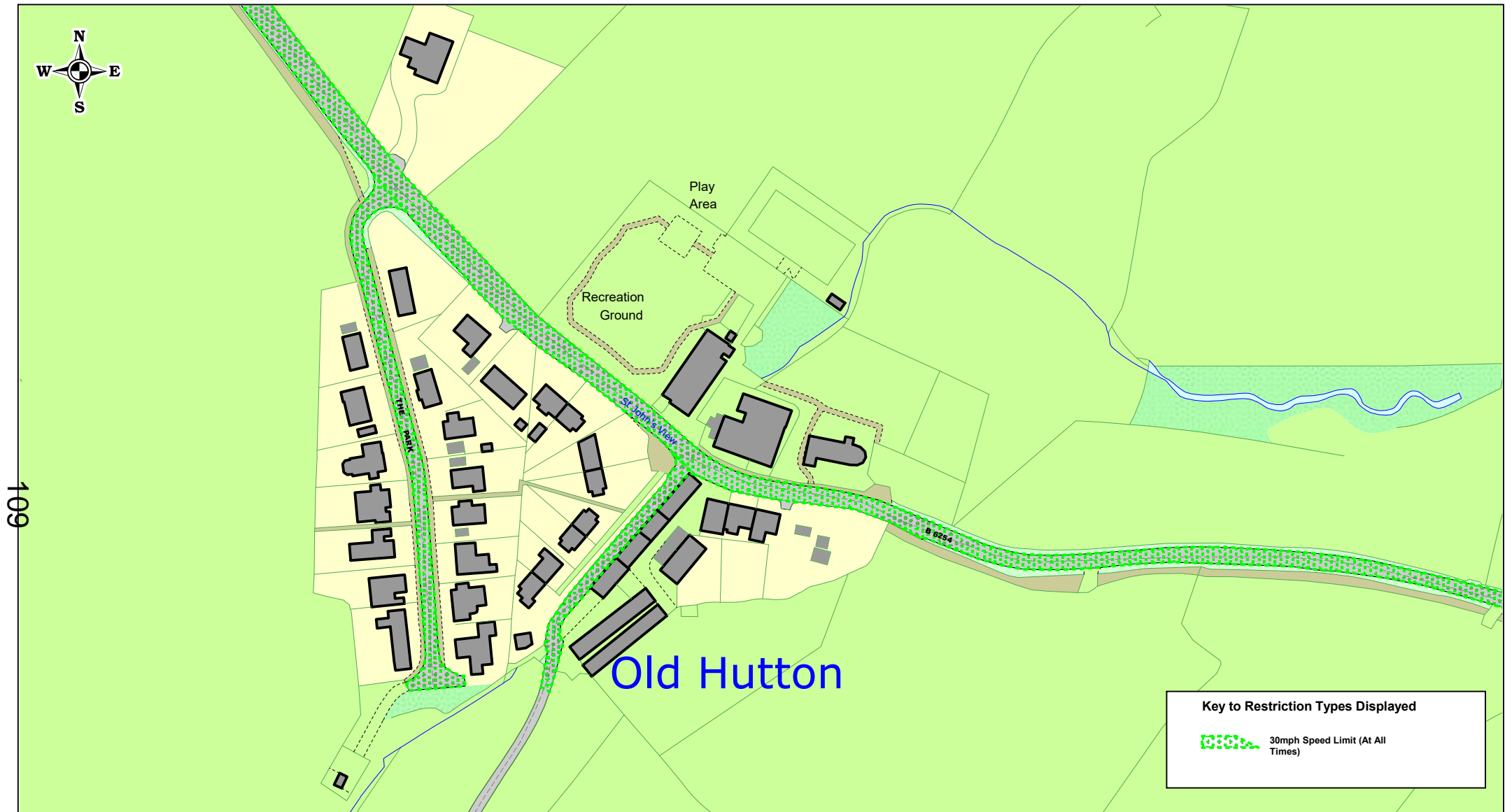
- 3. Full details of the proposed Order, together with a statement of the Council's reasons for proposing to make the Order, will be on deposit for public inspection at:-
 - i) At the offices of the undersigned;
 - ii) Ulverston Post Office. County Square, Ulverston, LA12 7AA;
 - iii) on the Council's website using the following link: -

<https://www.westmorlandandfurness.gov.uk/parking-streets-and-transport/streets-roads-and-pavements/road-maintenance-closures-and-improvements/proposed-traffic-regulation-orders-tros>; and may otherwise be obtained by emailing TROconsultation@westmorlandandfurness.gov.uk.

- 4. If you wish to comment or make representations in relation to the proposals, you should write to the Traffic Management Team, Westmorland and Furness, County Hall, Kendal, LA9 4RQ or by email to TROconsultation@westmorlandandfurness.gov.uk by **7 March 2024**, **marking your correspondence with reference SLSPEED2024.00/EU.**

Chief Legal Officer, Westmorland and Furness, South Lakeland House, Lowther Street, Kendal, LA9 4DQ

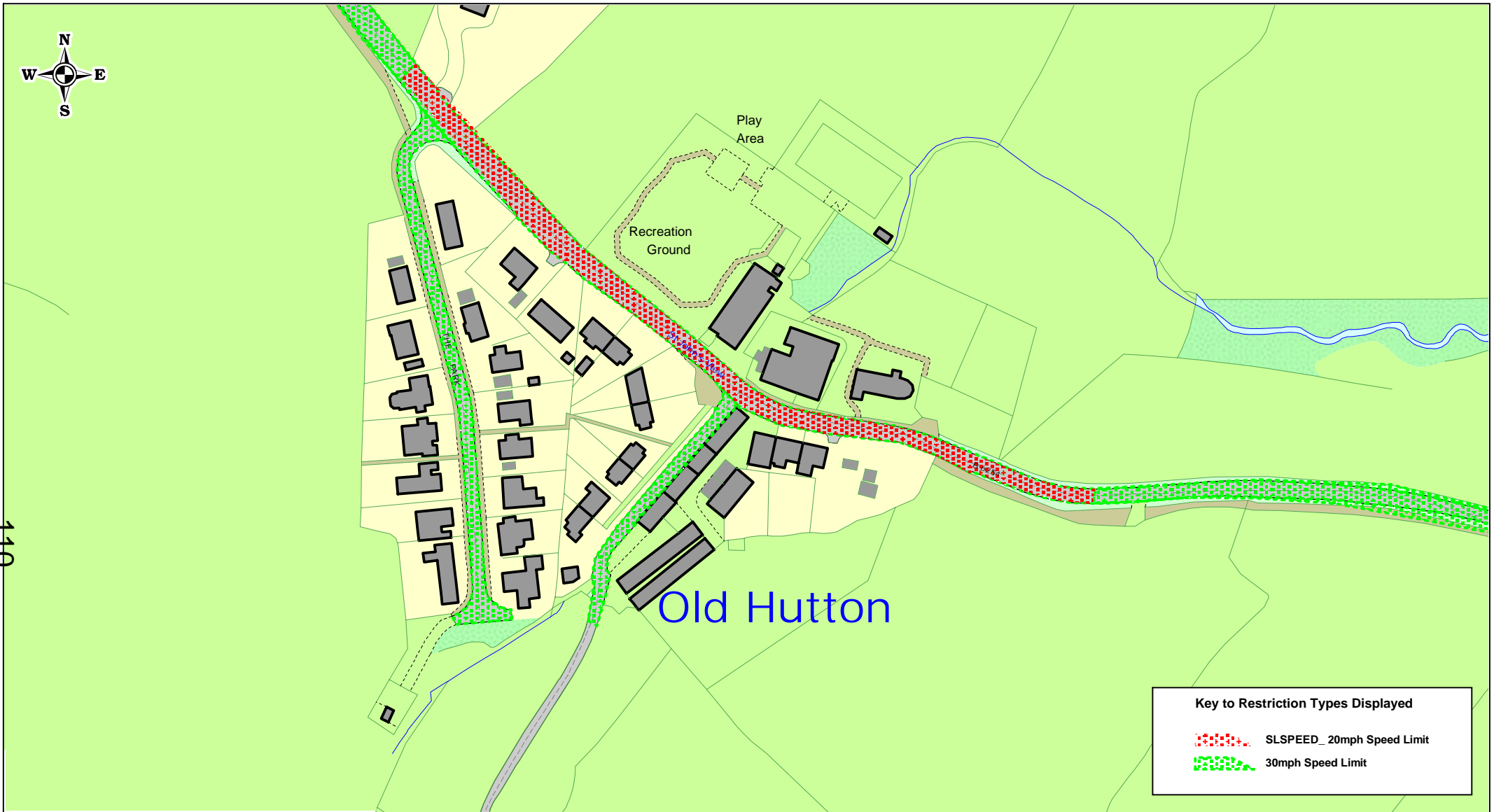
Dated 15th February 2024



Westmorland & Furness Council

Old Hutton 20mph Scheme 2024 - Existing Speed Limits

SCALE	1 : 2000
DATE	27/12/2023
DRAWING No.	2023.EU.OLDHUTT.01/4
DRAWN BY	Emma Ukaogo
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Key to Restriction Types Displayed

- ▨ SLSPEED_ 20mph Speed Limit
- ▨ 30mph Speed Limit

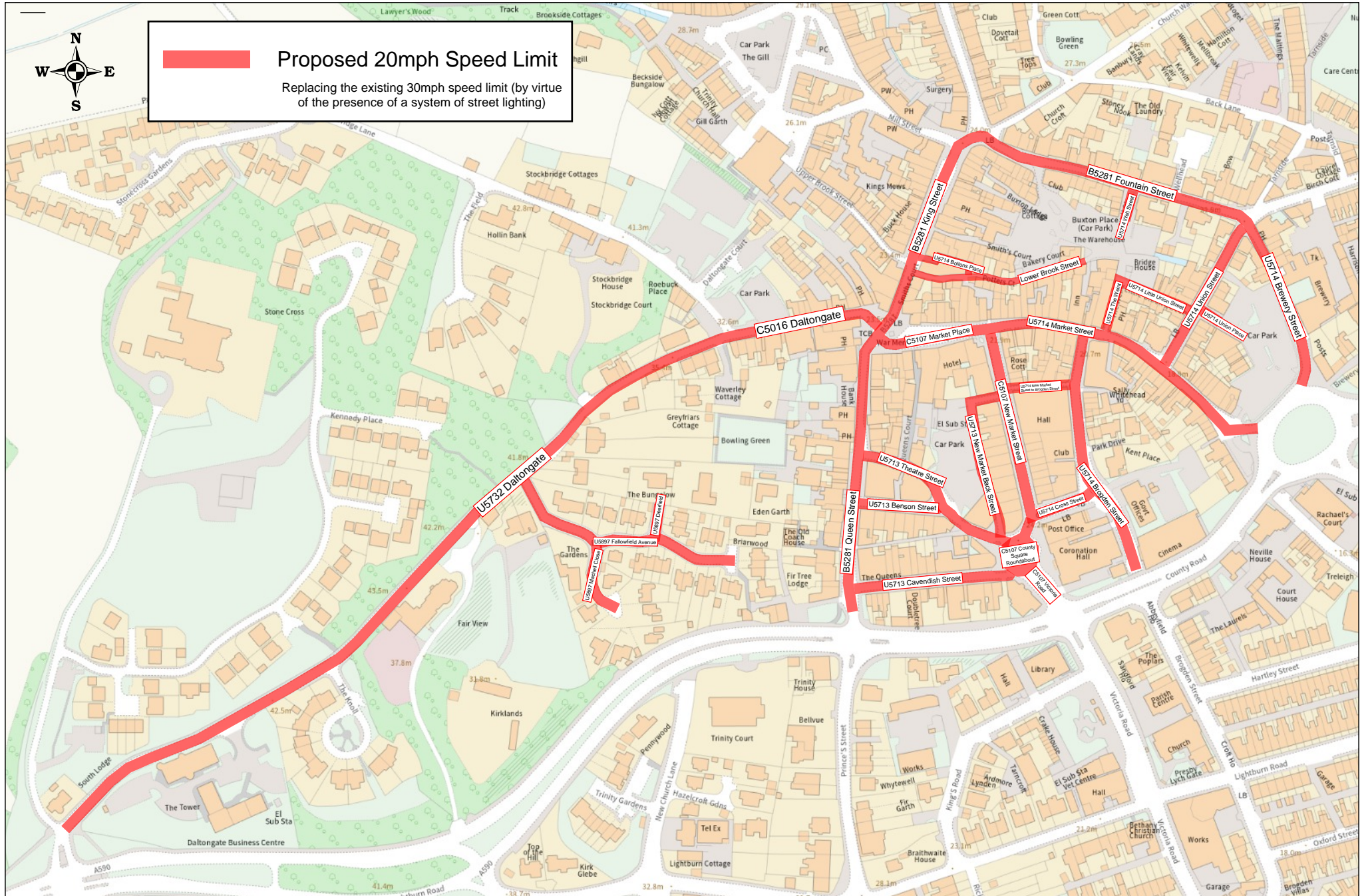


Old Hutton 20mph Scheme 2024 - Proposed Speed Limits

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Proposed 20mph Speed Limit in Ulverston



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**WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS, SOUTH
LAKELAND AREA) (CONSOLIDATION AND PROVISION OF SPEED LIMITS)
ORDER 20><**

Statement of Reasons

Following a request from Town and Parish Councils, the local Council Members, and an initial consultation it is proposed to introduce a 20 mph speed limits on roads presently subject to a 30mph speed limit (in place by virtue of the presence of a system of street lighting) in Ulverston Town Centre, and by Traffic Regulation Order in Old Hutton, with an aim to slow vehicular traffic where there are likely to be pedestrians in the road.

Westmorland and Furness Council proposes to introduce the above Order for the following reasons set out in Sections 1(1) (a) and (c) of the Road Traffic Regulation Act 1984, namely:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

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APPENDIX 4 Summary of Responses

Old Hutton 20mph Consultation Summary

RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

Statutory Responses

Waste and Environmental Services – Westmorland and Furness Council

Wish to offer support to the proposed order to change speed limits to 20mph. The changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposed order.

Response

Thank Waste and Environmental Services for their comments.

Old Hutton C. of E. Primary School

Delighted that the speed limit change is at this stage, fully in support of the proposed plan.

Response

Thank the school for their comments.

Ref No.	Support/ Conditional/ Object	Comment(s)	Summary
1	Support	Supports the proposed 20mph. Would request that parking restrictions are implemented at the same time as the 20mph at the blind bend at St John's View when approaching the church in front of the cottages as parking is taking place here at school drop off/pick up times which is resulting in vehicles having to negotiate the blind bend on the opposite side of the road. Has witnesses near misses at this location as children and parents/guardians have to walk in the road to reach the school.	<ul style="list-style-type: none"> • Supports proposed 20mph. • Consideration of the request to consider introduction of parking restrictions will be listed for future consideration as this requires a Traffic Regulation Order to be in place. • Recommended the proposed 20mph is approved.

Summary

- 2 Statutory consultees in Support of proposals at Old Hutton.
- 1 representation in Support of proposals at Old Hutton.
- Having considered all the responses it is recommended that the proposal is approved and implemented as advertised.

Ulverston 20mph Consultation Summary

RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

Statutory Responses

Waste and Environmental Services – Westmorland and Furness Council

Wish to offer support to the proposed order to change speed limits to 20mph. The changes will be beneficial towards keeping the councils' operatives safe whilst carrying out collections of waste and recycling on the streets and roads listed within the proposed order.

Response

Thank Waste and Environmental Services for their comments.

Ref No.	Support/ Conditional / Object	Comment(s)	Summary
1	Conditional	Strongly support the 20mph restrictions proposed for Ulverston Town Centre but remain bewildered by some elements of it (having made representations on these matters during the emergency Covid changes and the consultations last year). Main objection is to the exclusion of Soutergate/Town Bank Road from the plan. This down-hill entrance into the Town Centre presents probably the greatest dangers to vehicles, and more importantly to pedestrians. Its configuration encourages high speeds, and it culminates in a totally absurd and dangerous 'roundabout', which is almost universally abused. Indeed, most vehicles from Soutergate drive straight over it without pausing. Many cross the 'roundabout' into King Street on the wrong side.	<ul style="list-style-type: none">• Supports proposed 20mph.• Request for the 20mph to be extended to Southgate and Town Bank.• Westmorland and Furness Council has

		<p>There is no facility whatsoever for pedestrians to cross without making it across the mouth of entering roads to reach the crossing 30 yards or so away down Fountain Street. This location is a pedestrian nightmare. If Soutergate is deemed to be not in the Town Centre, why then is the full length of Daltongate included?</p> <p>Mill Street is a regularly used vehicular access to the Gill and to the Health Centre, involving a blind corner and a stretch without sidewalk - but is not included, neither is the lower half of Back Lane, a heavily used 'rat-run' with no sidewalks or pedestrian escapes. Yet Lower Brook Street, which is little more than a footpath, hardly if ever used by vehicles, is included! Though the general purpose and plan is to be welcomed, in the above, and other details, it is irrational and could only have been finalised by someone who has not regularly used the Town Centre on foot.</p>	<p>a 20mph policy which opened to applications from parish and town councils.</p> <p>Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
2	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 (including Church Fields Avenue and roads leading from it) in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. • Particularly as children often play in these areas and it is already problematic due to non-residents parking there, turning there etc. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Supports the proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils.

			<p>Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
3	Conditional	<p>Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars (and tractors) coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit and pedestrians have been hit in this area. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars (and tractors) are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area, and not just in the very small area of the town centre, rather than the area surrounding</p>	<ul style="list-style-type: none"> • Supports the proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. <p>Introduction of further 20mph within Ulverston will be considered under this process for</p>

		that. Soutergate has become a speeding zone in the last few years and by not extending the 20mph speed limit ever so slightly it is a serious accident waiting to happen	<p>introduction in a future phase.</p> <ul style="list-style-type: none"> Recommended the proposed 20mph is approved.
4	Conditional	<p>Like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. The above poses a greatly increased risk to pedestrian safety. The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to other primary schools and to the secondary school. This is often at busier times of the day, hence an increased risk of incident. There are elderly residents on both sides of Soutergate. A park and health centre nearby. There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. Pedestrians have been hit by cars driving appropriately to road conditions and maximum signed speed limits. It could have been much worse with some of the vehicles which come at speed down and into town. It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> Supports the proposed 20mph. Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.

			<ul style="list-style-type: none"> Recommended the proposed 20mph is approved.
5	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. The above poses a greatly increased risk to pedestrian safety. The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. There are elderly residents on both sides of Soutergate. There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> Supports the proposed 20mph. Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. Recommended the proposed 20mph is approved.

6	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
7	Conditional	<p>The proposals for the 20mph speed limit in Soutergate and Town Bank Road also need to be included. This is where speeding is a regular occurrence as the road is wide enough to reach higher speeds. Pedestrians are regularly put in danger from people driving too fast in</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include

		a built-up environment and vehicles mount the kerb at speed. Please reconsider and include these streets in your proposals	<p>Southergate, Town Bank Road and surrounding areas.</p> <ul style="list-style-type: none"> • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
8	Conditional	<p>Changing the speed limit to several roads in Ulverston, will have a positive an impact, however that lack of inclusion of Southergate and Town Bank Road is concerning. When the speed limit was reduced during Covid this did have a positive impact on the speed people came up and down the road. Now that has returned to 30, vehicles travel faster, in particular those travelling down the hill. It is clear that many are travelling much faster than 30mph and often not breaking until they encounter another vehicle or at the pinch point where the road narrows at the top of Southergate. The road also has several junctions coming off including the busy Stanley Street junction which is used as route to health centre. People taking their children to and from school will cross this road at these junctions too and 20mph speed limit can only increase safety for everyone concerned. Propose the speed limit changes also include Southergate and Town Bank Road.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Southergate, Town Bank Road and surrounding areas. • Westmorland and Furness Council has

			<p>a 20mph policy which opened to applications from parish and town councils.</p> <p>Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
9	Conditional	<p>Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • There is a considerable amount of farm traffic, often pulling heavy loads and often at high speeds. The road is also frequently used by 'boy racers' speeding up and down the road every night. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to other primary schools and to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are several residential provisions for the elderly on both sides of Soutergate as well as a play park and health centre nearby. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. There is also a pinch point with a narrow pavement and restricted views. 	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils.

		It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety.	<p>Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
10	Conditional	<p>Dangers presented by traffic on Daltongate for some time so very much welcome this proposal. All of Ulverston's commercial and residential areas, should be 20mph. Support the change to 20mph in the proposed areas, particular issue with Daltongate. It's used quite a lot by pedestrian commuters, by people walking further afield and by people who live on the various housing estates on Daltongate. The upper part of Daltongate is not served by streetlights. This makes walking along here more dangerous for all pedestrians. Furthermore, the pavement narrows significantly between Fallowfield Avenue and Stockbridge Lane. This is exceptionally dangerous. Certainly, a 20mph limit would help here, but it's not enough. The pavement needs to be widened. Possibly this would require priority over oncoming vehicles / give way to oncoming vehicles signage. Looking at the streets proposed for 20mph, Theatre Street also suffers from having no pedestrian footpath, and similar comments to above apply. These points are not part of the current consultation, but hopefully can be noted.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Consideration of the request to consider widening of pavements or other

			<p>traffic measures has been noted for future consideration.</p> <ul style="list-style-type: none"> Recommended the proposed 20mph is approved.
11	Conditional	<p>Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. The above poses a greatly increased risk to pedestrian safety. The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. Also, people visiting the community health centre on Stanley Street. This is often at busier times of the day, hence an increased risk of incident. There are elderly residents in sheltered accommodation on both sides of Soutergate. The road is also an access to the Hoad monument walk, so there is always lots of footfall, plus the road gets very narrow towards the top at Chittery Lane, and this part is where the most speeding incidents happen. It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. 	<ul style="list-style-type: none"> Supports proposed 20mph. Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered

			<p>under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
12	Conditional	<p>Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. Also, people visiting the community health centre on Stanley Street. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents in sheltered accommodation on both sides of Soutergate. • The road is also an access to the Hoad monument walk, so there is always lots of footfall, plus the road gets very narrow towards the top at Chittery Lane, and this part is where the most speeding incidents happen. <p>It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and streets leading off the B5281. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.

			<ul style="list-style-type: none"> Recommended the proposed 20mph is approved.
13	Conditional	<p>Support for a 20mph speed limit on Town Bank Rd/Southergate. It should be a 20 limit for the following reasons.</p> <ul style="list-style-type: none"> In the first 300 yards of Town Bank Rd there are 7 minor roads joining, all with restricted visibility when coming out. 7 houses with drives straight onto the road, no pedestrian pavements for 200 yards where many schoolchildren, older people, families with push chairs have no alternative, but to walk on the road. (a worn-out white line being the only safety measure). Many of the vehicles not slowing down until they meet parked cars often on both sides of the road. <p>With these potentially dangerous road factors you should consider a 20mph limit for the full length of the road from the existing 30 mph limit.</p> <p>There is no safe alternative to avoid the highly dangerous section of Town Bank Road where is no pavement for pedestrians. The only choice is to walk down Old Hall Road which again has no pavement, is very narrow and is regularly used by large agricultural vehicles.</p>	<ul style="list-style-type: none"> Supports proposed 20mph. Would like it to be extended to include Southergate, and Town Bank Road. Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. Recommended the proposed 20mph is approved.
14	Conditional	<p>Strongly support having a 20mph speed limit in Ulverston Town Centre. Concerned that Southergate and Town Bank Road are excluded in the initial proposals. Strongly urge that the 20mph speed limit start at the town boundary at the top of Town Bank Road. There</p>	<ul style="list-style-type: none"> Supports proposed 20mph.

		<p>have already been two attempts to reduce speeds on Town Bank Road. In 2016, on Town Bank Road, between Flan Close and Churchfields, a traffic calming measure was introduced which consisted of removal of the centre white lines and, creation of a Ghost Pavement to reduce road width. Most neighbours believe that the scheme had little impact on traffic speeds. During Covid, Soutergate and Town Bank Road were part of the temporary 20 mph speed limit applied to Ulverston Town Centre and some approach roads.</p> <p>The principles for applying a 20mph speed limit in urban areas should be;</p> <ul style="list-style-type: none"> • Narrow streets having significant traffic. In the case of Soutergate the street is made narrow by permitted residents parking. There is quite a lot of through traffic (cars, vans, lorries) that use Soutergate/Town Bank Road to access the Broughton-in-Furness area. Often larger vehicles, heading towards the town centre, mount the pavement in Soutergate if met by oncoming traffic. Farm vehicles are a constant hazard with their width and speed! • Narrow or no pavements having significant pedestrian footfall. Two sections of Town Bank Road have no pavement and two parts of Soutergate have a very narrow pavement. In addition to local residents, Soutergate and Town Bank Road is used by many people to access Hoar via Chittery Lane. <p>The mini roundabout at the bottom of Soutergate is largely ignored, it does not slow traffic. It is hazardous for pedestrians. In addition if Fountain Street were 20mph and Soutergate 30mph, this would encourage drivers to increase speed ascending Soutergate.</p> <p>To reduce complexity and signage, there is a strong case for having all the streets (the Gill, Stanley Street, Mowings Lane, Garden Terrace and Old Hall Road) to the west of Soutergate and Town Bank Road and the two cul-de-sacs (Flan Close and Churchfields) to the east, made 20mph.</p>	<ul style="list-style-type: none"> • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
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15	Conditional	Concerned to note that Soutergate and Town bank road have not been included in speed limit change. Of the opinion that there should be a 20mph speed limit for the built-up section of Soutergate/Town bank road up to the town boundary.	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate and Town Bank Road. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
16	Support	Thoroughly approve. It would be a positive move to improve safety for both pedestrians and vehicles, including those parked there, on Daltongate.	<ul style="list-style-type: none"> • Supports proposed 20mph. • Recommended the proposed 20mph is approved.

17	Object	<p>Seriously object to this complete waste of money by the council for the following reasons:</p> <ul style="list-style-type: none"> • Ulverston town centre is a natural speed reduction area due to its shape & size. • The installation of more 20 to 30 & 30 to 20 signs are totally unnecessary & not commercially viable. • Policing is already a natural activity by the reason of the road types & layouts. • 10 of the roads shown on your map are dead ends, already one-way narrow streets & one that even does NOT exist for vehicles. • There is no information regarding the cost of this proposal, any implications for the town centre &/ or the benefit/damage analysis. <p>When did the public request this change & why commit £000 pounds to something that isn't a problem?</p>	<ul style="list-style-type: none"> • Objects 20mph speed limit • 20mph was requested in the previous authority under which initial consultation was carried out with properties adjacent to the proposal. Responses received in the initial consultation indicated support for the proposal. • Introduction of 20mph have shown to make streets safer by reducing speeds and enabling an equitable use of the road space for all users, encourage residents to walk and cycle by reducing speeds, bring health benefits both physical and mental and reduce
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			<p>noise pollution by amending the way vehicles accelerate/ decelerate.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
18	Conditional	<p>Would like Soutergate / Town Bank Road to be included in the 20mph. The whole of the area should be an inclusive 20 mph zone. Cars, bicycles and motorbikes regularly come around the blind bend on Soutergate/Town Bank Road over the speed limit and there are near misses on a regular basis. A few years ago, the Council did a speed study (with the two sensors across the rd.) during the temporary covid 20mph and it was discovered that the reduced speed limit in this area was generally ineffective but implementation of a 20mph zone throughout the whole area and then used speed cameras occasionally would increase the likelihood of people sticking to the rules. There is a high amount of traffic on this road, with it being a direct route to Grizebeck/Coniston and Millom, it's treated like a rat run and also its very busy with farm traffic also. Has witnessed collisions and near misses Town Bank Road does not have any pavement with a high footfall due to the volume of houses and tourists making their way up to the Sir John Barrow monument. Implementing the 20 zone would increase safety for the whole area. Implores the Council to make the whole area a 20 zone.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate and Town Bank Road and the wider area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.

			<ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
19	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.

20	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety and to those parking and exiting parking spaces on Soutergate The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
21	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. 	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include

		<ul style="list-style-type: none"> • The above poses a greatly increased risk to pedestrian safety and to those parking and exiting parking spaces on Soutergate The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<p>Soutergate, Town Bank Road and further roads in this area.</p> <ul style="list-style-type: none"> • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
22	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety and to those parking and exiting parking spaces on Soutergate The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. 	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area.

		<ul style="list-style-type: none"> • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.
23	Conditional	<p>Viewed with great sadness that one of the roads not covered on the 20mph limit is Hart Street from the A590 to Fountain Street in Ulverston. This is now being used as a main thoroughfare instead of Tank square, Brewery Street to Fountain Street. On this Street there is a bend near Ford Park Crescent and the speeds vehicles hit coming towards the corner either way is an accident waiting to happen. In the past had several broken wing mirrors, this is why cars park on the pavement. The reason vehicles use this road is to avoid the traffic lights at Tank square. Please review this request and hopefully it can be included in the speed restrictions on streets in Ulverston.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to

			<p>applications from parish and town councils.</p> <p>Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
24	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. • The above poses a greatly increased risk to pedestrian safety. • The road is crossed by school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. • There are elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • It makes sense to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. <p>Introduction of further 20mph within</p>

			<p>Ulverston will be considered under this process for introduction in a future phase.</p> <ul style="list-style-type: none"> Recommended the proposed 20mph is approved.
25	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> Many cars coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit, posing increased risk to pedestrian safety. Residents don't feel it is safe to walk in this area. The road is crossed by school children walking to and from Church Walk nursery/school, and the secondary school. This is often at busier times of the day, hence an increased risk of incident. Additionally, the road is wider at the bottom where children are crossing, making it more difficult to judge crossing time needed when traffic is approaching faster than it should. There are elderly residents on both sides of Soutergate. There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. A large section of the road is used for residents' parking, and these cars are at risk when high speed traffic in both directions is trying to negotiate the road. It would be helpful to change all of the side streets to 20mph to avoid confusion and the requirement for additional signage, and to improve pedestrian safety. From discussion, many residents on Soutergate feel a 20mph speed limit would greatly improve safety. <p>Look forward to seeing the speed limit changes implemented across the Ulverston area.</p>	<ul style="list-style-type: none"> Supports proposed 20mph. Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase.

			<ul style="list-style-type: none"> • Recommended the proposed 20mph is approved.
26	Conditional	<p>Would like to see Soutergate, Town Bank Road and the streets leading off the B5281 in this area to be included in the 20mph speed limit proposals, for the following reasons:</p> <ul style="list-style-type: none"> • Many vehicles coming in and out of Ulverston on the B5281 are being driven at speeds considerably over the speed limit. This sometimes includes tractors and large vans as well. • The above pose a definite risk to pedestrian safety. • The road is crossed by lots of school children walking to and from Church Walk nursery and school, and children walking to the secondary school. This is often at busier times of the day, hence an increased risk of incident. A small child was hit by a car several years ago luckily that driver was going slowly and the child was OK. • There are also elderly residents on both sides of Soutergate. • There is no pavement on a section of this road, which increases the risk of serious incident, especially if cars are being driven too fast. • There is also a crossing at the top of the hill that is used by many people when going on walks around the Hoad area into Chittery Lane, which is quite dangerous due to limited visibility, lack of pavement and vehicles approaching at speed. • The side streets are in residential areas where a lot of children live, and streets lead to recreational areas such as Old Hall Road, that are frequented by cyclists, pedestrians with dogs and children and runners. These streets should also benefit from a reduced speed limit to 20 mph. • This would also avoid confusion, as was the case last time Soutergate had a temporary 20mph limit in place, but all the side streets had prominent 30mph signage. 	<ul style="list-style-type: none"> • Supports proposed 20mph. • Would like it to be extended to include Soutergate, Town Bank Road and further roads in this area. • Westmorland and Furness Council has a 20mph policy which opened to applications from parish and town councils. Introduction of further 20mph within Ulverston will be considered under this process for introduction in a future phase. • Recommended the proposed 20mph is approved.

		Look forward to seeing the speed limit changes implemented across the Ulverston area.	
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Summary

- 1 Statutory consultee in support of proposals at Ulverston.
- 26 responses received – 1 in support, 24 conditional (in support with further requests to extend the 20mph and further traffic measures) and 1 in objection.
- Having considered all the responses it is recommended that the proposal is approved and implemented as advertised.

Equality Impact Assessment (EqIA) Proforma

An EqIA is a tool to assess whether a decision, policy, service or function pays ‘due regard’ to the Public Sector Equality Duty (PSED).

This Duty requires public bodies to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations

The Equality Duty covers the following **9 protected characteristics**:

Age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, marriage and civil partnership. In addition, this EqIA process includes; **care experience, rurality, socio-economic status** and **armed forces families.**

The EqIA process has two stages:

- **Screening EqIA:** This checks whether a decision, policy, service or function pays due regard to the Equality Duty; to provide any high-level advice or take immediate action; to determine if a full EqIA is required.

Appendix 5a

- **Full EqIA:** Sometimes called Equality Analysis, this looks at a decision, policy, service or function with supporting data, information, research and evidence from consultation/engagement. The EIA covers the nine protected characteristics as well as rurality, socio-economic status, care experience and armed forces personnel/ veterans. A full EqIA includes an action plan.

Where an EqIA relates to a Council Member Decision it should be included as an appendix to the committee report.

Equality Impact Assessment – Screening

1) Decision/Policy/Service/Function

Proposed 20mph scheme for Old Hutton

2) Background and summary of Equality Advice

To progress a 20mph at Old Hutton. It is not considered that there are any impacts to equality or any specific impacts on equality groups.

3) Consultation

Initial and statutory consultation has been carried out with stakeholders, statutory consultees and locally affected residents and businesses.

4) Equality screening

Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Age	N			

Appendix 5a

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Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Disability	N			
Gender reassignment	N			
Marriage or civil partnership	N			
Pregnancy or maternity	N			
Race	N			
Religion or belief	N			
Sex	N			
Sexual orientation	N			
Care Experience	N			
People in rural areas	N			
Socio-economic inequality	N			
Armed-forces families	N			
General (other considerations)	N/A			

5) Full EqlA required (evidence of substantial impact)?

Yes

No

Full Equality Impact Assessment template

Section 1: About the Decision, Policy, Service or Function

145

Name and relevance of Decision/Policy/Service/ Function being assessed to the PSED	
Job Title of Officer completing EIA	
Department/service area	
Telephone number and email contact	
Date of Assessment	
Objectives of decision/policy/service/ function. Which objectives relate to the PSED?	
Key stakeholders and consultees	

Section 2: Information Gathering

What **relevant** information, evidence, data and research have you used to build up a picture of the likely impacts of your decision/policy/service/function on the protected characteristic and other groups listed below.

Information source	Location of information (give a link here if applicable)	What does the data/information tell us?

Add rows as necessary.

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Section 3: Assessment of impact

From the information above identify the impacts on each of the groups below of your proposal.

147

Equality group	Positive (tick)	Adverse (tick)	Neutral (tick)	What is the impact?	Mitigating actions proposed (to address adverse impact)
Age					
Disability					
Gender reassignment					
Marriage and civil partnership status					
Pregnancy and maternity					
Race					
Religion and/or belief					
Sex					
Sexual orientation					
Care Experience					
People in rural areas					
Socio-economic inequality					
Armed-forces families					

Section 4. Outcome of Equality Impact Assessment (tick appropriate box)

No major change needed - the analysis shows the policy is robust and evidence shows no potential for discrimination.	<input type="checkbox"/>
Adjust the policy/service/function - alternatives have been considered and steps taken to remove barriers or to better advance equality.	<input type="checkbox"/>
Develop and implement action plan.	<input type="checkbox"/>
Adverse impact(s) identified but continue - this will need a justification or reason. Complete the action plan.	<input type="checkbox"/>

Section 5: Action Planning

What is the negative/adverse impact or area for further action	Actions proposed to reduce/eliminate the negative impact	Who will lead on the actions?	Resource implications/ resources required	When? (target completion date)	Monitoring Arrangements

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Add rows as necessary.

Section 6. Review

Date of next review of the Equality Impact Assessment	Who will carry out this review?

149

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Equality Impact Assessment (EqIA) Proforma

An EqIA is a tool to assess whether a decision, policy, service or function pays 'due regard' to the Public Sector Equality Duty (PSED).

This Duty requires public bodies to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations

The Equality Duty covers the following **9 protected characteristics**:

Age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, marriage and civil partnership. In addition, this EqIA process includes; **care experience, rurality, socio-economic status** and **armed forces families.**

The EqIA process has two stages:

- **Screening EqIA:** This checks whether a decision, policy, service or function pays due regard to the Equality Duty; to provide any high-level advice or take immediate action; to determine if a full EqIA is required.

Appendix 5b

- **Full EqIA:** Sometimes called Equality Analysis, this looks at a decision, policy, service or function with supporting data, information, research and evidence from consultation/engagement. The EIA covers the nine protected characteristics as well as rurality, socio-economic status, care experience and armed forces personnel/ veterans. A full EqIA includes an action plan.

Where an EqIA relates to a Council Member Decision it should be included as an appendix to the committee report.

Equality Impact Assessment – Screening

1) Decision/Policy/Service/Function

Proposed 20mph scheme for Ulverston Town Centre

2) Background and summary of Equality Advice

To progress a 20mph at Ulverston town centre. It is not considered that there are any impact to equality or any specific impacts on equality groups.

3) Consultation

Initial and statutory consultation has been carried out with stakeholders, statutory consultees and locally affected residents and businesses.

4) Equality screening

Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Age	N			

Appendix 5b

153

Equality protected characteristic	Impact Y/N	Describe impact (positive, neutral or negative)	Measures to address impact if required	Full EqIA needed Y/N
Disability	N			
Gender reassignment	N			
Marriage or civil partnership	N			
Pregnancy or maternity	N			
Race	N			
Religion or belief	N			
Sex	N			
Sexual orientation	N			
Care Experience	N			
People in rural areas	N			
Socio-economic inequality	N			
Armed-forces families	N			
General (other considerations)	N/A			

5) Full EqlA required (evidence of substantial impact)?

Yes

No

Full Equality Impact Assessment template

Section 1: About the Decision, Policy, Service or Function

155

Name and relevance of Decision/Policy/Service/Function being assessed to the PSED	
Job Title of Officer completing EIA	
Department/service area	
Telephone number and email contact	
Date of Assessment	
Objectives of decision/policy/service/function. Which objectives relate to the PSED?	
Key stakeholders and consultees	

Section 2: Information Gathering

What **relevant** information, evidence, data and research have you used to build up a picture of the likely impacts of your decision/policy/service/function on the protected characteristic and other groups listed below.

156

Information source	Location of information (give a link here if applicable)	What does the data/information tell us?

Add rows as necessary.

Section 3: Assessment of impact

From the information above identify the impacts on each of the groups below of your proposal.

157

Equality group	Positive (tick)	Adverse (tick)	Neutral (tick)	What is the impact?	Mitigating actions proposed (to address adverse impact)
Age					
Disability					
Gender reassignment					
Marriage and civil partnership status					
Pregnancy and maternity					
Race					
Religion and/or belief					
Sex					
Sexual orientation					
Care Experience					
People in rural areas					
Socio-economic inequality					
Armed-forces families					

Section 4. Outcome of Equality Impact Assessment (tick appropriate box)

No major change needed - the analysis shows the policy is robust and evidence shows no potential for discrimination.	<input type="checkbox"/>
Adjust the policy/service/function - alternatives have been considered and steps taken to remove barriers or to better advance equality.	<input type="checkbox"/>
Develop and implement action plan.	<input type="checkbox"/>
Adverse impact(s) identified but continue - this will need a justification or reason. Complete the action plan.	<input type="checkbox"/>

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Section 5: Action Planning

What is the negative/adverse impact or area for further action	Actions proposed to reduce/eliminate the negative impact	Who will lead on the actions?	Resource implications/ resources required	When? (target completion date)	Monitoring Arrangements

Appendix 5b

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Add rows as necessary.

Section 6. Review

Date of next review of the Equality Impact Assessment	Who will carry out this review?

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